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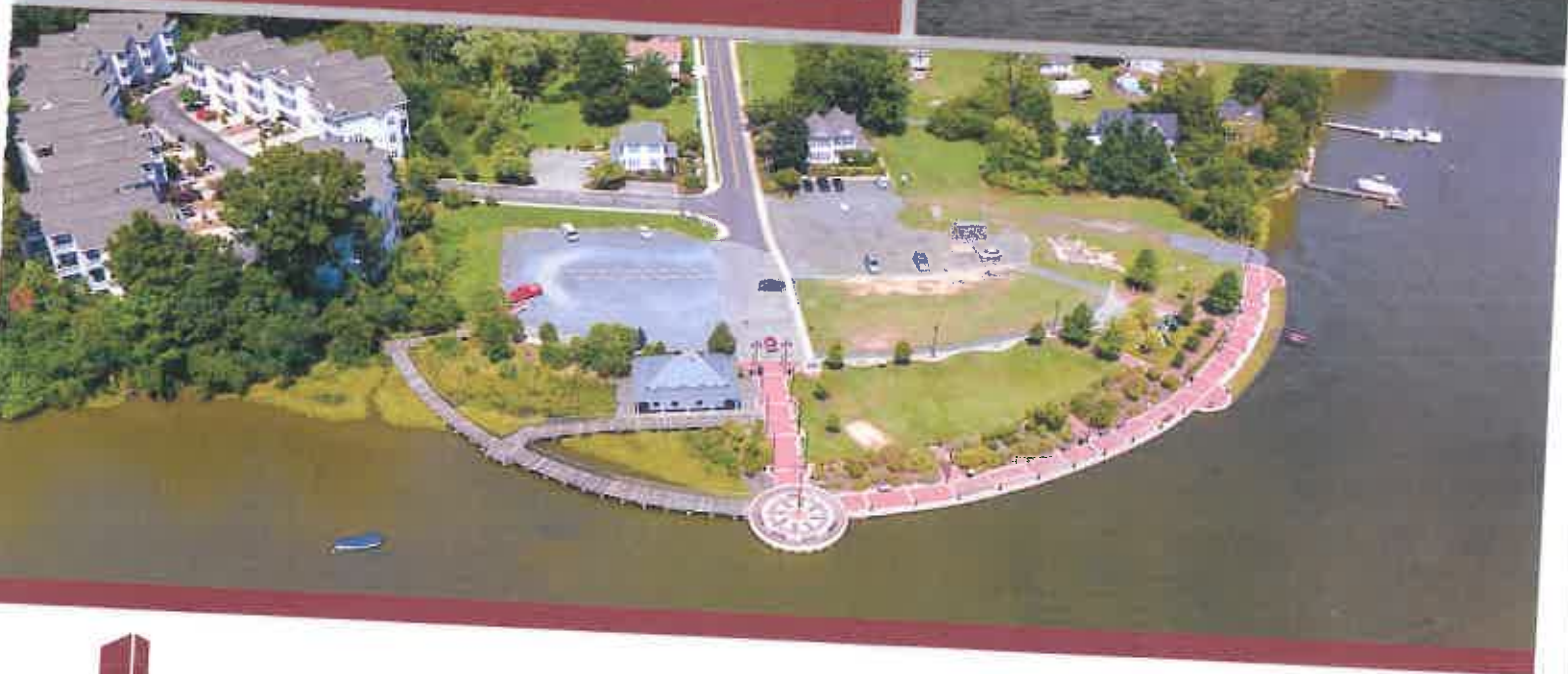
WV PURCHASING
DIVISION

Request for Proposal

A/E Services for South Charleston Boat Ramp Improvements

Solicitation No. CEOI DNR 190000009

Submission Date: April 30, 2019 | 1:30 pm



Designing Infrastructure for Tomorrow®

Point of Contact:

Mark Shafer PE, Executive Vice President
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mshafer@wbcm.com



Submitted to:

Department of Administration
Purchasing Division
2019 Washington Street East
Charleston, WV 25305-0130



April 29, 2019

Department of Administration, Purchasing Division
2019 Washington Street East
Charleston, WV 25305-0130
Attn: Brittany Ingraham, Buyer

RE: A/E Services for South Charleston Boat Ramp Improvements
Solicitation No.: CEOI DNR1900000009

Dear Ms. Ingraham,

Whitney, Bailey, Cox & Magnani, LLC (WBCM) is pleased to present our Expression of Interest for A/E Services for the South Charleston Boat Ramp Improvements, Solicitation No.: CEOI DNR1900000009. This submission is in response to EOI released on April 8, 2019 and Addendum 1 dated April 26, 2019.

WBCM is a multi-disciplinary consulting firm with talented engineers, architects and environmental specialists with strong experience in projects related to the South Charleston Boat Ramp improvements. Our Marine Engineering Division has designed boat ramps, marinas, boardwalks and floating piers as well as shoreline and environmental improvements for waterfront parks. Our Site Division has experience designing parking areas, ingress/egress areas, roadway improvements as well as parks, nature trails, and walkways. We also have a team of environmental specialists that can provide permitting and waterway services.

WBCM understands and agrees with the scope of services and accepts all other requirements, terms, and conditions of the EOI. We take great pride in our marine engineering services, and look forward to displaying them more fully in the following sections. We have included two subconsultants on our team. Triad Engineering, Inc. will provide geotechnical engineering and surveying services. The Markowsky Engineering Group (a West Virginia registered DBE) will assist with environmental engineering and lighting design.

We will commit all necessary resources to be successful and responsive to your needs. We trust that our Expression of Interest conveys our sincere interest in, and capability for, performing the required services. Should you have any questions or require additional information, please contact me at 410-512-4500 or mshafer@wbcm.com.

Thank you for your consideration.

Very truly yours,
WHITNEY BAILEY COX & MAGNANI, LLC

Mark Shafer, PE
Executive Vice President

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: CEOI DNR19*09

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:

(Check the box next to each addendum received)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6 |
| <input type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7 |
| <input type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Whitney, Bailey, Cox & Magnani, LLC

Company

Moad Shafiq

Authorized Signature

April 29, 2019

Date

NOTE: This addendum acknowledgement should be submitted with the bid to expedite document processing.
Revised 6/8/2012



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City of South Charleston, West Virginia

SECTION 1 - TECHNICAL APPROACH

History

Founded in 1977, **Whitney Bailey Cox & Magnani, LLC (WBCM)** is the Baltimore, Maryland area's first multidisciplinary AEC firm to provide architecture, engineering, and comprehensive construction management and facility construction services under one roof. WBCM serves public and private clients throughout the Mid-Atlantic region and beyond with additional offices in West Virginia, Virginia, Philadelphia, Harrisburg, and Pittsburgh, Pennsylvania. WBCM is widely known for the quality, innovation, value, and excellence of its engineering services. It is this reputation that keeps WBCM on the *Engineering News-Record's* (ENR) list of the Top 500 Design Firms.

WBCM has housed a dedicated Marine Engineering department since its inception in 1977. Since that time, WBCM employees have accrued extensive experience in the design, inspection, and analysis of marine structures including boat ramps, flank walls (bulkheads), floating docks, waterfront parks, shoreline protection, dredging, and piers. WBCM has worked with both public and private clients to provide structural and civil Marine Engineering services that include: bulkhead design, inspection, and repair; pier design, inspection, and repair; shipyards and naval facilities; breasting and mooring facilities; fendering design; and all associated site/civil design and permitting services.

WBCM has never had a year in which it did not make a profit. The firm has an excellent credit history and a good rating with Dunn and Bradstreet. It has equity in excess of \$6 million. WBCM is a financially stable company and has more than ample insurance to protect the State of West Virginia from any errors and omissions or negligent acts, as well as other standard business insurance.

WBCM pays strict attention to standard accounting and business practices. In doing so, WBCM can be relied upon to be financially responsible internally and to provide external records that can be depended on by others. Through rigorous self-examination and a series of annual audits by external independent sources, WBCM has provided a financial standard that can be held up against any in the industry.

Understanding of Scope

WBCM understands that the City of South Charleston, WV, owns and has leased property from the West Virginia Department of Transportation under and adjacent to the Interstate 64 bridges where a silted in boat ramp exists. This project shall include professional engineering services to design and construct a new boat ramp and parking, as well as improvements to the existing boat ramp. WBCM understands that the project goals and objectives include, but not be limited to:

- Review of existing plans and conditions to evaluate the potential for boating access while communicating effectively with the Owner to determine a plan that can be implemented in a manner that will minimize disruption.
- Provide all necessary services to design the facilities described in the Expression of Interest in a manner that is consistent with The Division of Natural Resources needs, objectives, current law and current code, while following the plan to design and execute the project within the project budget and schedule.
- Furnish complete Construction Contract Administration Services with competent professionals that ensures the project is constructed and functions as designed.

Personnel

WBCM has the necessary professional staff required to complete this project within the required time limits. WBCM has a staff of more than 200 with over one-third being registered professionals producing annual billings in excess of \$26 million a year. WBCM routinely performs work on over 400 active projects a year. Based on our current workload, WBCM has the necessary professional staff required to complete the project within the required period of time and cost limitations.

WBCM has assembled a team of highly qualified and experienced professionals to support the State of West Virginia. The individuals included as key staff are capable of working on multiple assignments concurrently. Should the need arise, our organization can easily provide a response to multiple assignments or large complex design needs with additional in-house staffing capability.

Methodology

WBCM has not only the technical skills required, but the effective management necessary to maintain the project schedule and budget with the common goal of producing a project that can be successfully implemented.





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WBCM will be utilizing a "Design Team" concept of management that provides the ability to mobilize resources as needed. Unlike other large organizations, key staff from WBCM will be fully committed and dedicated to the project for the entire contract period. The key staff members presented in our submission will be actively engaged and will not be replaced with lower-tiered staff as the contract moves forward.

The design team will be led by the Project Manager, Mr. Jesse Lindsay, PE, LEED AP, DBIA. Mr. Lindsay is a Senior Vice President in WBCM's Marine Engineering Department. Mr. Lindsay will serve as the primary liaison and single point of contact for State of West Virginia. He will have the authority and responsibilities for all operational functions of the design team and for responses to any questions, problems, or issues.

Mr. Lindsay has more than twenty-two years of experience working on a variety of civil and marine engineering projects including experience as design Project Manager for several large, waterfront park projects. Mr. Lindsay's knowledge of marine and site design combined with his management experience will ensure that our design team meets all goals set by the State in a cost-effective and timely manner. Additionally, Mr. Lindsay will ensure that WBCM's quality control and assurance programs have been tailored to meet the specific needs of this contract.

In this role, Mr. Lindsay will: assess the scope of work; assign appropriate key staff and support personnel; develop the design schedule and work plan; track the schedule, budget, and permit applications; provide technical and QA/QC oversight; coordinate and manage subconsultants; and manage problem resolution.

Mr. Lindsay will also provide his expertise in the preparation and processing of permits. It is clear that the acquisition of permits is the most important schedule driver on waterfront development projects. Mr. Lindsay's permit processing expertise is made evident by his work on multiple waterfront projects, in which he serves as a resource for permit preparation as well as reviewing the work of other consultants. Mr. Lindsay's detailed knowledge of the permit process and his rapport with the issuing personnel will enhance WBCM's ability to track and maintain the schedule.

WBCM's management team will be supported by a staff of design professionals, each specializing in a discipline that is expected to be utilized during the various design phases. These dedicated specialists include project surveyors, marine engineers, landscape architects, designers, and CADD technicians.

Upon acceptance of the Proposal, the Project Manager will confirm staff assignments for the project and begin work immediately. Throughout the design process, WBCM will work under the direction of the State's Project Manager. Submission of administrative matters to the State, such as minutes of meetings and telephone conversations, written confirmation of verbal instructions and/or authorizations, copies of correspondence, and notification of scope changes, will occur in an expedited manner.

Component steps of the design phase involve the following:

1. Project Initiation
2. Field Investigations
3. Environmental Assessments/Mitigation/Permitting
4. Design Development
5. Final Design

The phases are discussed below.

1. Project Initiation

A kickoff meeting will be held with the State's Project Manager to confirm the project scope and to establish operational parameters and design criteria. A data collection effort will then be initiated that will include review of previous correspondence, studies, and records/as-built drawings and an initial site inspection. Recommendations concerning proposed field investigation programs or topographic survey requirements will be developed. WBCM will prepare the master project schedule after project scope is verified.



2. Field Investigations

This phase entails detailed topographic and hydrographic surveys, geotechnical investigations, and utility location and testing. WBCM and our subconsultants will supervise all field inspections. Engineers and designers will field verify existing conditions, paying particular attention to the hydrologic aspects that may influence any necessary stormwater management design.

WBCM will prepare a boring location plan and stake out the boring locations for the geotechnical investigation. WBCM and the geotechnical engineer will closely monitor the subsurface investigation to ensure quality of the data. Laboratory testing will be performed in a certified laboratory to classify the samples and to determine the physical properties and limitations of the soils. All testing will be performed in accordance with AASHTO standards. The results of the field and laboratory investigations will be included in a Geotechnical Report that will describe the methods of investigation; subsurface conditions encountered; engineering properties of the subsurface strata; and earthwork and revetment recommendations. The geotechnical engineer will provide preliminary recommendations to WBCM as soon as the lab results are available to expedite the design process.

3. Environmental Assessments/Mitigation/Permitting

Due to the proximity to the Kanawha River, it is anticipated that several natural resources will be impacted by the proposed development. In order to assess the impacts and prepare an alternatives analysis, WBCM will conduct field investigations to inventory the condition and limits of any protected areas. These studies will include identification of buffers, threatened and endangered species studies, forest stand delineations, location of floodplain, and other investigations associated with stormwater management and sustainable design. Following the data reconnaissance, final reports will be issued for each study and preliminary mitigation plans can be developed to address regulatory/permit requirements.

4. Design Development

After all alternative designs are evaluated and a selected option is determined, WBCM will proceed with the schematic design. Site layout backgrounds will be based on a comprehensive base plan formulated from as-built/record drawings, topographic surveys, and other site investigations/studies.

WBCM will provide two submittals prior to the final submittal. The Preliminary Submittal will include the completion of all field surveys, preliminary design computations, and preliminary site/civil, structural and electrical/lighting plans and specifications.

Following submission of the Preliminary Design package, WBCM will schedule an on-board review meeting with the State to discuss review comments. WBCM will prepare minutes of this meeting and provide a written response to all comments included with the corrected materials.

WBCM will also provide a Pre-Final Submittal that will include modified design drawings and specifications, comprehensive design computations, pertinent correspondence with permit and approval agencies, and detailed construction cost estimate.

5. Final Design

WBCM will proceed with the final design after successful resolution of all schematic and design development review comments. The Final Submittal will include finalized construction drawings and specifications with required bid documents, all necessary permits, approvals and signatures, pertinent correspondence, sequence of construction, and revised construction cost estimate.

Schedule Control

WBCM recognizes that schedule control is an essential element to ensure the successful execution of any project. Accordingly, we have developed an integrated system interrelating cost, manpower allocation and schedule.

At the beginning of each project, the deliverables are defined, the work plan is developed, and milestone dates are established. Intermediate review milestones are determined and charted, priorities are set, and appropriate resources scheduled into the project to meet the milestone. The critical path for project completion is established and tracked by the Project Manager.

Each week, hours expended are recorded against work tasks, and progress is monitored against the schedule by the Project Manager. Deviations from the schedule are immediately addressed and corrected. In case of an adverse schedule impact, we will review alternatives to accelerate other tasks in order to maintain this completion date. Schedule adherence will be a top priority. After we receive comments



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from each review, the schedule is again reviewed in light of the comments. The project schedule is thus under constant review and schedule updates are issued periodically.

Quality Assurance/Quality Control

WBCM has instituted a Quality Control and Assurance (QA/QC) program that embraces the principles of W. Edwards Deming. The program emphasizes prevention and problem solving over error detection and correction after the fact. The QA/QC program emphasizes control of design and communication to attain the quality objectives. It is active from project inception through project completion and includes all members of the project team.

WBCM's Quality Control and Assurance Plan is meant to establish overall guidelines for implementation of the QA/QC process. In addition, Project Managers and Project Engineers will develop individual QA/QC procedures and guidelines specifically tailored to each task and assignment. The integration and monitoring of specific QA/QC elements unique to each assignment is key to the success of a QA/QC program.

WBCM views quality control as a continual process, which occurs simultaneously with the development of the contract documents. However, the project will have at least three mandated quality control reviews to assure compliance. These reviews occur at the conceptual or preliminary design phase, a pre-final review, and a final document review. Written documentation is utilized for compliance and QA/QC audits, which include a tracking stamp on the documents to ensure that review comments are addressed by the designer and subsequently back-checked.



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SECTION 2 - REFERENCES

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SECTION 3 – KEY STAFF RESUMES

JESSE LINDSAY, PE, LEED AP, DBIA Project Manager

Years of Experience: Total: 22, Years at WBCM: 22

EDUCATION (DEGREE AND SPECIALIZATION)

BS/1997/Civil Engineering / Water Resources/ University of Maryland, College Park

CURRENT PROFESSIONAL REGISTRATION

*2018/Professional Engineer/ WV/ # [REDACTED] exp 2020
LEED Accredited Professional/2009*

Mr. Lindsay is responsible for the design and permitting of projects including shoreline protection, waterfront and marine infrastructure, dredging, stormwater management, floodplain analysis, site layout and grading, sediment and erosion control, roadway improvements, storm drainage, utilities and general site design. Mr. Lindsay is extremely familiar with Department of Environmental Protection and the Army Corps of Engineers permitting requirements and processing and has provided the engineering support for the environmental permitting of various projects. Representative project experience includes the following:

Leonardtwn Wharf Park Revitalization, Leonardtown, MD – Civil Engineer. Mr. Lindsay provided civil engineering services for this project. The site originally housed an old ice plant site, a waterfront restaurant, a few piers and a small marina. The development was a two-phase project that included a commercial/retail area located 150' from the water's edge with a public park and promenade area located along the waterfront. WBCM's task was to design and acquire the appropriate permits for the construction/development of park area on behalf of the Commissions of Leonardtown. Engineering services included the design a 550'-long bulkhead, a 14'-wide promenade walk, utilities (water, sewer and storm drainage), 10'-wide pier walkway over the water/wetlands and layout of future marina. Also located on the park site is a concession Building supported by a pile foundation and a new pumping station to replace the existing pumping station located near the park. Environmental issues involved in the development of the site included COE/MDE joint permit approval, tidal wetland creation/mitigation, on-site and off-site tree mitigation as required by Critical Area Commission, management of off-site storm water runoff and on-site stormwater management approval.

Whiting Lakefront Park, Whiting, IN – Project Manager/Civil Engineer. Mr. Lindsay managed the design team, contract progress and coordinated progress meetings to ensure the project was kept on schedule and within budget for the design of waterfront improvements. WBCM was responsible for transporting the Master Plan into construction documents and performing the engineering of the design elements, which consisted of 1300 LF of stone revetment shore protection with concrete overlook platforms, a 250 LF stone breakwater and 150 LF fishing pier, a new boat ramp and dredged boat harbor with protective breakwaters and a floating boat dock. WBCM provided the permitting and cost estimating of the waterfront improvements. WBCM incorporated a large quantity of existing concrete rubble into the subgrade of the stone revetment shore protection as an effective use of recycled material and to significantly reduce the construction cost.

Lundeberg Waterfront Improvements, Piney Point, MD – Project Manager. Mr. Lindsay managed the planning, design, permitting, and construction phase services for the design-build of waterfront improvements at the Lundeberg Seamanship School ensuring that the project was on schedule and within budget communicating with the Principal in Charge. The coastal engineering effort included a 220' stone breakwater and 800' riprap shoreline revetment, which were designed in accordance with the United States Corps of Engineers Shoreline Protection Manual to compute wave height, dynamic wave loading, forces, shore protection geometry and stone armor sizing. Marine structural engineering included the design of 553' of steel sheet pile bulkhead, wharf and boat lift, reconstruction of a 323' hybrid pre-cast concrete plank and steel framed pier supported on timber pile bents and a new concrete and timber sectioned floating marina. WBCM was also responsible for preparing, coordinating, and obtaining all permits including critical area, stormwater management, St. Mary's County land use permits, and a joint Maryland Department of the Environment/Corps of Engineers Waterway Construction Permit.

Martinak State Park – Timber Bulkhead and Pier Replacement, Reconstruction, Denton, MD – Project Manager. Mr. Lindsay is managing the planning, design, permitting, and construction phase services for waterfront infrastructure including timber bulkheads, a timber pier and associated sitework adjacent to a functioning boat ramp.

Bowley's Marina Design, Baltimore County, MD – Project Manager. Project Manager for WBCM's engineering services for the reconstruction of Bowleys Marina. Early phases of the project include the design of outboard wave attenuation structures and relocation of the fueling area. Improvements to the marina interior, including modernization of electrical systems and replacement of interior, fixed timber piers, and maintenance dredging of near shoreline slips, the travel lift, and boat the boat ramp will follow in subsequent phases.





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JAMES HOLLS, PE, PTOE, QA/QC Manager

Years of Experience: Total: 36 Years at WBCM: 30

EDUCATION (DEGREE AND SPECIALIZATION) <i>BS/1983/Civil Engineering/Penn State</i>	CURRENT PROFESSIONAL REGISTRATION <i>1994/ Professional Engineer/ WV/ # [REDACTED] exp 2020</i> <i>1990, "Maryland Registered" Professional Engineer, # [REDACTED] exp. 2020</i> <i>1999, Professional Traffic Operations Engineer, [REDACTED]</i>
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Mr. Holls has more than 35 years of experience in traffic planning and design for innovative multi-modal projects employing Practical Design. He managed over \$36.5M in traffic contracts in the last 8 years and has been performing traffic engineering for District 1 since 1990. Thus, he understands why District 1 is unique: urban sites with limited ROW, dense utilities and heavy multi-modal demands, high speed rural roads, seasonal traffic, major pedestrian and bike trip generation in resort areas and politically active vocal residents. He has reviewed over 840 Traffic Impact Studies for MDOT SHA, provided traffic engineering elements for streetscape projects, supervised traffic projections, operational/safety analyses, signal warrants and the design of signing, signal, marking plans to provide Positive Guidance based on the MD MUTCD, and lighting and MOT plans. He is experienced in the use of CLA/HCM/Sidra/Synchro/ SimTraffic/VISSIM, Estimator, ProjectWise, MDOT SHA milestone submittal and invoice processes, sub/DBE management and QA/QC procedures. Participates in Value Engineering, Partnering and Project Team Meetings. Representative project experience includes:

AE Horizontal Engineering Services Contract, Prince George's Counties, MD – Project Manager/Traffic. Prepared initial traffic data collection and capacity, queue, safety and signal warrant studies and analyses and feasibility studies to quantify site deficiency and presentation at public meetings and the preparation of bid documents for upgrades to include signals, lighting, MOT, signing and marking. Projects included Lottsford Rd/Archer Way, Muirkirk Rd./Odell Rd., Livingston Rd/Carey Branch, Ritchie Marlboro Rd/Brooke Ln and Livingston Rd./Washington St. Contract Value: \$3 million.

Open End Contract, Survey and Engineering Services, MDOT SHA District 3, BCS 2011-04 – Traffic Engineer. Managed the traffic elements of feasibility studies for innovative intersection safety/capacity and ADA accessibility improvements to include field inventories, data collection, surveys/ROW, operational analysis (Synchro/SimTraffic/ CLA/ HCS/Sidra), developed concept alternatives, alternatives analysis (considering traffic improvements, constructability, and cost). Prepared traffic elements of concept study reports and public participation material to include geometric designs and H&H/SWM concepts. Prepared MOTAA studies and PS&E MOT, design request, traffic control device and lighting evaluations/designs for projects including I-270/SB Weigh Station; I-495/MD 190 Ramp Upgrades; two US 301 safety/resurfacing projects; MD 191/MD 188, MD 355/MD 187 intersection upgrades, and various ADA upgrades. Reviewed Traffic Impact Studies, off-site improvements and site circulation.

Open End Contract, Traffic Engineering, MDOT SHA District 5, BCS 2008-13D – Project Manager/Primary Liaison. Managed 57 intersection safety/CSI/CII/PPP/signal warrant/roundabout studies; Road, Pedestrian, ADA Safety Audits; safety/operations/congestion management studies along MD 4, MD 261, MD 242; school signing and MD 2 bike signing inventory/review/upgrades; MD 5 corridor study with traffic projections, safety upgrades from HSM and TSM; road diet, unbalanced and reversible lanes and innovative TCD's to address safety/capacity deficiencies. Developed presentation materials, presented findings. Included traffic data collection, site inventories/condition surveys and on-site staffing.

Survey and Engineering Services, District 7 (Combined), BCS 2007-07O & BCS 2011-02J, Frederick, Carroll, and Howard Counties, MD – Project Manager/Traffic. Performed capacity analyses with Synchro/SimTraffic as part of feasibility studies to determine required intersection geometrics and traffic control to address safety, multi-modal and capacity (level of service and queues) at nine locations. Preparation of PS&E documents for traffic control devices and lighting plans for MD 32/MD 27, MD 30/Deer Park Road, MD 26/Oakland Mill Road, MD 27/Westminster Pike, MD 103/US 29, a roundabout at MD 180/Mt Zion Road and US 15 acceleration lane improvements at Jefferson Average.





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DAVID URBANEK, PE, PTOE, Traffic/Circulation Engineer

Years of Experience: Total: 21 Years at WBCM: 13

EDUCATION (DEGREE AND SPECIALIZATION) <i>BS/1998/Civil Engineering/University of Virginia</i>	CURRENT PROFESSIONAL REGISTRATION <i>2018/Professional Engineer/ WV/ # [REDACTED] exp 2020</i> <i>Professional Traffic Operations Engineer, # [REDACTED], 2005</i> <i>MD SHA Temporary Certified Traffic Control Manager, 2006</i>
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Mr. Urbanek has more than 21 years of traffic and transportation engineering including feasibility studies, safety studies, access management, parking, signing, pavement markings, traffic signals, pedestrian and bicycle facilities, and MOT plans. He has a general overall knowledge of the City of Baltimore signal/traffic engineering practices and its infrastructure, as well as traffic control devices and computerized signal systems.

Carroll Community College Traffic Impact Study, Westminster, MD – Traffic Engineer. Mr. Urbanek conducted a detailed Traffic Impact Study (TIS) for the Carroll Community College expansion. The work efforts included collecting traffic volume and accident data, background development information, and historical traffic volume data. Level of Service (LOS) and queue analyses were conducted for key study area intersections based on existing and projected design year traffic volumes. Schematics were prepared to illustrate required roadway improvements to provide acceptable LOS and to accommodate anticipated queues. Mr. Urbanek also conducted traffic signal warrant studies and analyzed impacts to the internal circulation of modified access points.

Carter Center Parking Lot Demolition and Construction, University of Maryland Baltimore, Baltimore, MD – Traffic Engineer. Mr. Urbanek provided traffic engineering services for this project. WBCM provided engineering services for the design of the parking lot, pedestrian facilities, access control, drainage, stormwater management, sediment and erosion control and other contingent elements related to the site design.

MD 439 Park-and-Ride Feasibility Studies, Baltimore County, MD – Traffic Engineer. Mr. Urbanek analyzed crash data, traffic data, geometrics, field conditions and construction sequencing in the development of the project-wide TMP. Developed MOT plans, temporary and ultimate traffic signal plans, and signing/marketing plans, including bicycle lanes. Developed special provisions and estimate for final documents.

Perryman Area Traffic Study, Harford County, MD – Project Manager. The project consisted of evaluating the transportation system serving the Perryman area and the area adjacent to the I-95 corridor for traffic volumes projected for the year 2020. Trip generation rates were determined using Harford County's Land Use Plan. A comprehensive report of the study findings was provided. Facilitated public meetings where proposed improvements were presented and discussed. Identified improvements underwent feasibility analysis, including identification of impacted properties, impacted structures, alternate roadway alignments, physical constraints and roadway design criteria.

Traffic Impact Study: 44 Liberty, Carroll County, MD – Traffic Engineer. Mr. Urbanek was responsible for overseeing peak period traffic counts, preparing an inventory of each intersection to include geometry, traffic control devices, street widths, and adjacent development, reducing the count data and preparing an existing traffic volume mosaic, determining potential trip generation, preparing study exhibits and sketches for demonstration, determining design year projection for traffic volumes, calculating levels of service, determining required upgrades and making recommendations, reviewing accident data for safety analysis, preparing site alternatives and cost estimates, preparing report of findings, and attending public meetings.

A/E Horizontal Engineering Services Contract, Prince George's Counties, MD – Traffic Engineer. Prepared analyses and feasibility studies to quantify site deficiencies and presentation at public meetings and the preparation of bid documents for upgrades to include signals, lighting, MOT, signing and marking. Ped and bike access were included in the evaluations. Projects included Lottsford Rd/Archer Way, Muirkirk Rd./Odell Rd., Livingston Rd/Carey Branch, Ritchie Marlboro Rd/Brooke Ln and Livingston Rd./Washington St.

Inner Harbor East Maintenance of Traffic Plan, Baltimore, MD – Chief Traffic Engineer. Mr. Urbanek was responsible for overseeing Maintenance of Traffic/traffic engineering services for this service line installation project located on Exeter Street. Mr. Urbanek conducted a site visit, prepared the Maintenance of Traffic plans, and met with Baltimore City DOT for on-site reviews.





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RANDALL HUGHES, PLA, AICP, PMP, LEED AP, Parking/Site Design, Permitting

Years of Experience: Total: 18, Years at WBCM: 14

<p>EDUCATION (DEGREE AND SPECIALIZATION) BLA, 2001, Landscape Architecture, Kansas State University</p>	<p>CURRENT PROFESSIONAL REGISTRATION 2005, Landscape Architect, MD Registered, [REDACTED] Also, registered in NC, PA, VA, AR; 2012, American Institute of Certified Planners [REDACTED]; 2008, LEED AP; 2004, CLARB Certified Landscape Architect; 2018 Project Management Professional [REDACTED]</p>
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Mr. Hughes is a registered landscape architect and certified planner with 17 years of experience in land planning, community planning, campus planning and design, site development, site layout and grading design, landscape design and environmental planning and design. His experience includes public and private clients ranging from military, college campuses, parks, commercial, streetscapes and community developments. Representative project experience includes the following:

Krimgold Park, Carroll County, MD – Project Manager / Landscape Architect. Mr. Hughes provided project management and landscape architectural services for the creation of a new 139-acre public recreational park. The design included five multi-use fields, four baseball fields, parking lots, access and service roads, picnic pavilions, restroom facilities and an extensive hiker/biker pathway system. WBCM renovated four historic farm ponds into scenic ponds and through selective demolition, vegetation removal and spillway and embankment rehabilitation, the scenic ponds were incorporated into the hiker/biker trail network. WBCM provided planning and design of the layout, grading, paving, drainage, landscape architecture, erosion and sediment control, stormwater management, wetland delineation and reforestation. WBCM completed permitting including a joint MDE/COE non-tidal Wetland Permit, water resource protection easements, specimen tree protection and reforestation easements and all required Carroll County permits.

Rose Hill Park Improvements, Frederick County, MD – Landscape Architect. Mr. Hughes was responsible for performing landscape architectural services and coordinated the landscape architectural efforts with the overall project manager. WBCM provided a full boundary and topographic survey of an existing 98-acre park located along the Monocacy River. The boundary analysis required riparian rights issues and the property corner monuments. The topographic surveys were compiled by aerial photogrammetry with WCBM conducting the photo control surveys and detailed supplemental field run topographical surveys. WBCM provided contract documents to replace six picnic shelters, expansion of parking capacities at each shelter, construction of two additional parking areas, rehabilitation of all of the parks roadways and all shelters were made ADA compliant. WBCM also provided all contract administration services as well as part time inspection. Construction was completed while the park was open for visitors.

Western Maryland Recreation Access and Trail Restoration, Garrett County, MD – Project Manager / Landscape Architect. Mr. Hughes served as PM/landscape architect for 5.2 miles of ORV / ATV trails at a state forest along with camping and day-use facilities. The campground area is developed with a day-use parking lot accommodating trails, a one-way loop road with three group camping sites and four single camping sites and a beginner trail network. The new ORV / ATV trails are divided into two trail segment area and a third parallel trail segment area, all accessible of an existing central gravel logging road. The trail segments were designed to accommodate beginner and advanced users with a series of interconnected loops and spurs. The parallel trail area provides opportunities for a different trail experience levels adjacent the existing central road. The project also included four entry pull-off areas for passing vehicles entry to the site, fencing and gates to control access to the area and rock crawl areas.

WB&A Trail- Lemons Bridge Spur, Prince George's, MD – Landscape Architect / Project Manager. WBCM provided civil and structural engineering services for the preparation of grading, erosion and sediment control as well as stormwater management plans and secured permit approval for 7,350 feet of 8' wide trail, a 100' long boardwalk and a pedestrian bridge at Patuxent River Park. The trail alignment followed a former railroad and included a new pedestrian bridge and section of boardwalk. WBCM designed the boardwalk to minimize its length and allow the overflow and discharge from a large non-tidal wetland area on the west side of the trail to function in an improved condition and flow under the boardwalk to maintain existing hydrology in the area. The boardwalk was a timber design utilizing helical piers. The stormwater management design included the use of permeable bituminous paving section in portions of the trail. The remainder of the trail included a bituminous paved trail section installed over existing rail ballast. WBCM provided design, bidding and construction phase services.





EXPRESSION OF INTEREST

CEOI 0310 DNR190000009

A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

BLAINE LINKOUS, PE, PH, LEED AP, Stormwater/Drainage Engineer

Years of Experience: Total: 21 Years at WBCM: 14

<p>EDUCATION (DEGREE AND SPECIALIZATION) MSE/2004/<i>Environmental and Water Resources Engineering/Univ. of Texas</i> BA/1998/<i>Environmental Sciences (Concentration in Hydrology)/Univ. of Virginia</i> Certificate/2009/<i>Sediment Transport and River Mechanics/Johns Hopkins Univ.</i> Certificate/2006/<i>Fluvial Geomorphology for Engineers/Wildland Hydrology</i> Certificate/2006/<i>Wetlands Delineation/Johns Hopkins University</i></p>	<p>CURRENT PROFESSIONAL REGISTRATION 2013, <i>Professional Engineer, WV Registered, [REDACTED]</i></p>
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Mr. Linkous has over 21 years of experience in environmental consulting, engineering and construction services. He has managed numerous design projects for sites, stormwater, wastewater, water supply and drainage facilities. While engaged in technical work, Mr. Linkous is in a leadership role as the Senior Vice President of WBCM's Site and Utilities Division. Representative project experience includes the following:

Restoration of Parking Areas at Francis Scott Key High School, Hampstead Elementary and Westminster High School, Carroll County Public Schools, Carroll County, MD: Project Manager/Civil Engineer. Served as primary contact and managed the design team. The design restoration plans developed included demolition and removals, layout plan, site details and erosion and sediment control. WBCM provided survey and engineering services including an investigation of the conditions, topographic survey, site visits and assessments of the conditions of surface paving, curbs and gutter and geotechnical investigation and review of findings and recommendations for incorporation into the design plans.

Restoration of Parking Areas at William Winchester Middle School and Westminster West Middle School, Carroll County Public Schools, Carroll County, MD: Project Manager/Civil Engineer. Served as primary contact and managed the design team. Developed design restoration plans which included demolition and removals, layout plans, geometry, phasing, site details and erosion and sediment control. Project began with an investigation of the existing conditions which included topographic land surveys and visual inspections and assessments of existing conditions of surface paving, curbs and gutters as well as a geotechnical investigation. Soil improvements were designed to stabilize poor subsoils ensuring proper bearing for the new parking areas and roadways. WBCM attended all required meetings with stakeholders and construction personnel. Provided services through bidding and construction phases and culminated in project close-out.

Building 4 Learning Resource Center Parking Lot Design, Carroll Community College, Westminster, MD: Civil Engineer. Served as civil engineer for utility service connections (sanitary storm drains and water mains) to utilities available in the existing utility corridor surrounding the academic platform. Provided land development design for a new 270-space parking lot connecting to the southernmost parking lot along with a new service drive from MD 32 to support the new academic building. Designs also included the expansion of the existing stormwater management facility and conversion to a more esthetically pleasing underground facility which would manage both water quality and quantity, including a 10-year storm. Due to the project's location in a protected watershed, 90% of runoff from all impervious area had to infiltrated, in accordance with Carroll County Regulations. Designed pedestrian access to the new building to include a courtyard.

Campus Access, Parking, Walkway and Wayfinding, University of Maryland Baltimore County, Baltimore, MD: Lead Civil Engineer. Served as lead civil engineer for the reconfiguration of existing parking lots, walkway extensions and establishment of major pedestrian spines into the center of campus, intersection improvements and extensive parking lot and roadway improvements. Pedestrian access improvements included ADA accessibility improvements, pedestrian safety improvements and new campus-wide wayfinding. WBCM also provided landscape architecture, traffic engineering, surveying and construction stakeout for campus improvements.

Campus Parking Lot Upgrades, Stanley, Black & Decker, Baltimore, MD: Project Manager/Civil Engineer. Served as project manager overseeing civil engineering, landscape architecture and surveying services for improvements to expand parking capacity and upgrade circulation. The project added a total of 439 parking spaces which tie into the circulation network and included upgrades to the main entry and vehicular drop off for Building 700. **Extensive** storm drain utility work were also completed using the design of two micro-bioretenion, two bioretention, one surface sand filter and seven grass swales. The project included extensive landscape planting and protection of existing specimen trees on campus. The project included full permitting.





EXPRESSION OF INTEREST

CEOI 0310 DNR190000009

AE SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

GUS FOTINOS, PE, Marine Structural Engineer

Years of Experience: Total: 16, Years at WBCM: 15

EDUCATION (DEGREE AND SPECIALIZATION)

BS/Civil Engineering/University of Maryland, College Park 2003

MS/Civil Engineering/University of Maryland, College Park/2011

CURRENT PROFESSIONAL REGISTRATION

MD/Professional Engineer/ [REDACTED] /2012

ACI Certified Concrete Testing Technician

Mr. Fotinos is a project engineer with 16 years of experience in structural design and field engineering. Mr. Fotinos has experience in structural design of marine structures such as, piers, mooring dolphins, breasting dolphins, sheet pile bulkheads, fender design, pile design, pier deck repairs, and pile jacketing. Mr. Fotinos also has extensive experience with on-site construction inspection and supervision of dive inspection teams. Representative project experience includes:

Lundeberg Maryland Seamanship School, Waterfront Improvements, St. Mary's County, MD – Structural Engineer/Inspector.

Mr. Fotinos provided structural engineering design for a cantilevered steel sheet pile bulkhead and the rehabilitation of the existing Pier 45, a 323' X 20' wide timber pier. Mr. Fotinos was responsible for the structural design, field visits/inspection, and design meetings. He worked closely with Geotechnical engineer to determine the required pile tip elevations. Also, assisted in preparing the permit applications to the Maryland Department of the Environment and the US Army Corp of Engineers.

Ritz Carlton Bulkhead & Pier Construction, Baltimore, MD – Structural Engineer/Inspector. Mr. Fotinos served as the field engineer/inspector for the Ritz Carlton waterfront construction which included the installation of 1400 L.F. of a sheet pile bulkhead, concrete cap beam and 500' x 30' of framed concrete pier. Mr. Fotinos maintained the driving records for the installation of steel H-piles, sheet piles, and concrete piles. He performed concrete and steel rebar inspection and answered Contractor's Requests for Information. Mr. Fotinos was also directly responsible for verifying that construction proceeded in conformance with the Contract Drawings and Project Specifications. He served as the fulltime construction inspector for this 8-month waterfront construction project.

Berth 11-12 Deck Upgrades, Dundalk Marine Terminal, Baltimore, MD – Structural Engineer. Upgrade of approximately 17 bents of the wharf at Berths 11 and 12 of the Dundalk Marine Terminal. 600 feet of the existing slabs and deck beams were removed and new 24" square pre-stressed concrete piles were driven between existing piles. A 12" concrete topping slab covered newly constructed pile caps. Two heavy-duty mooring bollards were incorporated into the design and were anchored to the shore using a steel sheet pile deadman and tie rods. In addition, river bottom and tidal wetland impacts were avoided and minimized by confining pile driving to the existing wharf footprint.

Bulkhead Replacement, Vessel Dock and Floating Dock, Solomons, MD – Structural Engineer. WBCM was contacted to conduct an above and below water condition assessment of the 750-foot-long timber pier at the University of Maryland, Chesapeake Biological Laboratory facility. Working with a diving subcontractor, we assessed the condition of the structure and prepared a detailed report on needed repairs and replacements to the structural system of the pier. The estimated construction cost of the repairs is approximately \$1.5 million for replacement of piles, beams, decking, baywater pumps and general repairs

Renovation and Repairs of Piers at Hess Terminal, Port Reading, NJ – Structural Engineer. Project included complete planning, marine engineering design and permitting for the reconstruction and rehabilitation of the Hess Port Reading terminal, North and South dock facilities. The project involved demolition, replacement of steel bracing, new fendering systems, rehabilitation of two sheet pile cofferdams, and new gangway systems.

Fishing Point Marine Terminal, Baltimore, MD – Structural Engineer – Mr. Diepold provided structural engineering services for a new 37-acre intermodal mixed-use barge and ship terminal. This project involved the marine and site development engineering for an abandoned asphalt/petroleum storage terminal formerly occupied by BP Amoco. The site was redeveloped to provide a transition and distribution depot for material to be delivered to clients via barges and seagoing vessels. The terminal supports dry bulk, liquid bulk and break bulk cargoes. The landside improvements were designed to minimize excavation within the contaminated subgrade reducing liability and cost associated with handling and disposal of regulated substances. The terminal design included paved storage areas, rail circulation and side tracks, utility systems, dredging, drainage outfalls and perimeter stormwater management swales. The low-lying parcel required several feet of fill to raise the new terminal above the floodplain elevation. A stone revetment and buffer plantings protected the perimeter of the peninsula to attenuate wave energy and stabilize the slopes.



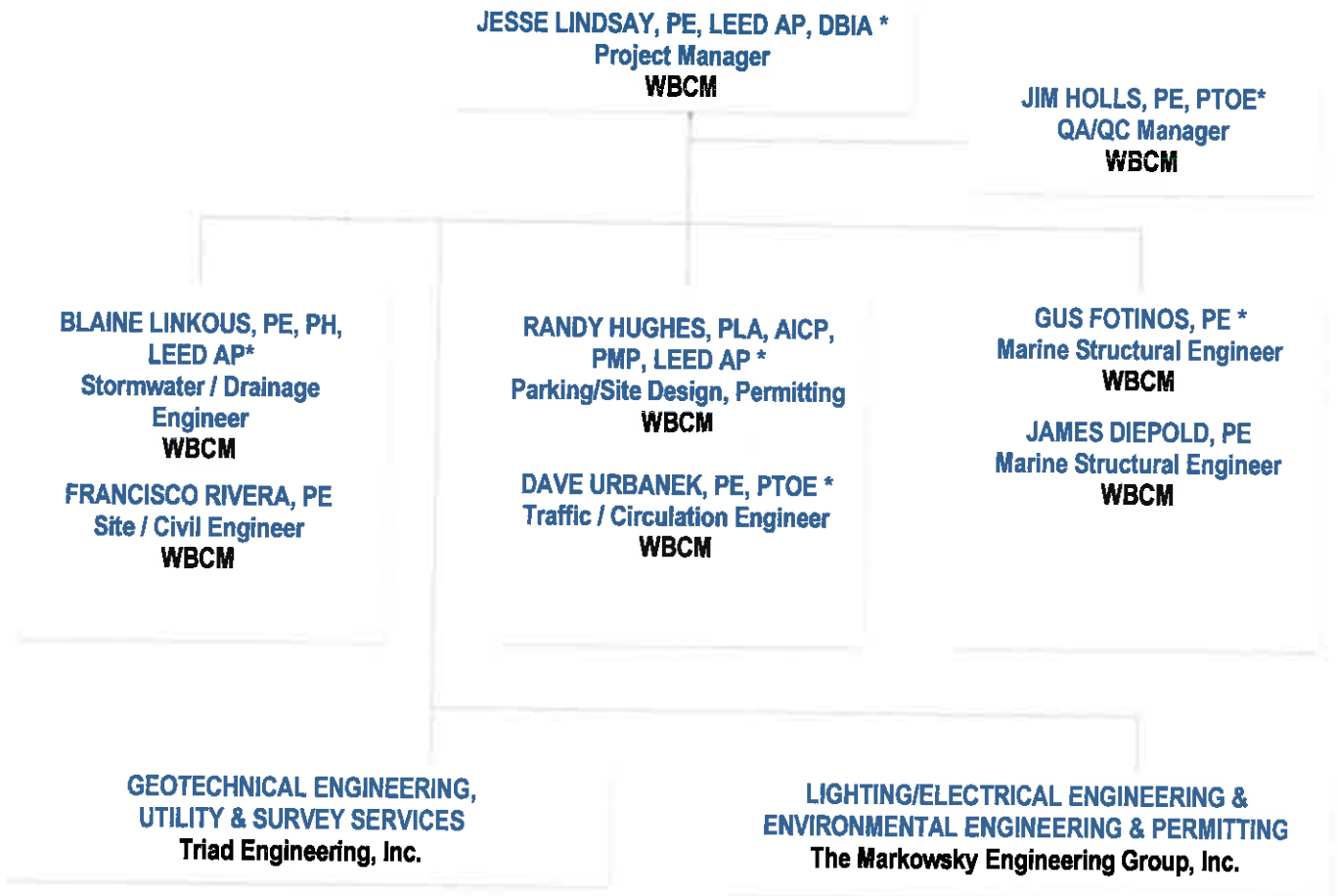
EXPRESSION OF INTEREST

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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

SECTION 4 - ORGANIZATIONAL CHART



* Resumes Included



EXPRESSION OF INTEREST

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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

WHITING LAKEFRONT PARK

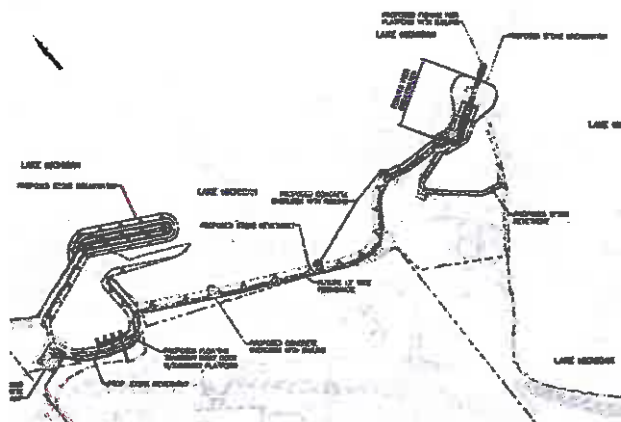
Whiting, Indiana

Client: American Structurepoint, Inc.

Contact: Kevin Krulik, 317.547.5580

Services: Marine, Civil and Structural Engineering

WBCM provided marine, civil and structural engineering services for the design of the waterfront improvements for Whiting Lakefront Park on Lake Michigan in Whiting, Indiana. WBCM was responsible for transporting the master plan into construction documents and performing the engineering of the design elements, which consisted of 1,300 LF of stone revetment shore protection with concrete overlook platforms, a 250 LF stone breakwater and 150 LF fishing pier, a new boat ramp and dredged boat harbor with protective breakwaters and a floating boat dock. One of the unique challenges facing WBCM was the integration of the marine structural elements into the aesthetics of the Lake Front Park, while still providing structural capacity to withstand Lake Michigan's dynamic wave action from storm events. Computer modeling of the dynamic wave action was employed to design the fishing pier uplift forces, breakwater geometry as well as the stone revetment cross section. In addition to the design, WBCM provided the permitting and cost estimating of the waterfront improvements. WBCM incorporated a large quantity of existing concrete rubble into the subgrade of the stone revetment shore protection as an effective use of recycled material and to significantly reduce the construction cost.





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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

LUNDEBERG WATERFRONT IMPROVEMENTS

Piney Point, MD

Client: Corman Kokosing Construction Company

Contact: John Parlett, 301.884.4133

Services: Civil and Marine Structural Engineering, Construction Management Services, Permitting and Survey Services

WBCM provided the planning, design, permitting and construction phase services for the design/build of the waterfront improvements at the Lundeborg Seamanship School at Piney Point, in St. Mary's County, MD. The coastal engineering effort included a 220 LF stone breakwater and 800 LF riprap shoreline revetment, which were designed in accordance with the Corps of Engineers Shoreline Protection Manual to compute wave height, dynamic wave loading, forces, shore protection geometry and stone armor sizing. Marine structural engineering included the design of 550 LF of steel sheet pile bulkhead, reconstruction of a 300 LF pre-cast concrete plank pier, and a new floating marina. WBCM was also responsible for preparing, coordinating, and obtaining all permits including critical area, stormwater management, St. Mary's County land use permitting and a joint MDE/COE Waterway Construction Permit.





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AE SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

MARTINAK STATE PARK – TIMBER BULKHEAD AND PIER REPLACEMENT

Denton, MD

Client: Maryland Department of General Services/Maryland Department of Natural Resources

Contact: Andy Hanas, 443.223.0236

Services: Civil and Marine Structural Engineering, Permitting and Surveying Services

WBCM is providing professional engineering services for the preparation of design development and construction documents, including civil and marine structural drawings and specs, to install new, replacement timber bulkheads, a timber pier and associated sitework adjacent to a functioning boat ramp at the Martinak State Park in Denton, MD. A new floating dock and gangway, ADA-compliant, will replace the existing timber pier. All new construction is located within the footprint of the existing timber pier.

Field studies include a geotechnical investigation and topographic surveys. WBCM reviewed previously performed topographic and hydrographic surveys for developing a base plan for the project.

The bulkhead design is predicated upon using conventional timber construction with a tierod/deadman tieback system. The existing batter pile deadman and tierods will be used to extent possible. The new bulkhead will be placed just outboard (18" +/-) of the existing timber bulkhead. The eastern bulkhead will be designed with an outboard batter pile system as requested by DNR.

A water service (yard hydrant) and light poles will be relocated and/or replaced to allow for construction of the new bulkhead next to the boat ramp.

Permitting services include preparation and submission of applications for Chesapeake Bay Critical Area (CA) compliance and USACE/MDE Joint Permit for impacts to navigable waters and tidal wetlands.





EXPRESSION OF INTEREST

GE01 0310 DNR1900000009

A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

LEONARDTOWN WATERFRONT PARK

Leonardtown, MD

Client: Commissioners of Leonardtown

Contact: Laschelle McKay, 301.475.9791

Services: Civil and Marine Structural Engineering, Permitting and Surveying Services

The Commissioners of Leonardtown (St. Mary's County, Maryland) selected WBCM to provide planning, civil engineering, structural engineering, marine engineering and construction phase services for the revitalization and re-development of a vacant lot and deteriorated timber pier and bulkhead located at the end of Washington Street along the north shore of Breton Bay. The site originally housed an old ice plant site, a waterfront restaurant, a few piers and a small marina. The project consisted of the development of a public park and promenade area located along the waterfront with a commercial/retail area located approximately 150 feet from the water's edge. WBCM's task was to design the waterfront improvements and acquire the appropriate permits for the construction/development of the area. Engineering services included the design of a 550 foot long bulkhead, 14-foot wide promenade walk, 10-foot wide timber pier walkway over the water/wetlands, kayak ramp, landside grading, concession building, utilities (water, sewer and storm drainage) and layout of the future marina. The Concession Building is supported by a pile foundation and required a new pumping station to replace the existing pumping station located in the vicinity of the park. Environmental issues involved in the development of the site included COE/MDE joint permit approval, tidal wetland creation/mitigation, on-site and off-site tree mitigation as required by Critical Area Commission, management of off-site storm water runoff and on-site Stormwater Management approval. The design of the pile supported boardwalk through the tidal wetland mitigation area also serves as an education feature highlighting the importance of wetlands to the ecosystem.





EXPRESSION OF INTEREST

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AVE SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

BOWLEYS MARINA RECONSTRUCTION

Bowleys Quarters, MD

Client: Bowleys Marina

Contact: Ed Harwood, 410.207.9951

Services: Civil and Marine Structural Engineering, Permitting, and Surveying Services

WBCM is providing full engineering services for the reconstruction of Bowleys Marina. The 509-slip marina was constructed in the 1950s at the confluence of Galloway Creek and Middle River. The facility is comprised of five fixed timber piers. A sunken barge lies within the Pier B T-head, which is also the location of the existing fueling area. Wave exposure from the south and west has resulted in unsafe operating conditions and caused damage to piers and vessels. All electrical systems and several piers were damaged by Hurricane Isabel in 2003.

WBCM designed new floating wave attenuation structures and a new wave attenuator/pier outboard of the existing T-heads. WBCM will also coordinate the removal of a sunken barge and design the relocation of the fueling area. Turbidity curtains will be placed around the work area to confine the sediment plume during barge removal.

Future phases include modernization of electrical systems; maintenance dredging of near-shoreline slips, the travel lift, and boat ramp; replacement of the interior, fixed timber piers with new floating docks and fingers; and the addition of boat lifts for the northern side of Pier E. WBCM will also address the construction of floating docks for the launching and transient storage of dinghies. Openings will be provided between the dinghy docks to preserve public access to the shoreline and minimize impacts to submerged aquatic vegetation.





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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

RIDE THE DUCKS-BOAT RAMP

Baltimore, MD

Owner: Ride the Ducks of Baltimore, LLC

Contact: Mike Kovach, 410.727.5324

Services: Marine Structural Engineering and Surveying Services

WBCM provided professional engineering services and structural inspection for a floating ramp and small floating next to the ramp to provide handicap assistance to the existing boat docks, located on Caroline Street in Baltimore City, part of the Living Classrooms Foundation. This tourism-related project gives guided tours on land and sea in reconditioned World War II amphibious vehicles known as Ducks to be located at the Baltimore Museum of Industry on Key Highway in Baltimore City. Ride the Ducks utilizes restored and replica DKUW amphibious watercraft to take tourists throughout several cities in the U.S. This project enabled the construction of an access ramp to enable the boats to enter and exit the water. Work was also completed on the Anacostia River dock for tours of the nation's capital.





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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

BALTIMORE WATER TAXI MARINE STRUCTURES

Baltimore, MD

Owner: Harbor Boating, inc.

Contact: David Kimberly, 410.553.6700

Services: Marine Structural Engineering

WBCM has provided extensive marine engineering services to the Baltimore Water Taxi for the design of new facilities as well as replacement, repair, and demolition of existing facilities, including:

Harborview Water Taxi Connector

WBCM designed the Harborview Water Taxi Floating Pier, provided structural calculations, and reviewed the contractor's shop drawings.

Fort McHenry Water Taxi and Kayak Dock Design

WBCM provided engineering design services for the renovation of an existing pier for use by the Water Taxi and Kayaks. WBCM prepared the Joint Permit Application package (Army Corps and MDE) and Baltimore City permit documents. WBCM also provided final design drawings for construction.

Tide Point Water Taxi Pier Design

WBCM provided structural design and construction observation of the renovations of an existing Water Taxi pier.

Fells Point Water Taxi Dock Floating Pier Design

WBCM provided design of floating piers for the Fells Point Water Taxi Dock as part of a Design/Build project.





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A/E SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

ROSE HILL PARK IMPROVEMENTS

Frederick County, MD

Client: Frederick County Parks and Recreation

Contact: Kevin Vida, 301.600.1844

Services: Civil Engineering, Surveying, Landscape Architecture Services

WBCM prepared contract documents for this historic site which provided for the reconstruction of the park entrance road to allow better access for buses, expanded the parking lot to accommodate two full-sized buses at the pedestrian drop off area, as well as expanded the available care parking capacities for event parking. Stormwater management was achieved by providing event parking on a reinforced grassed area. Approximately eight parking spaces were added near the north side of the maintenance building. The service drive was also regraded to alleviate drainage problems. In addition, WBCM provided as-built drawings from contract supplied information; prepared a full boundary and topographic survey; and provided all contract administration services as well as part time inspection. The construction was completed while the park was open to visitors.





EXPRESSION OF INTEREST

CEOI 0310 DNR190000009

AE SERVICES FOR SOUTH CHARLESTON BOAT RAMP IMPROVEMENTS

City of South Charleston, West Virginia

PINE CLIFF PARK IMPROVEMENTS

Frederick County, MD

Client: Frederick County Parks & Recreation

Contact: Kevin Vida, 301.600.1844

Services: Civil Engineering, Surveying and Landscape Architecture

WBCM provided design, permitting, bidding and construction phase services for renovations to existing parks and recreation facilities at the 89-acre Pinecliff Park located along the Monocacy River.

A full boundary and topographic survey of the park was provided. The boundary analysis required riparian rights issues and the property corner monuments. The topographic surveys were compiled by aerial photogrammetry with WBCM conducting the photo control surveys and detailed supplemental field run topographical surveys.

WBCM provided design services for the replacement of six picnic shelters and associated park amenities, expansion of existing parking lots to increase parking capacity at each of the shelter, and two new parking lots. In addition, rehabilitation of existing park roadways and shelters was done to bring the existing facilities into compliance with ADA regulations. WBCM prepared construction documents for bidding and obtained necessary permits for project construction. The park is located within the floodplain of the Monocacy River and contains areas that are flood prone due to proximity to the river as well as topographic constraints the limit drainage within the park. As part of the design stormwater management was provided, and storm drain culverts included that conveyed drainage from the stormwater facilities as well as conveying off-site drainage from other areas of the park.





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Licensure Verification

Search: Details

Name: BLAINE W. LARGUE

WV Professional Engineer: [REDACTED]

PE License Number: [REDACTED]

PE License Status: Active

PE Issue Date: 10/18/2013

PE Expiration Date: 10/31/2018

Continuing Education (clocks):

Qualifying Hours from Last Renewal or Reinstatement: 45.50

Carryover Hours for Next Renewal: 15.00

Last Renewal or Reinstatement Date: 10/18/2013

WV Engineer (Intern):

EI Certification Number:

EI Issue Date:

Primary Address of Record:

300 E. JOPPA ROAD
STE 200
BALTIMORE, MD 21286

Primary Employer of Record:

WHITNEY BAILEY, COA & WAGMAN, LLC
300 E. JOPPA ROAD
STE 200
BALTIMORE, MD 21286

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Licensure Verification

Search: Details

Name: JESSE MICHAEL LINDSEY

WV Professional Engineer: [REDACTED]

PE License Status: Active

PE Issue Date: 03/14/2013

PE Expiration Date: 12/31/2020

Continuing Education claim: Qualifying Hours from Last Renewal or Reinstatement:

Carryover Hours for Next Renewal:

Last Renewal or Reinstatement Date: 12/31/2018

WV Engineer Intern: EI Certification Number:

EI Issue Date:

Primary Address of Record: 17 BERKLEY COURT
FERRISLAND, MD 21083

Primary Employer of Record: WHITNEY, BAILEY, COX & MAGNAN, LLC
300 EAST JOFRA ROAD
SUITE 200
SALT WIRE, MD 21083

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CERTIFICATE OF *Authorization*

STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS

*The West Virginia State Board of Registration for Professional Engineers
having verified the person in responsible charge is registered in
West Virginia as a professional engineer for the noted firm, hereby certifies*

WHITNEY, BAILEY, COX & MAGNANI, LLC



Engineer in Responsible Charge: MARCO T LEGALUPPI - WV PE 014455

*has complied with section §30-13-17 of the West Virginia Code governing
the issuance of a Certificate of Authorization. The Board hereby notifies you of its
certification with issuance of this Certification of Authorization for the period of:*

January 1, 2018 - December 31, 2019

providing for the practice of engineering services in the State of West Virginia.

IF YOU ARE REQUIRED TO REGISTER WITH THE SECRETARY OF STATE'S OFFICE,
PLEASE SUBMIT THIS CERTIFICATE WITH YOUR APPLICATION.



IN TESTIMONY WHEREOF, THE WEST VIRGINIA STATE BOARD OF
REGISTRATION FOR PROFESSIONAL ENGINEERS HAS ISSUED THIS COA
UNDER ITS SEAL AND SIGNED BY THE PRESIDENT OF SAID BOARD.

A stylized, handwritten signature in blue ink, positioned above a horizontal line.

BOARD PRESIDENT



West Virginia State Board of Registration for Professional Engineers



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PERSON:

DAVID SCOTT URBANEK

PROFESSIONAL ENGINEER:

PE License Number: [REDACTED]

PE License Status: Active

PE Issue Date: 12/28/2018

PE Expiration Date: 12/31/2020

CONTINUING EDUCATION CLAIM:

Qualifying Hours from Last Renewal or Reinstatement:

Carryover Hours for Next Renewal:

Last Renewal or Reinstatement Date:

WEST VIRGINIA ENGINEER IDENTIFICATION:

EI Certification Number:

EI Issue Date:

PRIMARY ADDRESS OF RECORD:

300 EAST JOFPA ROAD
SUITE 200
TOWSON, MD 21286

PRIMARY EMPLOYER OF RECORD:

WBCM
300 EAST JOFPA ROAD
SUITE 200
TOWSON, MD 21286

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West Virginia State Board of Registration for Professional Engineers



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Licensure Verification

Search: Details

Name: JAMES WILLIAM HOLLS

WV Professional Engineer: PE License Number: [REDACTED]

FE License Status: Active

FE Issue Date: 04/22/1994

FE Expiration Date: 12/31/2020

Continuing Education Claim: Qualifying Hours from Last Renewal or Reinstatement: 3/00

Carryover Hours for Next Renewal: 0/00

Last Renewal or Reinstatement Date: 12/29/2016

WV Engineer Intern: EJ Certification Number:

EJ Issue Date:

Primary Address of Record: 300 EAST JOPPA ROAD, SUITE 200, BALTIMORE, MD 21256

Primary Employer of Record: WHITNEY, BAILEY, COX & MAGNANI, LLC, 300 EAST JOPPA ROAD, SUITE 200, BALTIMORE, MD 21256