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Header 1

List View

General Information

Contact

Default Values

Discount

Document Information

Clarification Request

Procurement Folder: 1131449

Procurement Type: Central Contract - Fixed Amt

Vendor ID: VC0000083019 


Legal Name: WHITNEY BAILEY COX & MAGNANI LLC

Alias/DBA:

Total Bid: \$150,000.00

Response Date: 11/30/2022 

Response Time: 12:01

Responded By User ID: Proposals21286 

First Name: Joseph

Last Name: O'Neil

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Phone: 7174223561

SO Doc Code: CEOI

SO Dept: 0310

SO Doc ID: DNR2300000003

Published Date: 11/7/22

Close Date: 11/30/22

Close Time: 13:30

Status: Closed

Solicitation Description: A&E - DNR Law Enforcement New Boat Dock Parkersburg

Total of Header Attachments: 1

Total of All Attachments: 1



Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

State of West Virginia
Solicitation Response

Proc Folder: 1131449
Solicitation Description: A&E - DNR Law Enforcement New Boat Dock Parkersburg
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Solicitation Closes	Solicitation Response	Version
2022-11-30 13:30	SR 0310 ESR11302200000002585	1

VENDOR
VC0000083019
WHITNEY BAILEY COX & MAGNANI LLC

Solicitation Number: CEOI 0310 DNR2300000003

Total Bid: 150000

Response Date: 2022-11-30

Response Time: 12:01:50

Comments:

FOR INFORMATION CONTACT THE BUYER

Joseph E Hager III
(304) 558-2306
joseph.e.hageriii@wv.gov

Vendor Signature X	FEIN#	DATE
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All offers subject to all terms and conditions contained in this solicitation

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
1	Civil engineering				150000.00

Comm Code	Manufacturer	Specification	Model #
81101500			

Commodity Line Comments:

Extended Description:

New Law Enforcement Boat Dock along the Little Kanawha River at Parkersburg, WV.



Expression of Interest

**A&E - DNR Law Enforcement
New Boat Dock Parkersburg**

CEOI 0310 DNR2300000003

State of West Virginia

November 30, 2022

Whitney, Bailey, Cox & Magnani, LLC
600 Bursca Drive, Suite 609
Pittsburgh, PA 15017

Point of Contact
John Perkun, PE
412.221.1440
jperkun@wbcm.com



November 30, 2022

Mr. Josh Hager
West Virginia Department of Administration, Purchasing Division
2019 Washington Street East
Charleston, WV 25305-0130

**RE: A&E – DNR Law Enforcement New Boat Dock Parkersburg
Solicitation No: CEOI 0310 DNR230000003**

Dear Mr. Hager:

Whitney, Bailey, Cox & Magnani, LLC (WBCM) is excited to offer a highly capable and experienced team to smoothly deliver engineering services for the DNR Law Enforcement New Boat Dock Parkersburg. Our electronic submission through wvOASIS is in response to the EOI released on November 7, 2022.

WBCM is a multi-disciplinary consulting firm with talented engineers, landscape architects, and environmental specialists with solid experience in projects related to this project. Our Marine Engineering Division has designed boat ramps, marinas, boardwalks, and floating piers, as well as shoreline and environmental improvements for waterfront sites. Our Site and Utilities Division has experience designing parking areas and access roads as well as parks, nature trails, walkways, retaining walls, and stone shore protection. From comprehensive planning to complete design-engineering capabilities, our industry experience and lessons learned from past projects allows us to eliminate the learning curve while optimizing the project budget and schedule.

WBCM serves public and private clients throughout the region, with offices in West Virginia, Virginia, and Pennsylvania. WBCM is widely known for its engineering services' quality, innovation, value, and excellence. This reputation keeps us on the *Engineering News-Record's* list of the Top 500 Design Firms.

WBCM understands the scope of services and accepts all requirements, terms, and conditions of the solicitation. Bringing decades of experience to your program, I trust that our firm exceeds the qualifications for this project. Should you have any questions or require additional information, please contact me by phone at (412) 221-1440 or by email at jperkun@wbcm.com.

Thank you for your consideration of our submission. We look forward to providing exceptional, first-class work to the State of West Virginia on this project.

Sincerely,

WHITNEY BAILEY COX & MAGNANI, LLC

John Perkun, PE
Site and Utilities Department
Pittsburgh Office

Table of Contents

Letter of Transmittal

Table of Contents

Section I. Scope of Services

Section II. References

Section III. Qualifications and Experience of Key Staff

Section IV. Capability, Capacity, and Relevant Project Experience

Section V. Licenses/Certificates of Authorization

Section I.

Scope of Services

Section I. Scope of Services

PROJECT UNDERSTANDING

The West Virginia Division of Natural Resources (WV DNR) Law Enforcement Section intends to construct a new boat dock facility along the Little Kanawha River in Parkersburg, Wood County, West Virginia. This project aims to provide necessary engineering and other related professional services to design, specify, and provide construction contract administration services for the construction of the new boat dock.

The new facility will house two to three law enforcement boats overnight and have three to ten vehicle parking spaces. The dock will need power and refueling capabilities installed. The site will also have security fencing and a gate with 24-hour access control.

PROJECT GOALS AND OBJECTIVES

The RFP requests that the Proposer responds to three important goals/objectives. WBCM's responses to these goals/objectives are as follows:

Goal/Objective 1: Review existing plans and conditions as well as the operation of the facilities and evaluate while communicating effectively with the owner to determine a plan that can be implemented in a manner that will minimize disruption to the concurrent operation of the facility and meet all objectives.

A study phase will need to be undertaken by the selected consultant. The objective of this study will be to determine essential parameters for the site's design. Important issues to study include:

- Review existing WV DNR operations in the Parkersburg area. This will involve interviews with WV DNR staff to explain current operations and provide input for improved accessibility and operations with the new facility.
- Review the initial parameters of the new facility, which will potentially house two to three boats overnight - will a boat house be required? Will a small office space with restroom facilities be required?
- Discuss site issues, such as security fence, 24-hour access control, fuel tanks/dispensing equipment, and parking lot configuration.
- Review sites along the Little Kanawha River that provide suitable docking space, meet parking requirements and provide needed utility access. Evaluating proposed

locations will require studies that could include field reconnaissance, existing aerial photography and mapping studies, coordination with Parkersburg municipal officials and/or planning agencies, or coordination with private property interests.

- Set up contacts with municipal officials and other involved agencies. Provide an initial list of permits and approvals that will be required.
- Make sure that the sites to be reviewed have good vehicular access to the public street system.
- Make sure the facility and surrounding site is ADA accessible.
- Provide cost estimates for sites to be evaluated. Compare these cost estimates to the WV DNR capital budget that has been designated for this project. Make sure an affordable alternative is selected

The result of this initial study phase will be the selection of a site where this facility will be located.

Goal/Objective 2: As a portion of this process outlined in Objective 1, provide all necessary services to design the facilities described in this EOI 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.

WBCM presents the following proposed design scope of services.

Study for New Law Enforcement Boat Dock

- Attendance at a project kickoff meeting with WV DNR. Discuss the goals/objectives for the new boat dock facility.
- Review available information, including any construction documents that may be available for the boat access facilities and any other available information relevant to the design effort.
- Establish limits along the Little Kanawha River to review potential sites. For example, we may want to limit the study to locations between the Ohio River and the Route 50 Bridge (approximately 1 Mile)
- Field views of the sites. Acquire photographs and measurements/dimensions as required.
- Note public access roads to the potential boat dock facilities. Evaluate impacts on local or state highway systems with the addition of new driveway access points.



- Coordination with local municipalities and /or planning agencies as required.
- Research all public permits that will be required.
- Research existing public utilities.
- Coordinate with private development interests that make potential stakeholders.
- Provide cost estimates for site alternatives. Compare to the WV DNR budget.
- Assemble all collected information into a comprehensive report.
- Prepare a schedule for design, bidding, and construction activities.
- Submit to WV DNR for review.

Schematic Design Study – Approximate 30 % Level of Completion

- A topographic field survey will be performed by Potesta & Associates, Inc., including boundary and property surveys as required. A bathymetric survey to determine the depth of the water at the boat dock location will also be performed.
- Geotechnical and drilling services to be performed by Hillis-Carnes Engineering Associates, Inc.
- Environmental services will be provided by Skelly & Loy, Inc. A Terracon Company. These services may include agency scoping and early coordination, environmental baseline studies, NPDES permitting, deep mine permitting, U.S. Army Corps of Engineers Section 10 and Section 404 Permitting, wetland delineation, stream investigations, threatened and endangered (T&E) species investigations, and cultural resource investigations, as warranted.

Civil Engineering Plan Sheet Development – 30% Level of Completion

The following will be prepared by WBCM:

- Title sheet and general notes
- Existing conditions and demolition plan
- Site plan and details
- Grading plan
- Utility plan
- Boathouse plan
- MEP plans
- Erosion and sediment control (ESC) plans and details.
- Pre- and post-construction stormwater management (SWM) plan and details
- Riparian buffer plan and details (If required)
- Prepare a cost estimate for 30% submission

- Submit results of the schematic design study to WV DNR for review

All deliverables noted above will also be submitted in hard copy and electronically in PDF format for review by the WV DNR.

Marine Structural Design Phase Services – 30% Level of Completion

WBCM will provide the structural engineering necessary to design the boat dock and boathouse facilities. Structural plans, elevations, sections, and details for the new boat docks will be prepared. Structural design to include:

- Boat dock and boathouse
- Design of a concrete abutment and pilings to support the ADA-accessible boat dock and boathouse
- Design cofferdams to dewater the construction area if required
- Perform design analysis and calculations
- Perform design in accordance with the Hillis-Carnes Engineering Associates, Inc. geotechnical recommendations
- Prepare project specifications and construction cost estimates
- Coordinate with boat dock and boathouse manufacturers for proprietary products

Agency Permits

Based upon the due diligence undertaken during the schematic design phase, agency permits will need to be advanced to gain construction approval. We expect the following permitting agencies will be involved:

- City of Parkersburg
- West Virginia Department of Environmental Protection
- West Virginia Division of Highways

It is possible that the following permits will be required:

- 401 Water Quality Certification
- NPDES – General or Individual
- Stormwater General
- Stream Disturbance
- Erosion and Sediment Pollution Control
- U.S. Army Corps of Engineers Joint Permit

Civil Engineering Plan Preparation - 60%, 90%, and 100% Levels of Completion

Further, advance the civil engineering plans developed during the schematic design phase:



- Title sheet and general notes
- Existing conditions and demolition plan
- Site plan and details
- Grading plan
- Utility plan
- Boathouse plan
- MEP plans
- ESC plans and details
- Pre- and post-construction SWM plan and details
- Riparian buffer plan and details (If required)
- Prepare plans submissions at the 60%, 90%, and 100% level of completion. Submit to WV DNR for review
- Prepare technical specifications for 90% and 100% design submission levels of completion
- Prepare cost estimate for 60%, 90%, and 100% design submission
- The 100% submission of the plan and specifications will be considered the construction documents for bidding

Marine Structural Design Phase Services - 60%, 90%, and 100% Levels of Completion

WBCM will provide the structural engineering necessary to design the boat dock and boathouse facilities. Structural plans, elevations, sections, and details for the new boat docks will be prepared. Structural design to include:

- Boat dock and boathouse
- Design of a concrete abutment and pilings to support the ADA-accessible boat dock and boathouse
- Design cofferdams to dewater the construction area if required
- Perform design analysis and calculations
- Perform design in accordance with the Hillis-Carnes Engineering Associates, Inc. geotechnical recommendations
- Prepare plans submissions at the 60%, 90%, and 100% level of completion. Submit to WV DNR for review
- Prepare technical specifications for 90% and 100% design submission levels of completion
- Prepare cost estimate for 60%, 90%, and 100% design submission
- Coordinate with boat dock and boathouse manufacturers for proprietary products

Project Management & Coordination

- Attend design coordination and conference/Teams calls.
- Provide technical administration and quality assurance and quality control for the work products.
- WBCM project manager and staff will be available to respond to any needs or requests from the WV DNR staff.

Goal/Objective 3: Provide Construction Contract Administration Services with competent professionals that ensure the project is constructed and functions as designed.

WBCM will provide construction administration services as shown below. Our Project Manager, John Perkun, PE, will be available throughout the duration of the construction activities. John will make sure that any construction issues are resolved in a quick and efficient manner.

- Attend a pre-bid meeting if required.
- Respond to contractor questions during the bidding phase.
- Prepare addenda to contract documents if required.
- Evaluate bids and provide recommendations on Awards to the WV DNR.
- Attend a pre-construction meeting.
- Attend construction progress review meetings as required.
- Be available for site visits as required.
- Review contract material submissions and shop drawings.
- Review and respond to contractor RFIs.
- Provide project closeout services, including as-builts from contractor redlines and field surveys of the field lines.
- Prepare punch list report.

COMMUNICATION WITH WV DNR

A clear line of communication always needs to be established for a successful project. All communication on this project will be directed through our Project Manager, John Perkun, PE. John has over 42 years of experience in the management and successful execution of civil engineering projects. He will be available 24/7. Throughout the project, John and his team strive to have seamless communications with the WV DNR staff and our proposed subconsultants.



Section II. References

Section II. References

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Section III.

Qualifications and Experience of Key Staff

Section III. Qualifications and Experience of Key Staff

STATEMENT OF THE FIRM'S EXPERIENCE

Established in 1977, Whitney, Bailey, Cox & Magnani, LLC (WBCM) is a full-service, multidisciplinary engineering, and construction firm with offices throughout the Mid-Atlantic, including Charleston, West Virginia. Our 220 dedicated employees, half of whom are licensed professionals, including engineers, architects, landscape architects, surveyors, and LEED professionals, are committed to our mission of being a client-focused business that respects diversity, innovation, value, and excellence. The WBCM team has left its mark throughout the region, having completed the design, engineering, and construction projects exceeding One Billion Dollars in construction value.

WBCM is among the most preeminent civil engineering firms in the region. We have an extensive portfolio of planning and design services across the entire spectrum of waterway improvement projects. The design of waterfront and supporting landside facilities has been a major segment of WBCM's consulting engineering services since its founding. Our Marine Design Division is devoted to the design of new and rehabilitated waterfront facilities. We have 11 registered structural and civil engineers with accrued experience in designing, inspecting, and analyzing marine structures, including bulkheads, boat ramps, floating and courtesy docks, marinas, shoreline protection, dredging, and piers. WBCM has worked with public and private clients, providing 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, ADA accessibility, and permitting.

In the pages that follow, WBCM will present competent and acceptable experience in all disciplines, including:

- Building Structures
- Transportation – Bridges and Highways
- Environmental Water Resources
- Marine and Waterfront Facilities
- Industrial and Process Engineering
- Geographic Information Systems
- Innovative Technology
- Site/Civil Engineering
- Field Survey
- Construction Engineering and Support Services/Design-Build

WHY WBCM

Knowledge Base and Experience: The WBCM team has extensive experience performing complete design services for public agencies throughout the Mid-Atlantic. We are familiar with all state and local engineering requirements and make it a priority to keep abreast of the ever-changing environmental policies and regulatory requirements that have the potential to compromise project schedules and deadlines. We have the technical knowledge and the practical management skills necessary to steer the project schedule and budget with the common goal of producing a project that can be successfully implemented. WBCM will be utilizing a "Design Team" management structure that can mobilize resources as needed. Unlike other large organizations, key staff from WBCM will be fully 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 WBCM key staff members proposed to work on this contract have cooperatively worked on a multitude of design and construction projects for public facilities. This specific industry experience eliminates the learning curve, blends cost-effective ideas with innovation to deliver functionally sound and environmentally compliant solutions through value engineering and constructability reviews, and provides the WV DNR with an experienced management core extensively familiar with the infrastructure required for this type of contract. The WBCM design team's experience in planning and designing waterfront and supporting landside facilities projects include this contract's major components, including civil engineering, general site development, site utility infrastructure, drainage design, surveying, and structural design.

Support Staff and Versatility: Our project team includes a group of seasoned professionals specializing in designing waterfront and supporting landside facilities projects and studies. We have a long history of working together, including current collaborations on similar projects in the public and private sectors. This team offers a unique, fully integrated, in-house capability to address every aspect of waterway improvement projects, related infrastructure, and the associated environmental challenges.



We recognize the importance of a team with diverse experiences and services that complement each other and provide seamless coverage under this project. WBCM has assembled a group of subconsultants, each with a specific experience designed to complement the team and showcase our commitment to this project. The depth of staff and resources of the following subconsultants have been combined to address the needs of the WV DNR, meet any minority business participation goals, and supplement WBCM's in-house capabilities.

LOCATION OF THE FIRM'S OFFICE

Name of Firm: Whitney, Bailey, Cox & Magnani, LLC

Office Address: 600 Bursca Drive, Suite 609, Pittsburgh, PA 15017

DEMONSTRATED EXPERTISE, EXPERIENCE, AND KNOWLEDGE

Marine/Waterfront: Since 1977, WBCM has maintained a dedicated Marine Engineering division that specializes in the planning, inspection, rehabilitation, repair, renovation, and design of marine structures and landside support facilities. Our experience includes all types of marine bulkheads, public boat landings, mooring facilities, shipyards, roll-on/roll-off and other loading/unloading facilities, piers and marinas, shoreline stabilization, living shoreline design, permitting, specialized material terminals, and the accompanying trestle, crane, breakwater, fendering, and ramp design—in addition to waterfront housing and development. WBCM has prepared engineering analyses and designs for more than 500 individual waterfront tasks ranging in size and complexity, including thousands of linear feet of steel sheet pile bulkhead using nearly every type of tie-back system imaginable.

WBCM is adept with the civil site work, rail, and utility infrastructure associated with marine facilities as well as the permitting of marine and waterfront structures, including state and federal permitting, SWM, and ESC permitting. We understand the challenges of obtaining waterway permits and have consistently demonstrated the knowledge and dedication to secure them within the project schedule. A sampling of our repeat clients includes the Maryland Port Administration, the City of Baltimore, CSX Transportation, Philadelphia Port Authority, the Naval Facilities Engineering Command (NAVFAC), the U.S. Army Corps of Engineers, and Under Armour.

Waterfront Planning & Design Experience: Our maritime expertise includes the inspection, assessment, rehabilitation, repair, renovation, and design of a wide range of waterfront structures. These projects have fixed and floating piers, bulkheads, revetments, breakwaters, wave attenuators, and mooring structures.

The following experience is in addition to projects associated with on-call contracts. In 2017, WBCM completed a \$60 million project with the Sagamore Development Company, LLC (Sagamore). We provided structural, marine, and civil engineering and surveying services to renovate the historic Fells Point Recreation Pier. The renovated facility, now known as the Sagamore Pendry Hotel, incorporates the historic head house as the main lobby, ballroom, and bar area for a 128-room hotel, including a pool, landscaped courtyard, restaurant, whiskey bar, and new boat launch. WBCM's design services focused on the complex upgrade and rehabilitation of the head house, warehouse, bulkhead, wharf, pier, and dock structures. This project, executed using Revit, would go on to be rewarded the "Best National Renovation/Rehabilitation" project by Engineering News-Record as well as an Excellence in Concrete Award (Rehabilitation) from the American Concrete Institute.

WBCM maintains a staff of LEED-accredited professionals committed to integrating sustainable design principles into our projects. Preference will be given to the preservation and rehabilitation of existing structures when feasible. When the demolition of waterfront structures is required, the reuse of recycled demolition debris within the adjacent landside development will be evaluated. Treatment of stormwater runoff from the waterfront area will also be integrated within the overall SWM master plan.

Civil Engineering: WBCM's civil engineers are well versed in providing design support for determining the proper location and elevation for surface improvements on-site, including adequate utility connections for water service, sanitary sewer disposal, and conveyance of stormwater runoff. Our staff's years of experience on multiple open-end projects have provided them with an understanding of site development issues, the unique scheduling needs of individual projects, and the means to expedite approval processes for state agencies to move projects faster into the construction phase. Our seasoned civil engineers have experience mapping, modeling, and designing systems for the collection, management, and distribution of water, permitting, wastewater, and stormwater.



Landscape Architecture: WBCM's landscape architecture experience for public agencies has involved designs accommodating various sensitive site characteristics, including park designs utilizing existing site features, avoiding or minimally impacting environmentally sensitive areas, ADA accessible facilities, and trail systems throughout parks; screening of adjacent land uses; preservation of existing forests; and enhancement of views through a selective clearing of vegetation. WBCM is also experienced in providing designs that meet maintenance requirements for public facilities, including use of vandal-resistant materials; native and low maintenance plant materials; proper construction detailing to prevent pavement failure, ponding, and other problems; as well as site access controls restricting use to designated users and minimizing intrusions onto adjacent off-site areas.

SUBCONSULTANTS



Skelly and Loy, Inc., A Terracon Company (S&L) | Environmental Engineering/Permitting. Founded in

1969, S&L has built a reputation for excellence in delivering professional services, including environmental, civil, and mining engineering; National Environmental Policy Act (NEPA) compliance; natural resource management; wastewater permitting; noise and air quality investigations; hazardous waste management investigations and remedial design; industrial hygiene studies; archaeology and cultural resources; geographic information systems (GIS); and water, wastewater, and remediation treatment systems. S&L is an environmental consulting and engineering services company with more than 50 years of serving public- and private-sector clients in the Mid-Atlantic region. They have provided these services to the West Virginia Division of Highways since 1989.



Hillis-Carnes Engineering Associates, Inc. (HCEA) | Geotechnical Services.

Established in 1989, HCEA is an employee-owned, multi-disciplined consulting engineering firm based in the Mid-Atlantic Region. HCEA specializes in geotechnical engineering, construction materials testing and inspections, drilling and subsurface explorations, environmental consulting and industrial hygiene services, geotechnical engineering, deep foundations, specialty geotechnical construction, facilities consulting, construction consulting, third-party inspections, geoscience, and laboratory testing services. With over 400 experienced employees and

over 20 Professional Engineers, HCEA has provided its services and expertise to public and private sector clients for over 30 years. Due to our large and diverse professional staff and the strategically placed personnel, certified laboratories, and drilling equipment, HCEA is confident that they can offer quick turnaround and response time throughout the duration of each project. Their commitment to quality is rooted in continuous education and training, fully-certified laboratory facilities, and state-of-the-art equipment.

HCEA's geotechnical services for the DNR Law Enforcement New Boat Dock Parkersburg will be provided from their Bridgeville, PA office.



Potesta & Associates, Inc. (POTESTA) | Surveying and Mapping Services.

POTESTA was founded in 1997 in Charleston, West Virginia to provide quality engineering, surveying, and environmental consulting services throughout the Mid-Atlantic region. Since the inception of the firm, POTESTA has maintained a diverse staff of experienced engineers, surveyors, scientists, and support personnel and now includes branch offices in Morgantown, West Virginia, and Winchester, Virginia. Their clients include local, state, and federal agencies, mining, manufacturing, and chemical companies, utility companies, waste management companies, land developers, attorneys, financial institutions, insurance companies, K-12 schools/colleges/universities, construction companies, and architects.

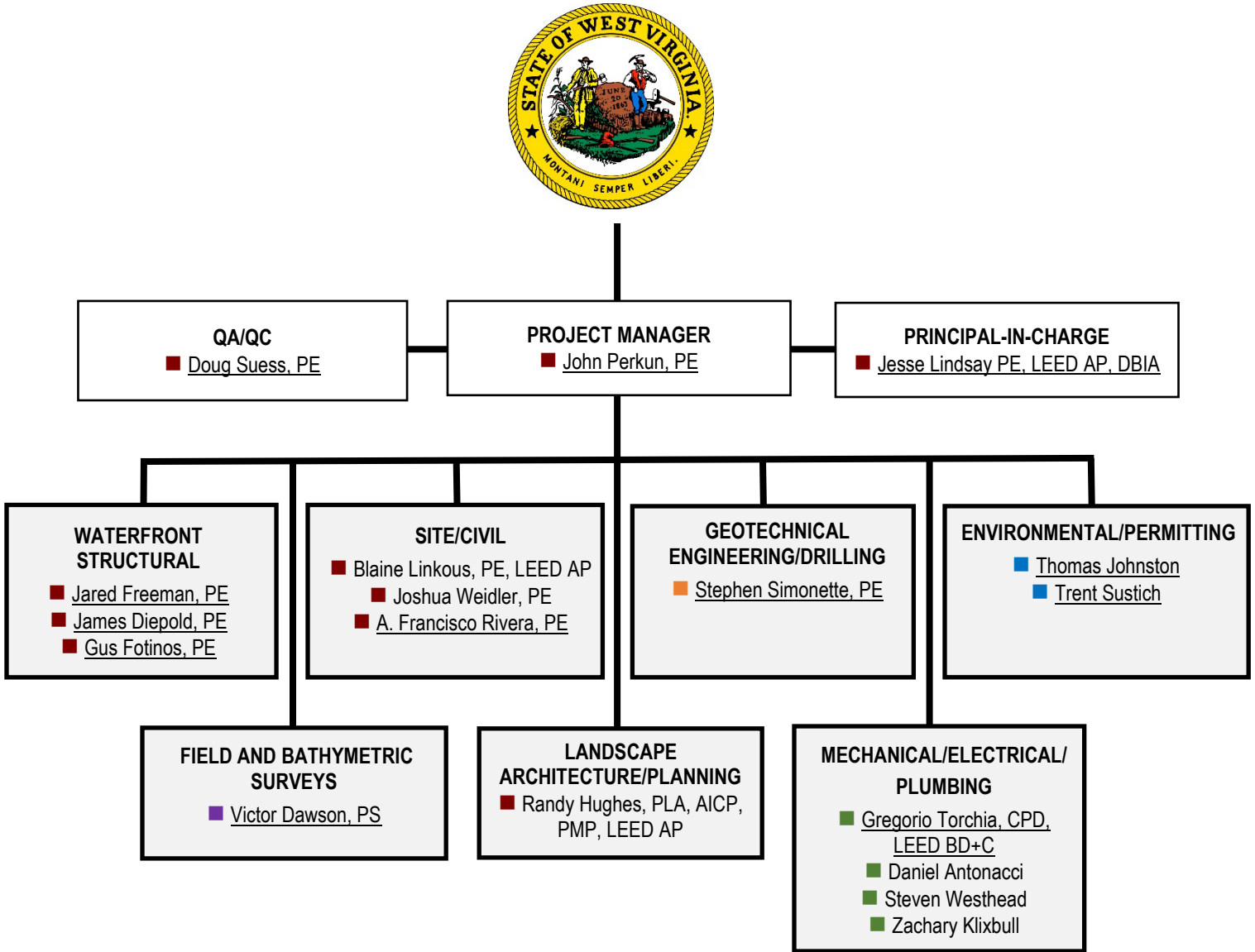


WNA Engineering, Inc. (WNA) | Mechanical, Electrical, and Plumbing Engineering Services. WNA is a multi-

discipline, engineering consulting firm with a broad scope of other services. They offer a full range of engineering and design services with a staff of experienced engineers and designers utilizing the latest in design tools and technology. All our projects have a Firm Executive or Principal-in-Charge participating in the design and management of each project.



ORGANIZATIONAL CHART



Underline Indicates Resumes Included

- WBCM
- Skelly & Loy, Inc., A Terracon Company
- Potesta & Associates, Inc.
- WNA Engineering, Inc.
- Hillis-Carnes Engineering Associates, Inc.



RESUMES**JOHN PERKUN, PE****Project Assignment**

Project Manager

Education

MBA, Duquesne University

BS, Civil Engineering, University of Pittsburgh

Registration

Professional Engineer, WV, [REDACTED], PA, [REDACTED]

Years with WBCM: 6 Total Years of Experience: 42

Mr. Perkun has experience in managing performance, schedules, and budgets of bridge, roadway, traffic, site, and streetscape design and engineering projects. He has extensive knowledge of urban planning, design, and construction. Mr. Perkun (with a prior employer) was the Office Manager of the West Virginia Regional Office located in Morgantown, WV. Responsibilities included management, development, and training of a six-person technical staff, project management responsibilities for a variety of projects, marketing the office in the West Virginia region, and other business development-related duties. The specific duties of the position include a letter of interest and cost and technical proposal preparation, project scheduling, client interface, supervision of project teams including subconsultants, coordination of highway, site development and structural design efforts, periodic employee performance, and salary reviews, and coordination with corporate headquarters in Pittsburgh. Active involvement with the West Virginia Council of Engineering Companies (WV CEC). Served on the West Virginia Division of Highways/WV CEC Joint Forum Committee and the West Virginia Division of Highways Drainage Manual Review Committee.

Amandaville Bridges Replacement Final Design. *Project Manager.* Two major bridges on busy U.S. Route 60 in St Albans, WV, were replaced. The project included the design of a 630-foot bridge over the Coal River and a 360-foot bridge over the CSX Railroad. The construction cost was \$13,000,000. The client was the West Virginia Division of Highways.

Appalachian Corridor H – Section 15 – Randolph County, West Virginia. *Co-Project Manager.* The project included the preliminary design of three miles of new four-lane expressway with five major drainage culverts, one 500-foot, four-span bridge (dual structures), extensive erosion and sediment pollution control measures through mountainous terrain. The approximate construction cost is \$50 Million. The client was the West Virginia Division of Highways.

Littleton Tunnel Bridge Replacement – Wetzel County, West Virginia. *Project Manager.* The project included preliminary and final design for a 140-foot, two-span steel bridge and 300 feet of approach roadway. The project included right-of-way plans, hydrologic and hydraulic studies, type, size, location studies, line and grade investigation, and final highway and structure plan preparation. The approximate construction cost was \$1 Million. The client was the West Virginia Division of Highways.

MacDale Bridge Replacement – Monongalia County, West Virginia. *Project Manager.* The project included preliminary and final design for a 120-foot, simple-span steel bridge and 200 feet of approach roadway. The project included right-of-way plans, hydrologic and hydraulic studies, type, size, location studies, line and grade investigation, and final highway and structure plan preparation. The approximate construction cost was \$1.1 Million. The client was the West Virginia Division of Highways.

Morgantown WV Airport Office and Research Park, South, West Virginia. *Project Manager.* Responsible for the preliminary and final design of a 13-acre development for an office and research complex. The approximate construction cost was \$1 Million. The client was the Monongalia County (WV) Development Authority.

Wisecarver Reservoir Kayak and Canoe Launch Study and Design, Greene County, PA Planning Department. *Project Manager.* WBCM was recently selected for this project. Mr. Perkun will serve as the Project Manager for the design of multiple kayaks and canoe launches along the Wisecarver Reservoir just west of Waynesburg, PA. WBCM will be working with funding and permitting agencies to ensure the success of the project.

Carnegie Library of Pittsburgh (CLOP) – Mt. Washington Branch Renovations, PA. *Project Manager.* The project included the renovation and expansion of the CloP Mt. Washington branch. Site work includes ADA-accessible ramp design, SWM in accordance with City of Pittsburgh standards; coordination with the Pittsburgh Water and Sewer Authority on water and sewer issues; design of a new water service connection; investigation and solution design for a basement water infiltration issue; and development of erosion & sediment control plans. Construction cost was \$2.6M with completion in 2021.



JESSE LINDSAY, PE, LEED AP, DBIA**Project Assignment**

Principal-in-Charge

Education

BS, Civil Engineering, University of Maryland College Park

Registration

Professional Engineer: WV, [REDACTED], MD, [REDACTED]

LEED AP

DBIA

Years with WBCM: 25 Total Years of Experience: 25

Mr. Lindsay has 25 years of experience in the management, design, and permitting of projects including, waterfront and marine engineering, dredging, SWM, floodplain analysis, site layout, and grading, sediment and erosion control, roadway improvements, storm drainage, utilities, and general site development.

Martinak State Park Timber Bulkhead and Pier Replacement, Denton, MD. *Partner-in-Charge.* Oversaw 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, timber pier, and associated site work adjacent to a functioning boat ramp at Martinak State Park. A new Americans with Disabilities Act-compliant floating dock and gangway was designed to replace the existing timber pier. All construction was located within the footprint of the existing pier.

Bowleys Marina Reconstruction, Bowleys Quarters, MD. *Partner-in-Charge.* The project scope included a full suite of engineering services for the reconstruction and improvement of Bowleys Marina. The 509-slip marina was constructed in the 1950s at the confluence of Galloway Creek and Middle River. Services included the design of 630 feet of steel pile-supported floating breakwaters for wave attenuation and transient dockage; replacement of interior fixed timber piers (B through D) with new floating docks and fingers; modernization of electrical systems; maintenance dredging of near shoreline slips, travel lift, and a boat ramp to preserve access; and addition of boat lifts for the northern side of Pier E. Floating docks were installed near the travel lift and boat ramp to provide safe access for normal operations and vessel maintenance.

The Seafarers Harry Lundeberg School of Seamanship Waterfront Improvements, Piney Point, MD. *Project Manager.* Served as the primary contact, managed the design team, coordinated progress meetings, managed contract progress, and communicated with the principal-in-charge to ensure the project was on schedule and within budget. The project scope consisted of planning, design, permitting, and construction phase services for the design-build of waterfront improvements. The coastal engineering effort included a 220-linear-foot stone breakwater and 800-linear-foot riprap shoreline revetment designed in accordance with the U.S. Army 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 linear feet of steel sheet pile bulkhead, reconstruction of a 300-linear-foot pre-cast concrete plank pier, and a new floating marina. The project further required preparing, coordinating, and obtaining all permits, including Critical Areas, SWM, and obtaining approval for St. Mary's County land use permitting as well as a joint Maryland Department of the Environment (MDE)/U.S. Army Corps of Engineers waterway construction permit.

Leonardtwn Wharf Park Revitalization, Leonardtown, MD. *Project Manager.* Served as the primary contact, managed the design team, coordinated progress meetings, managed contract progress, and communicated with the principal-in-charge to ensure the project was on schedule and within budget. The development was a two-phase project that included a commercial/retail area located 150 feet from the water's edge with a public park and promenade area located along the waterfront. The project scope was to design and acquire appropriate permits for the construction/development of the parking area on behalf of the Commissions of Leonardtown. Engineering services included the design of a 550-foot-long bulkhead, a 14-foot-wide promenade walk, utilities (water, sewer, and storm drainage), a 10-foot-wide pier walkway over the water/wetlands, and the layout of the future marina. Also located on the park site was a concession building supported by a pile foundation and a new pumping station replacing the existing pumping station located near the park.



JARED FREEMAN, PE**Project Assignment**

Design Project Manager

Education

MS, Civil Engineering - Structural and Coastal, Johns Hopkins University

BS, Civil Engineering - Structural Engineer, University of Maryland College Park

Registration

Professional Engineer, MD, [REDACTED]

**Years with WBCM: 10 Total Years of Experience: 10**

Mr. Freeman has experience in project management, design, inspection, and field engineering of marine and industrial structures including piers, marginal wharves, bulkheads, seawalls, berthing and mooring structures, floating and fixed piers, marinas, boat ramps, boardwalks, and waterfront parks. He also has experience performing condition assessments, continuous on-site construction inspection, directing underwater condition inspection teams, and preparing permit applications.

Martinak State Park Timber Bulkhead, Pier and Boat Launch Replacement, Denton, MD. *Project Manager.* Provided professional engineering services for design development, construction documents, permits, and construction administration to install a new timber bulkhead and boat launch. The project included 930 feet of new anchored timber bulkheads, a new 26-foot-wide concrete v-grooved boat ramp, a new floating boarding pier, a new floating kayak launch, and all associated site work. Mr. Freeman was responsible for managing the project, preparing the permit application and supporting documentation, preparing the construction documents, and performing construction administration services.

Baltimore City Fire Department Fire Pier Replacement, Baltimore, MD. *Project Manager.* The Baltimore City Fire Department Fire Boat Pier was severely deteriorated to an unoccupiable condition and required a complete replacement. The project consisted of replacing 1,565 square feet of concrete floating docks, 232 SF of timber fixed piers, and installing new steel pipe guide piles, one gangway, timber cluster dolphins, two 10-ton boat lifts, plumbing, and electric service.

Pendry Hotel, Recreation Pier Rehabilitation Baltimore, MD. *Structural Engineer.* Mr. Freeman led structural, marine, and civil engineering and surveying services for the renovation of the Fells Point Recreation Pier into a 128-room hotel. Design services for the project concentrated on the complex upgrade and rehabilitation of the head house, warehouse, bulkhead, and pier structures. The design included a floating dock and ADA-compliant gangway for transient vessels up to 90 feet in overall length.

Lundeborg MD Seamanship School Waterfront Improvements St. Mary's County. *Structural Engineer/Inspector.* Mr. Freeman 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. The steel sheet pile bulkhead consisted of 553 LF of sheeting driven in front of a partial steel and timber sheet wall and capped with a 3.5-foot-wide and 3-foot-deep concrete seawall beam. The rehabilitation of Pier 45 consisted of removing the existing timber stringers and decking and replacing them with steel I-beams and precast concrete slabs. Mr. Freeman was responsible for the structural design, field visits/inspections, and design meetings. He worked closely with a 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 U.S. Army Corp of Engineers.

Bowleys Marina, Bowleys Quarters, MD. *Project Manager.* WBCM provided a full suite of engineering services for the reconstruction and improvement of Bowleys Marina. The 509-slip marina was constructed in the 1950s at the confluence of Galloway Creek and Middle River. Services included permitting and phased design for a complete reconstruction of the marina with new floating docks and amenities. The design included 630 feet of steel pile-supported floating breakwaters for wave attenuation and transient dockage; replacement of the interior fixed timber piers with new floating docks and fingers; modernization of electrical systems; maintenance dredging of near shoreline slips, travel lift, and a boat ramp to preserve access; and the addition of boat lifts to several slips. Floating docks were installed near the travel lift and boat ramp to provide safe access for normal operations and vessel maintenance. Mr. Freeman was responsible for the detailed design of the new piers. He was also responsible for construction phase services including structural observation and inspection of the work.



GUS FOTINOS, PE**Project Assignment**

Marine Structural Engineer

Education

MS, Civil Engineering, University of Maryland

BS, Civil Engineering, University of Maryland

Registration

Professional Engineer, MD, [REDACTED]

Years with WBCM: 18 Total Years of Experience: 19

Mr. Fotinos has 19 years of experience in structural design and field engineering, Mr. Fotinos has experience in the 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-foot X 20-foot-wide timber pier. Mr. Fotinos was responsible for the structural design, field visits/inspections, and design meetings. He worked closely with a 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 LF of a sheet pile bulkhead, concrete cap beam, and 500-foot x 30-foot of a 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 inspections and answered the 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 full-time 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-inch square pre-stressed concrete piles were driven between piles. A 12-inch 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 the replacement of piles, beams, decking, baywater pumps, and general repairs

Renovation and Repairs of Piers at Hess Terminal, Port Reading, NJ. Structural Engineer. The project included complete planning, marine engineering design, and permitting for the reconstruction and rehabilitation of the Hess Port Reading terminal, and 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. Fotinos provided structural engineering services for a new 37-acre intermodal mixed-use barge and ship terminal. This project involved 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 SWM 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.



JAMES DIEPOLD, PE**Project Assignment**

Marine Structural Engineer

Education

BS, Structural Engineering, John Hopkins University

Registration

Professional Engineer, MD, [REDACTED]

Years with WBCM: 29 Total Years of Experience: 45

Mr. Diepold specializes in the design of marine structures including, procurement of waterfront permits, piers, bulkheads, pile repairs, and ship terminals. He also has extensive experience in the structural design of various building types, including institutional, offices, industrial, hospitals, schools, churches, etc. He is well-versed in both new design and building renovations. Mr. Diepold has completed projects for both private and public agencies.

Vane Brothers-Fairfield Terminal, Baltimore, MD. Project Manager. WBCM will provide engineering designs and bid documents for the demolition and replacement of the bulkhead at Vane Brothers Company's Fairfield facility located in Baltimore, Maryland. Two new bulkheads are included in this proposal. One is approximately 200 feet in length and is located south and east of the maintenance shop. The second is a 400-foot new bulkhead east of the existing office building. Included are preliminary designs of alternatives and the preparation of bid documents for the bulkhead and related elements and utilities as noted herein. Also included are engineers' cost estimates for construction and the project schedule. A topographic survey of the bulkhead area is included for the development of base drawings. This agreement does not include any specialized inspection and testing services, geotechnical or electrical engineering, dredging, hydrographic surveys, or other services not specifically noted herein. WBCM did not anticipate that a Baltimore City Building Permit will be required, as this is a seaside repair with minimum land disturbance.

Sparrows Point Shipyard, Baltimore, MD. Project Manager. Using existing data, WBCM will prepare preliminary structural designs for a proposed ship terminal to be located on the east side of Pier No. 3. WBCM will evaluate site constraints and layouts, bulkheading, piers and crane facilities, mooring and fendering systems, dredging and pile repairs necessary for a functional berth. Various alternatives will be prepared for the owner's consideration. WBCM will assist in preparing permit applications for the selected alternative to the Maryland Department of the Environment and the U.S. Army Corp of Engineers. WBCM will also prepare estimates of proposed construction and schedules. Preliminary designs and findings will be summarized in preliminary design drawings to the owner. This agreement does not include any specialized inspection and testing services, geotechnical, mechanical, or electrical engineering, hydrographic surveys, site, and civil engineering, or preparation of final designs.

Chesapeake Avenue Marine Terminal, Baltimore, MD. Structural Project Manager. Using existing data, WBCM will prepare structural concept designs and alternative layouts for a proposed barge terminal to be located at this former LLT Terminal located to the east of Amport's Chesapeake Terminal in Baltimore City. WBCM will evaluate the site constraints and layouts, bulkheading, piers, and mooring and berthing facilities of various alternatives for the Owner's consideration. WBCM will assist in preparing permit applications for the selected alternative to the MD Department of the Environment and U.S. Army Corps of Engineers. WBCM will also prepare estimates of proposed construction and schedules. Conceptual designs and findings will be summarized in a final report to the Owner. This agreement does not include any specialized inspection and testing services, geotechnical, mechanical, or electrical engineering, permits, or the preparation of alternate designs. The client will provide the Engineer with copies of existing topographic surveys, divers report, hydrographic surveys, and other relevant data for Engineer's use for this study and permits.

UMCES-Research Vessel Dock, College Park, MD. Structural Engineer. WBCM provided surveying, and civil and structural engineering services for the design of a new bulkhead and pier for the University of Maryland, Center for Environmental Services facility in Solomons, Maryland. The project also included the design of associated site improvements and related permitting.

Inner Harbor Marina, Baltimore, MD. Project Engineer. WBCM shall conduct a structural engineering analysis of the Inner Harbor Marina currently located in downtown Baltimore, Maryland adjacent to the Rusty Scupper Restaurant. The purpose of the analysis is to confirm the design parameters and construction features of the dock systems and piles and make recommendations for improvements. A written report and presentation to the Client are included. This agreement does not include any specialized inspection and testing services, geotechnical, mechanical, or electrical engineering, permits, or the preparation of alternate designs. Client shall provide construction documentation to the engineer, accurately reflecting as-built conditions that the engineer may rely upon for analysis.



DOUG SUESS, PE**Project Assignment**

Quality Assurance/Quality Control

Education

MS, Structural Engineering, University of Maryland

BS, Structural Engineering, University of Maryland

Registration

Professional Engineer, MD, [REDACTED]

**Years with WBCM: 45 Total Years of Experience: 49**

Mr. Suess has 49 years of experience serving as both principal-in-charge and quality assurance/quality control (QA/QC) manager on dozens of marine structural design and waterfront, bridge, and building structure projects. He has also provided expert witness testimony in cases involving marine structural engineering and construction.

Bowleys Marina Reconstruction, Bowleys Quarters, MD. QA/QC. The project scope included a full suite of engineering services for the reconstruction and improvement of Bowleys Marina. The 509-slip marina was constructed in the 1950s at the confluence of Galloway Creek and Middle River. Services included the design of 630 feet of steel pile-supported floating breakwaters for wave attenuation and transient dockage; replacement of interior fixed timber piers (B through D) with new floating docks and fingers; modernization of electrical systems; maintenance dredging of near shoreline slips, travel lift, and a boat ramp to preserve access; and addition of boat lifts for the northern side of Pier E. Floating docks were installed near the travel lift and boat ramp to provide safe access for normal operations and vessel maintenance.

The Seafarers Harry Lundeberg School of Seamanship, Waterfront Improvements, Point, MD. QA/QC. Provided quality oversight for the design-build of waterfront improvements at the Lundeberg Seamanship School. The coastal engineering effort included a 220-foot stone breakwater and 800-foot riprap shoreline revetment designed in accordance with the U.S. Army Corps of Engineers Manual to compute wave height, dynamic wave loading, forces, shore protection geometry, and stone armor sizing. Marine structural engineering included the design of 553 feet of steel sheet pile bulkhead, wharf, and boat lift, reconstruction of a 323-foot hybrid precast concrete plank and steel framed pier supported on timber pile bents, and new concrete and timber sectioned floating marina.

Whiting Lakefront Park, Whiting, IN. QA/QC. Provided quality oversight of engineering services for the design of waterfront improvements at Whiting Lakefront Park. The project scope included transporting the master plan into construction documents and engineering the design elements consisting of 1,300 LF of stone revetment shore protection with concrete overlook platforms, a 250 LF stone breakwater, a 150 LF fishing pier, a new boat ramp, and a dredged boat harbor with protective breakwaters and a floating boat dock. A large quantity of concrete rubble was incorporated into the subgrade of the stone revetment shore protection as effective use of recycled material and to significantly reduce the construction cost.

Leonardtwn Wharf Park Revitalization, Leonardtown, MD. QA/QC. Quality oversight of engineering services for this development project on a site originally housing an old ice plant, waterfront restaurant, a few piers, and a small marina. The development was a two-phase project that included a commercial/retail area located 150 feet from the water's edge with a public park and promenade area located along the waterfront. The project scope was to design and acquire appropriate permits for the construction/development of the parking area on behalf of the Commissions of Leonardtown. Engineering services included the design of a 550-foot-long bulkhead, a 14-foot-wide promenade walk, utilities (water, sewer, and storm drainage), a 10-foot-wide pier walkway over the water/wetlands, and the layout of the future marina. Also located on the park site was a concession building supported by a pile foundation and a new pumping station replacing the existing pumping station located near the park. Environmental issues involved in the development of the site included the MDE and U.S. Army Corps of Engineers joint permit approval, tidal wetland creation/mitigation, on-site and off-site tree mitigation as required by the Critical Area Commission, management of off-site stormwater runoff, and on-site SWM approval.



A. FRANCISCO RIVERA, PE

Project Assignment

Civil/Site Engineer

Education

BS, Agricultural and Biological Engineering, The Pennsylvania State University

Registration

Professional Engineer, MD, [REDACTED]

Years with WBCM: 13 Total Years of Experience: 16



Mr. Rivera is a Water Resources Engineer with 16 years of experience specializing in SWM, ESC, and storm drain design. He has expertise in the design of storm drains and is also well-versed in SWM and ESC permits. He has completed access permit reviews for SHA. Mr. Rivera has also performed hydrologic and hydraulic analyses of bridges and culverts at stream crossings. He is also familiar with the requirements for environmental site design (ESD) to the maximum extent practicable (MEP) to achieve SWM objectives.

Intercounty Connector, Preliminary Engineering Studies Montgomery & Prince George's Counties, MD. *Water Resources Engineer.* Environmental planning and preliminary engineering services provided by WBCM included preliminary design and layout of SWM, ECS, and drainage while minimizing impacts to environmental resources. This was to meet NEPA requirements and included coordination with U.S. Army Corps of Engineers, MDE, and DNR to reduce impacts to wetlands, Waters, and forests, and incorporate wildlife hazard management practices. This project also included the preparation of documents for public outreach efforts.

Intercounty Connector, Design/Build Contract C, Montgomery & Prince George's Counties, MD. *Water Resources Engineer.* Mr. Rivera's responsibilities included shop drawing reviews and he was primarily responsible for the preparation of the required reports for this project which included SWM and drainage reports and their related documentation. Mr. Rivera developed a SWM concept for the interchange and a layout for a 72 -inch mainline storm drain. This closed system was used to convey clean water discharge away from and high-hazard embankment pond (Montgomery county's Autopark pond). Mr. Rivera was also responsible for designing approximately 10,000 LF of closed storm drain used to collect runoff from the US 29 interchange and safely convey it into the proposed SWM facilities. Mr. Rivera worked closely together with subconsultants and the contractor to facilitate the design between different engineering disciplines. Moreover, Mr. Rivera routinely visited the project site during design challenges and worked with the contractor to overcome construction obstacles. In addition to designing and providing permitting services for 6 different phases of ESC. Mr. Rivera was also involved in the approval of green line revisions throughout the design-build process.

Intercounty Connector, ICC Stream Restoration Design, Montgomery & Prince George's Counties, MD. *Water Resources Engineer.* WBCM provided geomorphic analysis for 25,000 LF of the stream for compensatory mitigation and environmental stewardship for the Inter-County Connector (ICC). The analysis culminated in geomorphic reports that recommended corrective measures to restore seven streams. In addition, WBCM prepared conceptual plans depicting the proposed improvements. The plans and reports were reviewed by the regulatory agencies to determine the validity of the design and evaluate where to proceed with the final design. Upon approval from the agencies, WBCM provided final design plans under a separate project. The WBCM, ESA and CRI Design Team conducted an extensive fluvial geomorphic assessment of eight stream sites in Montgomery County, Maryland totaling over 27,000 LF.

BMP Retrofits, Maryland State Highway Administration, Statewide, MD. *Water Resources Engineer.* Mr. Rivera was primarily responsible for reviewing a checklist of items to review facilities and numbering system for severity, review of original inspection reports, and as-built plans, and mapping to assess the performance and maintenance of SWM facilities. Mr. Rivera assisted in the preparation of conceptual design plans to provide for facilities requiring immediate retrofit.



THOMAS JOHNSTON
Project Assignment

Senior Scientist – Natural Resources

Education

BS, Biology, Shippensburg University

AA, Biology and Chemistry, Harrisburg Area Community College

Registration

U.S. Army Corps of Engineers, Baltimore District Wetland Delineator Certification

U.S. Fish and Wildlife Services HEP Certification

U.S. Fish and Wildlife Certification in Principles and Techniques of Electrofishing

Years with S&L: 36 Total Years of Experience: 38

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As Principal and Senior Scientist at Skelly and Loy, Mr. Johnston is responsible for the coordination of ecological and regulatory services conducted companywide, as well as the development of internal professional development programs. Over the past several years, he has been involved in a wide variety of projects ranging from wetlands investigation to aquatic sampling to terrestrial habitat modeling. Mr. Johnston is involved in all facets of biological projects including field data collection, data analysis, report generation, and project management. He has managed more than 200 projects that have included both specific wetland studies and general Environmental Assessments for a variety of government, utility, and private clients.

Management Planning & Feasibility Studies for Land Development. Mr. Johnston has recently been involved in a series of management planning and feasibility evaluation studies for a broad spectrum of complex land development projects. The projects have ranged from industrial and commercial facilities to mines and quarries to recreational facilities. Mr. Johnston's specialty is the integration of federal, state, and local regulatory approvals into the land development process, and proactively managing the approval process to reduce development costs and schedule. He regularly assists land development clients by helping them "see how the big picture fits together" and avoid unforeseen delays and costs.

Wetland Delineation and Permitting. Mr. Johnston has been involved in over 300 wetland projects in PA, MD, VA, WV, and the surrounding states. In these projects, he has participated in the delineation of more than 1,500 individual wetland habitats using both the 1987 and 1989 methodologies. Much of this work has included the delineation of problem area wetlands, disturbed wetlands, and farmed wetlands. Mr. Johnston has also been involved in the functional assessment of wetlands using the narrative descriptive method, the Adamus method, HEP and PAM HEP, U.S. ACOE WET 2.0 method, ORAM, and WV SWVM. He regularly provides clients with regulatory interpretation of Section 404 and State Wetland Regulations. Mr. Johnston also actively manages the preparation of all Joint Permit Applications prepared by Skelly and Loy with direct technical participation in the preparation of the 404(b)1 analysis.

Wetland Mitigation Design. A large portion of Mr. Johnston's technical activities centers around the planning and design of replacement wetlands which are provided as compensatory mitigation for unavoidable wetland impacts. Mr. Johnston has conducted 40 wetland replacement design projects which included over 100 individual basin designs, totaling more than 200 acres of replacement wetlands. Throughout the course of these design projects, Mr. Johnston has developed several technologic methodologies which have become industry standards such as methods of estimating hydrologic demand based on primary productivity, the use of concrete key spillways, and the establishment of backfill compaction specifications to promote natural revegetation.

Habitat Assessments and HEP Studies. Mr. Johnston has conducted or supervised numerous habitat assessments for a wide range of private and public development projects. The habitat assessments have been included in NEPA documents, 404/401 Permit Applications, ESA Biological Assessments, Master Planning Studies, and Habitat Management Plans. These studies have included the U.S. Fish & Wildlife Service's Habitat Evaluation Procedures (HEP), Pennsylvania Modified HEP (PAM HEP), Anderson Land Use/Land Cover mapping assessments, Hydrogeomorphology (HGM), and community-specific assemblage-based assessments. Many of these 'classic' assessment tools have been updated to operate on GIS-interfacing digital platforms.

NEPA Experience. Over the past 30 years, Mr. Johnston has managed and participated in a wide range of NEPA environmental studies associated with a variety of federal actions. The studies have included U.S. DOT transportation projects, U.S. Army Corps of Engineers 404 Permits, FERC authorizations, OSM permits, and U.S. DOI mineral reserve leases. Mr. Johnston served as the Natural Resource Coordinator on the Joint NEPA-404 project conducted by the Federal Highways Administration in the northeast. He served as the environmental project manager of a Joint NEPA-404 Environmental Impact Statement for a 12-mile section of new Interstate Highways spanning two states. Mr. Johnston has been involved in over 200 individual projects which have involved NEPA studies and clearances.



TRENT SUSTICH

Project Assignment

Senior Staff Scientist - NEPA

Education

BS, Physical/Environmental Geography, Pennsylvania State University

Registration

U.S. EPA Certified Asbestos Inspector

U.S. EPA Certified Asbestos Contractor/Supervisor

U.S. EPA Certified Asbestos Management Planner

Certified Residential/Commercial Mold Inspector

SKELLY AND LOY

Years with S&L: 11 Total Years of Experience: 12

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Mr. Sustich has 12 years of experience in environmental consulting ranging from natural resources to hazardous materials work for both public and private clients. Mr. Sustich's duties for Skelly and Loy include wetland and stream delineation, benthic macroinvertebrate sampling, threatened and endangered species surveys, permit preparation, asbestos inspection, and management, Phase I ESAs, and report preparation. He is also involved in Skelly and Loy's Oil and Gas marketing team. Mr. Sustich has been involved in several projects for the West Virginia Division of Highways (WVDOH), and his duties have included both lead and support roles.

Berkeley Springs Asbestos Inspections, Morgan County, WV (WVDOH). Mr. Sustich served as an environmental specialist for the asbestos inspection of several buildings on a property bought by the state. The project was part of an open-end asbestos survey contract providing inspection services for transportation projects throughout the state.

Tygart Valley Pipeline Project, Randolph and Barbour Counties, WV. Mr. Sustich provided permit preparation for the construction of a 32-mile natural gas transmission line. He assisted in site reconnaissance and wetland and stream delineation to secure Stream Activity Permits.

White Oaks Phase II Development, Harrison County, WV. Mr. Sustich assisted in permitting the development of a business park. He assisted in wetland and stream delineation and macroinvertebrate sampling.

Chief Logan State Park Road Project EA and Finding of No Significant Impact, Logan County, WV (WVDOH). Mr. Sustich served as an environmental specialist for the development of a new roadway in Chief Logan State Park. With Chief Logan Lodge, Hotel, and Convention Center outside the boundaries of the Chief Logan State Park, a need was created to connect the activity areas of the park with the Convention Center. The environmental documentation included an aquatic resources report, Section 4(f) and Section 6 (f) evaluations, and an environmental assessment. The project was a finalist for the WVDOH 2013 Engineering Excellence Award in the planning, traffic, and environmental category. Mr. Sustich was involved in conducting stream, wetland, and waste investigations along the proposed route.

Buffalo Creek Connector CEE, Boone and Logan Counties, WV (WVDOH). Mr. Sustich served as an environmental specialist for the preparation of a CEE for the construction of an upgraded roadway from WV 85 to CR 16. He conducted stream and wetland surveys and was involved in Indiana Bat roost tree identification.

Coalfields Expressway Project, Raleigh and Wyoming Counties, WV (WVDOH). Mr. Sustich served as an environmental specialist for the Public-Private Partnership (P3) project constructing a new section of 4 lane highway that will connect Beckley to Mullens. His duties included stream and wetland identification and delineation, mine portal identification and assessment, and harp trapping for Indiana and Northern Long-Eared Bats.

Corridor H Project, Grant, Hardy, Randolph, and Tucker Counties, WV (WVDOH). Mr. Sustich is serving as an environmental specialist for post-ROD environmental and natural resources studies and an EIS reevaluation for the Corridor H Project. Functional areas include rare, threatened, and endangered species; wetlands and streams; archaeology and historic resources; traffic and noise; and agency coordination, public involvement, and mitigation. Specifically, Mr. Sustich's duties included leading and assisting in the Long-Eared Owl survey, Goshawk survey, Indiana Bat and Northern Long-Eared Bat surveys, stream and wetland investigations, and macroinvertebrate sampling.



STEPHEN SIMONETTE, PE**Project Assignment**

Geotechnical Engineer

Education

BS, Civil Engineering, West Virginia University

Registration

Professional Engineer: WV, [REDACTED], PA, [REDACTED], OH, [REDACTED]
 AWS Certified Weld Inspector [REDACTED]
 Nuclear Safety Training Certification

Years with HCEA: 1 Total Years of Experience: 31

HILLIS-CARNES
 ENGINEERING ASSOCIATES

Mr. Simonette has more than 31 years of experience in Geotechnical Engineering and Construction Materials Testing and Inspections. His responsibilities include business development for all of Hillis-Carnes' services, generating proposals, supervising field drilling and sampling operations, processing and interpreting data, and developing geotechnical recommendations for projects in Western Pennsylvania, West Virginia, Ohio, and across the Mid-Atlantic region. He is a Principal Engineer with the firm and has additional responsibilities of technical review and guidance of proposals and reports authored by other geotechnical engineers employed by the firm. His field experience includes on-site supervision during geotechnical drilling and subsurface materials sampling and construction materials observation and testing (compaction control, shallow and deep foundations, reinforcement and concrete, structural steel connections, masonry, spray-applied fire-resistive materials, and paving).

WVU Medicine (Camden-Clark Medical Center) – Parkersburg, WV. Geotechnical Engineer-of-Record. Two to four-story expansion, approximately 87,000 SF footprints. The project expansion, effectively doubling the original hospital, included steel framing with a concrete slab-on-grade and concrete slabs-on-metal decking. The expansion is supported on drilled pier foundations bearing in bedrock. Also Geotechnical Engineer-of-Record for the CCMC Medical Office Building and Cancer Center Annex, up to four stories with a footprint area of approximately 25,000 SF. The structure consists of steel framing with concrete slabs-on-grade and slabs-on-metal decking, supported on drilled pier foundations. The client was Camden-Clark Memorial Hospital.

Wastewater Treatment Plant Expansion – Parkersburg, WV. Geotechnical Engineer-of-Record. The project included expansion on approximately 6 acres consisting of a new bar screen, grit/sludge removal, sedimentation/clarification, aeration, and disinfection units, and a storage/administration building. The structures are supported on driven H-pile foundations bearing on bedrock. The client was the Parkersburg Utility Board.

United States Bureau of Fiscal Services – Parkersburg, WV. Geotechnical Engineer-of-Record. Six-story office structure, approximately 57,000 square-foot footprints. The project included steel framing with a concrete slab-on-grade and concrete slabs-on-metal decking. The structure is supported on continuous-flight augered pile foundations bearing on bedrock. The client was Ellerbe-Becket (now part of AECOM).

Confidential Client – Natrium, WV. Geotechnical Engineer-of-Record. The new facility will include manufacturing units, building structures, a cooling tower, rail spurs, and a riverfront load/unload facility on approximately 8 acres of previously occupied industrial property. Heavy structures will be supported on driven H-pile foundations bearing on bedrock. This was a confidential client. Construction is anticipated to commence in the first quarter of 2023.

Blue Racer Midstream Moundsville Phases III and IV – Natrium, WV. Geotechnical Engineer-of-Record. Expansion of the natural gas processing and shipping facility on approximately 9-acres of previous agricultural-use property. The facility includes compressor structures, storage, and transfer vessels, and rail spurs. Ground improvement systems consisting of the aggregate pier and grout rigid inclusions were implemented to facilitate support of the structures on shallow footing and mat foundation systems. The client was Blue Racer Midstream, LLC.

Wheeling Downs Casino and Hotel – Wheeling, WV. Geotechnical Engineer-of-Record. Three-story casino and eight-story hotel structure, approximately 170,000 SF overall footprints on Wheeling Island. The project included steel framing with concrete slabs-on-grade and concrete slabs-on-metal decking. The structures are supported on continuous-flight augered pile foundations bearing on bedrock. The client was Delaware North.



VICTOR DAWSON, PS

Project Assignment

Registered Land Surveyor

Education

AS, Land Surveying, Glenville State College

Registration

Registered Land Surveyor – North Carolina, South Carolina, and West Virginia



Years with POTESTA: 24

Total Years of Experience: 41

Expert Witness/Case Preparation, Accident Surveys, ground control, construction stakeout, topographic mapping, boundary, and property surveys including ALTA/ACSM Land Title surveys, as-built drawings, and quantity measurements. Related areas include courthouse research, location/verification of utilities, preparation of right-of-way plans, and verification of property owners.

Transportation Surveying

Merritt's Creek Connector Road, WV DOT. Preliminary route survey of the four-lane roadway. Crew Chief/Project Manager for work that included courthouse research, property owner questionnaires, stake proposed centerline, tie to properties, and set and reference construction control points in Barboursville, West Virginia.

Benton's Ferry Bridge Replacement, WVDOH. Chief/Project Manager for work that included a topo survey of the project area, property owner questionnaires, ties to property lines, river cross-sections, stake, and reference centerline and construction control points in Fairmont, West Virginia.

Corridor H, WVDOH, Section 16. Project Manager for route/location/design survey in Elkins, West Virginia.

Tablers Station, WVDOH. Project Manager/Crew Chief for route/location/design survey in Berkeley County, West Virginia.

North Bridgeport Connector Road, WVDOH. Crew Chief/Project Manager for work that included GPS control survey of the project area, preliminary route survey of centerline, ties to property lines, stake, and reference centerline and construction control points, courthouse research, and property owner questionnaires in North Bridgeport, West Virginia.

Parks and Recreation Surveying

Crew Chief/Project Manager for Freedom Park in Charlotte, North Carolina.

Crew Chief/Project Manager for Mallard Creek Park in Charlotte, North Carolina.

Crew Chief for York Park in York, South Carolina.

Crew Chief for Hargett Park in Rock Hill, South Carolina.

Crew Chief for York Road Renaissance Park in Charlotte, North Carolina.

Crew Chief for Lockrain Subdivision and Golf Course in Orange Park, Florida.

Crew Chief for Amelia Island Golf Course in Amelia Island, Florida.



GREGORIO TORCHIA, CPD, LEED BD+C

Project Assignment

Vice President Principal-in-Charge – MEP Services

Education

Associate Specialized Technology Degree, Pittsburgh Technical College

Registration

Certified Plumbing Designer (CPD)

LEED AP BD+C

NICET Level 1 (CET)



Years with WNA: 5 Total Years of Experience: 35

Mr. Torchia is a Vice President/Plumbing and Fire Protection designer with more than 34 years of experience. He has a strong background in project management and has been involved in the design of projects for commercial (strip malls, office buildings, and tenant fit-out), government, higher education, and hospitality (restaurants and hotels) sectors.

Mr. Torchia is responsible for the day-to-day operations of the Pittsburgh office overseeing personnel, project management, developing client relationships, project design, QA/QC, and due diligence reports.

Settler's Cabin Tennis Support Building. WNA Engineering provided MEP design services for the renovation of the existing tennis support building at Settler's Cabin. The outside was equipped with new lighting under an existing porch roof. A janitor closet will replace an already existing shower stall. To comply with the ADA requirements, the plumbing fixtures, controls, and related plumbing systems were redesigned/replaced. All lighting fixtures and controls, heating, and exhaust systems were replaced throughout the building.

Boyce Park CXT Building Design. WNA Engineering provided MEP design services for a new 1,300 SF pre-fab CXT building for the Allegheny County Parks Department at Boyce Park, in Plum, Pa. Our scope included extending the utilities (water, sanitary and electric) from the existing lodge building to the new building. The new building will be equipped with lighting and plumbing fixtures.

Hartwood Maintenance Building. WNA Engineering is currently providing MEP design services for a new 9,000 SF maintenance building for the Allegheny County Parks Department with an office area, restrooms, a lunchroom, a locker area, and storage space for lawn equipment.

Armco Park Toilet Room & Concession Renovations (*previous firm*). MEP design services were provided for renovations to the Toilet Rooms/Concessions building, which included upgrades to the kitchen area and toilet rooms, new heating, lighting, and plumbing fixtures.



Section IV.
**Capability, Capacity, and Relevant
Project Experience**

Section IV. Capability, Capacity, and Relevant Project Experience

WBCM EXPERIENCE

BOWLEYS MARINA RECONSTRUCTION

Location

Bowleys Quarters, MD

Owner/Client

Bowleys Marina

WBCM provided a full suite of engineering services for the renovation of Bowleys Marina. The 509-slip marina was constructed in the 1950s at the confluence of Galloway Creek and Middle River. The facility was comprised of five fixed **timber piers** each approximately 1,000 feet long with slips along the entire length. A sunken barge lied within the Pier B T-head, which was also the location of the fueling area. Wave exposure from the south and west due to inadequate wave attenuation had resulted in unsafe operating conditions and caused damage to piers and vessels.

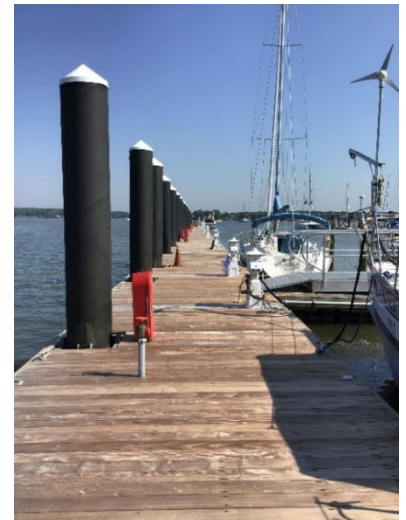
Improvements were performed in phases with priority being given to the installation of outboard **wave attenuation structures** and relocation of the **fueling** area. The improvements to the marina interior and maintenance dredging will follow in subsequent phases.

WBCM **evaluated the timber and vinyl seawalls** surrounding the marina and designed new floating wave attenuation structures along two of the exposed boundaries of the marina. New timber wave screens were also strategically located near the entrance to the fairways.

WBCM coordinated **hydrographic surveys** inside the marina basin and designed documents for performing **maintenance dredging** of silted areas. WBCM coordinated the removal of an existing sunken barge near the existing fueling area and designed the relocation of the fueling area. Turbidity curtains were installed 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 to preserve access; replacement of the interior, fixed timber piers (B through D) with new floating docks and fingers while maintaining existing slip dimensions; and the addition of boat lifts for the northern side of Pier E. Floating docks were installed near the travel lift and boat ramp to provide safe access for normal operations and vessel maintenance. The reconstruction of the marina was designed to satisfy ADA Requirements.

WBCM also addressed the construction of floating docks on the north and south sides of Piers B and C, and the south side of Pier D for the launching and transient storage of dinghies. Openings were provided between the dinghy docks to preserve public access to the shoreline and minimize impacts on submerged aquatic vegetation.



BALTIMORE CITY FIRE DEPT DOCK REPLACEMENT

Location

Baltimore, MD

Owner/Client

City of Baltimore

As a task order under our on-call contract with the Baltimore City Department of General Services (DGS), WBCM provided structural, civil, cost estimating, and construction phase services for the existing Baltimore City Fire Rescue Boats Dock, which was beyond its useful life and the department had barricaded and cordoned off access to the dock. The scope was to design a replacement dock for the smaller boats and provide access for the larger vessels. The project included all phases of work consisting of contract documents, bidding, construction administration, and post-construction phases.

This project involved underwater inspection of the dock structure limited to inspecting the timber pike mooring cluster dolphins, the fixed pier near land, and about 150 feet of the bulkhead at the landside connection of the timber pier. Meetings were held with Baltimore City and the Fire Department to understand their current and future needs for dock operations. After the meetings, WBCM developed a concept layout for two dock options (a floating dock and a fixed pier or a combination of the two). For each dock option, a concept-level cost estimate was prepared. After the deck layout was chosen, WBCM prepared the final structural plans, sections, and details.

Civil/site engineering services consisted of a field-run topographic survey of the proposed limits of work/current dock area; creating a composite base plan from record drawings, surveys, field measurements, and other information; preparing and submitting the Maryland Department of the Environment and US Army Corps of Engineers permit applications to construct the replacement dock in the Patapsco River; preparation of civil plan drawings for existing conditions, demolition and layout; and preparing the civil/site portions of the specifications required for construction.



MARTINAK STATE PARK BULKHEAD AND BOAT RAMP REPLACEMENT

Location

Denton, MD

Owner/Client

Maryland Department of General Services

WBCM provided professional engineering services for the preparation of design development and construction documents, including civil and marine structural drawings and specs to install new **timber bulkheads**, a new **boat ramp**, and associated site work at Martinak State Park, Denton Maryland. A new ADA-compliant **floating boarding dock** and **kayak launch** replaced the existing timber courtesy pier at the boat launch. All new construction was located within the footprint of the existing timber pier.

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

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

The existing water service (yard hydrant) and light poles were relocated to allow for the construction of the new bulkhead. Permitting services included preparation and submission of applications for Chesapeake Bay Critical Area (CA) compliance and U.S. Army Corps of Engineers/MDE Joint Permit for impacts to navigable waters and tidal wetlands.

The project was completed early and under budget.



BALTIMORE CITY POLICE BOAT DOCK

Location

Baltimore, MD

Owner/Client

City of Baltimore

BCM provided emergency review, design, and construction phase services for the replacement of the Boston Street DPW Pier in Baltimore City. The pier sustained damage beyond repair during a high wind/high tide weather event. The pier was primarily used for docking police boats and sanitation skimmers. WBCM was tasked with designing a new pier that would withstand the storm event that damaged the existing pier; accommodate the existing vessels and additional fire department vessels as well. The new pier was also designed to provide potable water, electrical services, lighting, data and communication panels, and standpipes for fire protection. WBCM performed services as described below:

- Field investigation and survey of the existing pier
- Marine structural engineering (analysis, computations, design, cost estimates)
- Prepared construction documents for the replacement of the pier
- Prepared drawings for a pier contractor to provide pricing for a new floating pier. (Note: As instructed by Baltimore City, WBCM contacted McLean Contracting and Eastern Floatation Systems, Inc. to provide pricing for the pier replacement).
- Reviewed costs submitted by the contractor.
- Submitted permit applications and drawings necessary to obtain MDE, COE, and Baltimore City permit for the new pier.
- Attended meetings, performed site visits, and provided inspection during construction activities.
- Provided meeting minutes, response to RFI's, and reviewed shop drawings.
- Coordinated electrical engineering and geotechnical engineering



SKELLY & LOY, INC., A TERRACON COMPANY EXPERIENCE

BECKLEY Z-WAY PROGRAM OF PROJECTS

Location

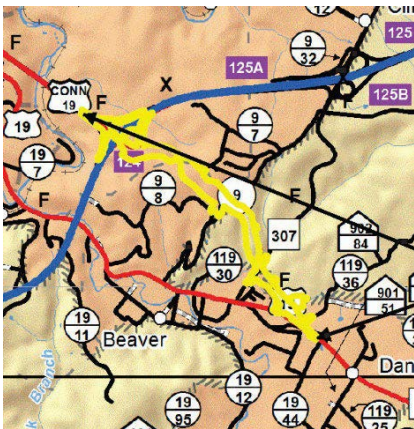
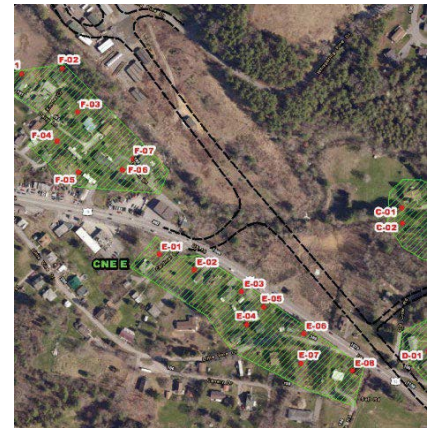
Beckley, WV

Owner/Client

West Virginia Department of Transportation, Division of Highways

Skelly and Loy, Inc., *A Terracon Company* prepared Environmental Assessments and a Section 4(f) Evaluation, as well as associated GIS database development and mapping, for two projects located near Beckley, West Virginia. Both Environmental assessments were prepared as part of a regional program of projects known as the Beckley Z-Way. Taken together, all of the projects are aimed at reducing traffic congestion, improving safety, and supporting economic development in and around the City of Beckley.

A quantitative traffic noise analysis and mitigation evaluation were completed for this project in accordance with FHWA and WV DOH guidelines and regulations. Noise-sensitive land uses were identified and categorized based on the appropriate FHWA Noise Abatement Activity Category. The background ambient noise environment was assessed using an array of noise monitoring sites throughout the study area. A three-dimensional Traffic Noise Model (TNM2.5) of the study area was created using digital topography, land cover, and design mapping. Computer modeling was completed for the existing and proposed design year conditions for comparison to the noise abatement impact threshold. TNM models were created for each alignment considered, incorporating future traffic data, roadway profiles, cut and fill slopes, and changes to ground cover. Noise-impacted areas were delineated and noise mitigation was considered according to WV DOH "Feasible and Reasonable" factors required for including sound barriers in the project's design plans. Due to the rural nature of the study area and sparsely developed areas, noise barrier performance did not meet the prescribed thresholds and noise walls were not included in the design.



Our staff coordinated a community participation strategy that allowed for the development of the project without any public or agency controversy. Skelly and Loy used the latest GIS technology to produce presentation displays for public meetings. Our success resulted in an approved environmental assessment and the development of a Finding of No Significant Impact (FONSI) for the southernmost project.

A second FONSI is expected for the northernmost section of the project area. While the first project area consisted of the widening of the existing US 19, a new highway alignment will be developed for the second project. The proposed roadway will connect the improved US 19 from the first project with Interstate 64 and South Eisenhower Boulevard. A full range of potential environmental, cultural, and social impacts are being analyzed as the project proceeds. Construction for both projects is expected to be completed in 2021.



CORRIDOR H PROJECT

Location

Various Counties, WV

Owner/Client

West Virginia Department of Transportation, Division of Highways (WVDOH)

The WVDOH has secured the services of Skelly and Loy, Inc., A *Terracon Company* to assist with a wide range of tasks for the Corridor H Project. Corridor H is a four-lane expressway stretching 130 miles from Weston to the Virginia State Line. Although much of the highway is open or currently under construction, a considerable amount of the proposed roadway is still under design or undergoing environmental evaluation. A full range of environmental services is necessary to comply with mitigation commitments, permitting requirements, field surveys, design, and postconstruction activities.

Skelly and Loy are actively working in areas where the highway has been built and is yet to be built. To date, we have worked in seven of the nine different project areas, each with independent functional utility and logical termini.

Skelly and Loy have completed animal and plant surveys to identify the presence or absence of many species of special concern; wetland and streams analyses (including preparation of stream and wetland valuation metric development forms); vegetative monitoring groundwater surveys; noise analyses; and archaeological and historical resource surveys. Additionally, we have assisted the WVDOH with public involvement activities and resource agency coordination, especially with the staff of the U.S. Forest Service at the Monongahela and George Washington National Forests.



A major element of our work has been the performance of vegetative monitoring, habitat analysis, and stream mitigation. Annually, we have monitored the success of vegetative plantings and wetland mitigation sites for their success in supporting wildlife habitat and addressing past impacts on historic landscapes. We have also developed stream mitigation plans to enhance natural trout habitat within the Monongahela National Forest.



HILLIS-CARNES ENGINEERING ASSOCIATES, INC. EXPERIENCE

KENT NARROWS MARINE BOATEL PHASE II

Location

Queen Anne's County, MD

Owner/Client

Kent Narrows Boatel

HCEA provided geotechnical engineering services and construction materials testing and inspection services for phase II of the Kent Narrows Boatel, a fully heated indoor boat storage facility that will add an additional 170 boat racks and 12,000 SF of commercial space. The currently proposed construction at the site is to include an addition to the eastern side of the existing Boatel that will be approximately 135 ft by 300 ft in the plan. The Boatel is in Chester, Maryland, near the Piney Narrows Yacht Haven and Kent Narrows. Boatel storage provides boat owners with a safe and secure way to store boats, eliminating the worry of weather exposure and winterization that comes with land storage. The Kent Narrows Boatel provides a full concierge-level experience, including coordination of all marine services, helpful dockhands on staff to assist as well as food and beverage provisioning. The new commercial space is on track to be completed by 2021, with hopes to have a new restaurant completed and open in the spring of 2022.

The services provided by Hillis-Carnes involved exploring the site of work, the performance of laboratory tests, engineering analyses, and the preparation of a geotechnical report. To accomplish these objectives, a subsurface exploration program was performed, consisting of five additional standard penetration Test (SPT) soil borings. Based on the subsurface conditions at the project site, cone penetrometer testing (CPT), which is an in-situ testing method was performed at the site to define the subsurface soil parameters more accurately with respect to foundation design and anticipated settlements. After completion of all field exploration and laboratory testing, a geotechnical engineering report was prepared and submitted. The report included the logs of all test holes and a summary of the laboratory testing program results. We included our engineering analyses and recommendations for the geotechnical design and construction of the project.



POTESTA & ASSOCIATES, INC. EXPERIENCE

ALTA/NSPS LAND TITLE SURVEY

Location

Gallia County, Ohio

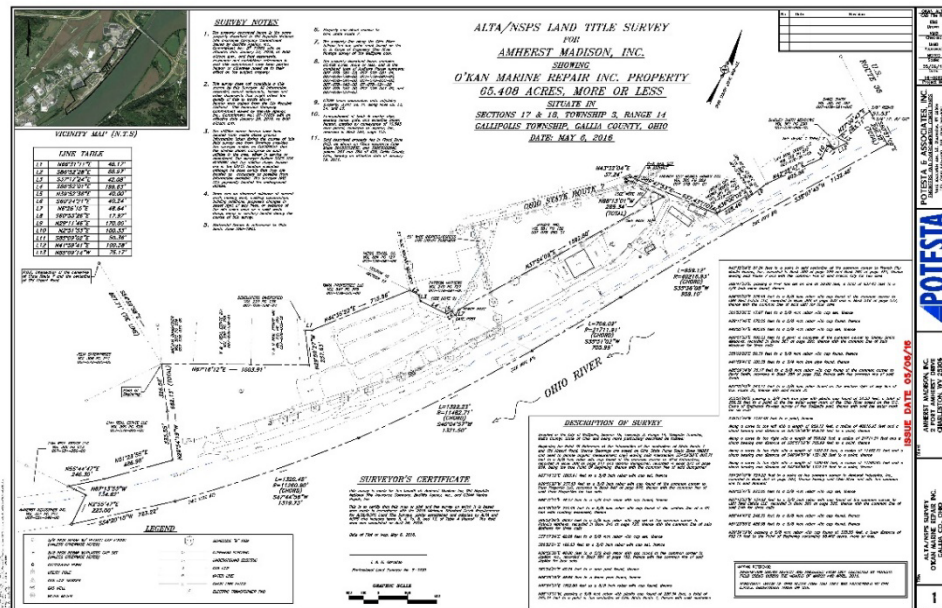
Owner/Client

O'Kan Marine Repair, Inc.

POTESTA was retained by O'Kan Marine Repair, Inc. (O'KAN) to provide an ALTA/NSPS land title survey of the Gallipolis industrial marine site approximately 65.41 acres located along the Ohio River in Gallipolis Township, Gallia County, Ohio.

Specific services provided by POTESTA during this project included:

- Established project control monumentation using subcentimeter grade GPS in Ohio state plane system and ties to public land section monuments.
- Performed a boundary and location survey of O'KAN main facility parcels along with the entrance easement parcels.
- Worked with the Gallia County engineer to acquire existing aerial photography mapping and with the Ohio Department of Highways regional right-of-way engineer to acquire roadway plans as to establish the location of existing highway right-of-ways adjoining the O'KAN property.
- Worked with the United States Corps of Engineers to reestablish the original low water mark of the Ohio River along the subject property.
- Reviewed, plotted, and addressed over 70 Schedule "B" exception items as to their location and effect on the subject property.
- Surveyed existing interior tract boundaries inside the total facility property to be shown on the existing mapping.
- Produced survey mapping showing the plant property boundary, the old parcel lines, existing conditions (buildings, structures, parking, roadways, etc.), the Ohio River boundary, the Ohio State Route 7 right-of-way, above and below-ground utilities, zoning restrictions, and FEMA flood information.
- Produced legal descriptions of the property for recordation.
- Provided O'KAN with electronic versions of the mapping in both Portable Document Format (PDF) and AutoCAD Civil 3D 2014 format, signed and sealed paper copies on 22"x34" sheets, and Microsoft Word versions of the final legal descriptions.



**Section V.
Licenses/
Certifications of Authorization**

Your **ACTIVE PE** renewal fee has been received...

Your ACTIVE PE renewal fee has been received. Your pocket card indicating you are entitled to practice engineering in West Virginia until the noted expiration date may be detached and used unless invalidated as a result of Board audit of your renewal form or formal disciplinary action.

IMPORTANT REMINDERS:

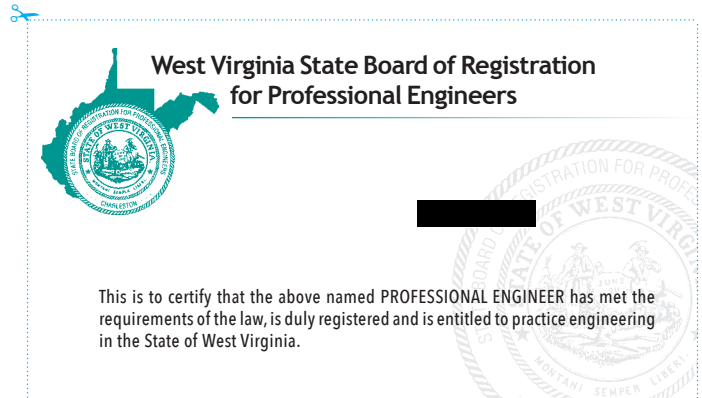
1. Please include your WV ACTIVE PE license number on any correspondence to this office.
2. To use this license as a pocket card, please cut along the dotted line and laminate if desired.
3. You are required to immediately notify the Board, in writing, of the following: loss or theft of license or seal, any name change, any address change, or any employment change.

West Virginia State Board of Registration for Professional Engineers

300 Capitol Street, Suite 910
Charleston, West Virginia 25301
304-558-3554 Phone
800-324-6170 Toll Free
www.wvpebd.org

THIS IS ONE FORM OF YOUR RENEWAL RECEIPT

PLEASE SAVE THIS FOR YOUR RECORDS



Your **ACTIVE PE** renewal fee has been received...

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West Virginia State Board of Registration for Professional Engineers

300 Capitol Street, Suite 910
Charleston, West Virginia 25301
304-558-3554 Phone
800-324-6170 Toll Free
www.wvpebd.org

THIS IS ONE FORM OF YOUR RENEWAL RECEIPT

PLEASE SAVE THIS FOR YOUR RECORDS

Date of Renewal: December 1, 2020
Amount Paid: \$70.00





West Virginia State Board of Registration
for Professional Engineers

JESSE MICHAEL LINDSAY
WV PE [REDACTED]

This is to certify that the above named PROFESSIONAL ENGINEER has met the requirements of the law, is duly registered and is entitled to practice engineering in the State of West Virginia.

EXPIRES December 31, 2022

JESSE MICHAEL LINDSAY

[REDACTED]

STATE BOARD FOR PROFESSIONAL ENGINEERS

23 05 [REDACTED] JARED M FREEMAN

[REDACTED] 03-31-2022

MESSAGE(S):

- A. A LICENSEE SHALL COMPLETE A MINIMUM OF 16 PDH UNITS.
- B. A MINIMUM OF 1 PDH IN EACH BIENNIAL LICENSING TERM SHALL BE EARNED FROM PARTICIPATION IN CONTENT RELATED TO ONE OF THE FOLLOWING: ETHICS, CODE OF CONDUCT, STANDARDS OF PRACTICE OR REGULATIONS APPLICABLE TO THE PRACTICE OF ENGINEERING IN MARYLAND.
- C. A MAXIMUM OF 8 PDH EARNED IN EXCESS OF 16 UNITS CAN BE APPLIED TO THE NEXT LICENSING TERM.
- D. NEW LICENSEES ARE NOT PERMITTED TO CARRY FOWARD HOURS ON THEIR FIRST RENEWAL CYCLE.

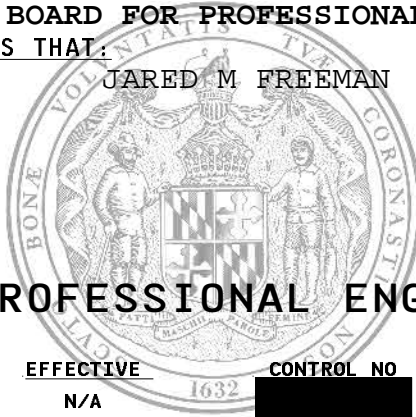


LICENSE * REGISTRATION * CERTIFICATION * PERMIT
STATE OF MARYLAND
MARYLAND DEPARTMENT OF LABOR

Lawrence J. Hogan, Jr.
Governor
 Boyd K. Rutherford
Lt. Governor
 Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
 CERTIFIES THAT:

JARED M FREEMAN



IS AN AUTHORIZED: **05 - PROFESSIONAL ENGINEER**

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	05-26-2024	N/A	[REDACTED]

Tiffany P. Robinson

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

23 05 [REDACTED]

5,866,711

23 05 [REDACTED]

STATE BOARD FOR PROFESSIONAL ENGINEERS
 500 N. CALVERT STREET
 BALTIMORE, MD 21202-3651

JARED M FREEMAN

LICENSE * REGISTRATION * CERTIFICATION * PERMIT
STATE OF MARYLAND
 MARYLAND DEPARTMENT OF LABOR

Lawrence J. Hogan, Jr.
Governor
 Boyd K. Rutherford
Lt. Governor
 Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
 CERTIFIES THAT:
JARED M FREEMAN

IS AN AUTHORIZED: **05 - PROFESSIONAL ENGINEER**

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	05-26-2024	N/A	[REDACTED]

[Signature]
Tiffany P. Robinson

Signature of Bearer
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS

23 05 [REDACTED] CONSTANTINE JAMES FOTINOS

[REDACTED] 05-10-2022

MESSAGE(S):

- A. A LICENSEE SHALL COMPLETE A MINIMUM OF 16 PDH UNITS.
- B. A MINIMUM OF 1 PDH IN EACH BIENNIAL LICENSING TERM SHALL BE EARNED FROM PARTICIPATION IN CONTENT RELATED TO ONE OF THE FOLLOWING: ETHICS, CODE OF CONDUCT, STANDARDS OF PRACTICE OR REGULATIONS APPLICABLE TO THE PRACTICE OF ENGINEERING IN MARYLAND.
- C. A MAXIMUM OF 8 PDH EARNED IN EXCESS OF 16 UNITS CAN BE APPLIED TO THE NEXT LICENSING TERM.
- D. NEW LICENSEES ARE NOT PERMITTED TO CARRY FOWARD HOURS ON THEIR FIRST RENEWAL CYCLE.



LICENSE * REGISTRATION * CERTIFICATION * PERMIT

Lawrence J. Hogan, Jr.
Governor

STATE OF MARYLAND

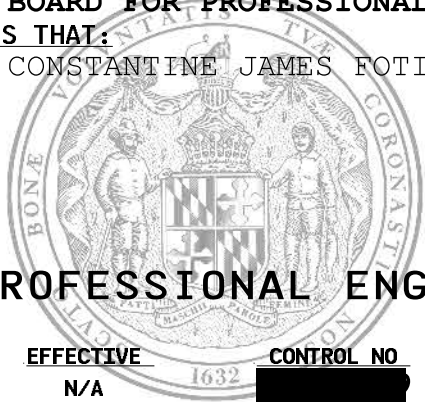
Boyd K. Rutherford
Lt. Governor

MARYLAND DEPARTMENT OF LABOR

Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
CERTIFIES THAT:

CONSTANTINE JAMES FOTINOS



IS AN AUTHORIZED: 05 - PROFESSIONAL ENGINEER

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	06-18-2024	N/A	[REDACTED]

Tiffany P. Robinson

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

23 05 [REDACTED]

5,884,309

23 05 [REDACTED]

STATE BOARD FOR PROFESSIONAL ENGINEERS
500 N. CALVERT STREET
BALTIMORE, MD 21202-3651

CONSTANTINE JAMES FOTINOS



LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	06-18-2024	N/A	[REDACTED]

Signature of Bearer: _____ Secretary: *Tiffany P. Robinson*

STATE BOARD FOR PROFESSIONAL ENGINEERS

23 05 [REDACTED] JAMES MICHEAL DIEPOLD [REDACTED] 01-16-2022

MESSAGE(S):

- A. A LICENSEE SHALL COMPLETE A MINIMUM OF 16 PDH UNITS.
- B. A MINIMUM OF 1 PDH IN EACH BIENNIAL LICENSING TERM SHALL BE EARNED FROM PARTICIPATION IN CONTENT RELATED TO ONE OF THE FOLLOWING: ETHICS, CODE OF CONDUCT, STANDARDS OF PRACTICE OR REGULATIONS APPLICABLE TO THE PRACTICE OF ENGINEERING IN MARYLAND.
- C. A MAXIMUM OF 8 PDH EARNED IN EXCESS OF 16 UNITS CAN BE APPLIED TO THE NEXT LICENSING TERM.
- D. NEW LICENSEES ARE NOT PERMITTED TO CARRY FOWARD HOURS ON THEIR FIRST RENEWAL CYCLE.



LICENSE * REGISTRATION * CERTIFICATION * PERMIT

Lawrence J. Hogan, Jr.
Governor
Boyd K. Rutherford
Lt. Governor
Tiffany P. Robinson
Secretary

STATE OF MARYLAND
MARYLAND DEPARTMENT OF LABOR

STATE BOARD FOR PROFESSIONAL ENGINEERS
CERTIFIES THAT:

JAMES MICHEAL DIEPOLD



IS AN AUTHORIZED: 05 - PROFESSIONAL ENGINEER

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	01-27-2024	N/A	[REDACTED]

Tiffany P. Robinson

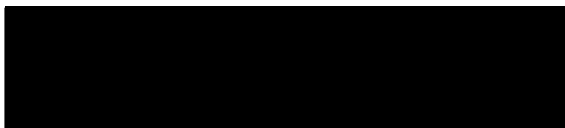
Signature of Bearer _____ Secretary
WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

23 05 [REDACTED]

5,829,807

23 05 [REDACTED]
STATE BOARD FOR PROFESSIONAL ENGINEERS
500 N. CALVERT STREET
BALTIMORE, MD 21202-3651

JAMES MICHEAL DIEPOLD



LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND
MARYLAND DEPARTMENT OF LABOR

Lawrence J. Hogan, Jr.
Governor
Boyd K. Rutherford
Lt. Governor
Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
CERTIFIES THAT:
JAMES MICHEAL DIEPOLD

IS AN AUTHORIZED: 05 - PROFESSIONAL ENGINEER

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
[REDACTED]	01-27-2024	N/A	[REDACTED]

Tiffany P. Robinson

Signature of Bearer _____ Secretary



Professional Engineer - License Renewal Confirmation

Please print this confirmation screen for your records.

Date: 08-04-2022, Time: 11:53 AM

Transaction Confirmation

Regarding Your Charges:

- Your detailed and total charges are as follows:

Description of Charge	Amount
Professional Engineer License Renewal	76.00
Total	\$ 76.00

- Your credit card [REDACTED] has been charged **\$76.00**.
- It will appear on your monthly credit card statement as a charge by the MD Dept of Labor.
- Your confirmation number is: [REDACTED]

Important Continuing Education Information:

Please read the following carefully:

Although you have not been selected for an audit of your continuing education certificates at this time, the Maryland Department of Labor reserves the right to conduct an audit of your records at any given time for any reason. Please maintain your certificates for possible future audits.

Regarding Your Application:

Your new expiration date is **2024-08-07**

Your license will be mailed or emailed to the following address:

DOUGLAS FRANCIS SUESS
 WHITNEY BAILEY COX & MAGNANI LLC
 300 EAST JOPPA ROAD, SUITE 200
 BALTIMORE, MD 21286-0000

email: DSUESS@COMCAST.NET

Your CPC Requirements

This is your second, or greater, license renewal. You must report that you have completed the required number of Professional Development Hours (PDH) before your current expiration date.

- A total of 16 PDH units.

Carryforward: Excess PDH units may be credited (carried forward) to the next licensing term as follows:

- A maximum of 8 PDH units, in excess of the requirements for renewal, may be carried forward.
- Excess PDH units may be carried forward for only one licensing period.

CPC Entry

You are carrying forward the following PDH units from your last licensing term. These units will be applied to this renewal.

Carry forward hours: 0.0

Enter the number of units earned since your last renewal. The maximum reportable hours is 24.0 hours. Any hours over 24.0 will not be accepted or recorded.

Hours: 24.0

Total Minimum PDH Hours Required: 16

Audit Requirement:

Licensees are reminded that, by submitting this information, you are certifying having completed the required PDH units. By law, licensees will maintain records of PDH units for at least 4 years from the date of completion of the program. You may be subject to a random audit.

CPC Carry Forward for your Next Renewal

Carry Forward: **8.0**

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STATE BOARD FOR PROFESSIONAL ENGINEERS

23 05 [REDACTED] ALVARO FRANCISCO RIVERA

[REDACTED] 06-05-2022

MESSAGE(S):

- A. A LICENSEE SHALL COMPLETE A MINIMUM OF 16 PDH UNITS.
- B. A MINIMUM OF 1 PDH IN EACH BIENNIAL LICENSING TERM SHALL BE EARNED FROM PARTICIPATION IN CONTENT RELATED TO ONE OF THE FOLLOWING: ETHICS, CODE OF CONDUCT, STANDARDS OF PRACTICE OR REGULATIONS APPLICABLE TO THE PRACTICE OF ENGINEERING IN MARYLAND.
- C. A MAXIMUM OF 8 PDH EARNED IN EXCESS OF 16 UNITS CAN BE APPLIED TO THE NEXT LICENSING TERM.
- D. NEW LICENSEES ARE NOT PERMITTED TO CARRY FOWARD HOURS ON THEIR FIRST RENEWAL CYCLE.

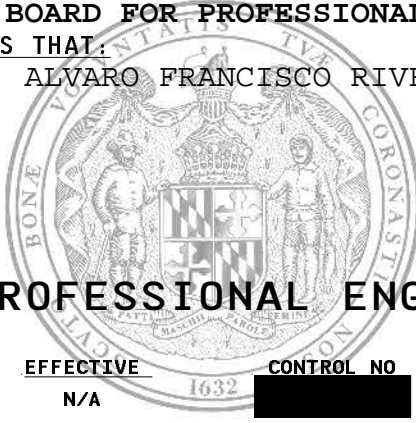


LICENSE * REGISTRATION * CERTIFICATION * PERMIT
STATE OF MARYLAND
MARYLAND DEPARTMENT OF LABOR

Lawrence J. Hogan, Jr.
Governor
 Boyd K. Rutherford
Lt. Governor
 Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
 CERTIFIES THAT:

ALVARO FRANCISCO RIVERA



IS AN AUTHORIZED: **05 - PROFESSIONAL ENGINEER**

<u>LIC/REG/CERT</u>	<u>EXPIRATION</u>	<u>EFFECTIVE</u>	<u>CONTROL NO</u>
[REDACTED]	06-06-2024	N/A	[REDACTED]

Tiffany P. Robinson

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

23 05 [REDACTED]

5,895,587

23 05 [REDACTED]
 STATE BOARD FOR PROFESSIONAL ENGINEERS
 500 N. CALVERT STREET
 BALTIMORE, MD 21202-3651

ALVARO FRANCISCO RIVERA

[REDACTED]

[REDACTED]

[REDACTED]

LICENSE * REGISTRATION * CERTIFICATION * PERMIT
 STATE OF MARYLAND
 MARYLAND DEPARTMENT OF LABOR

Lawrence J. Hogan, Jr.
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Lt. Governor
 Tiffany P. Robinson
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
 CERTIFIES THAT:
 ALVARO FRANCISCO RIVERA

IS AN AUTHORIZED: **05 - PROFESSIONAL ENGINEER**

<u>LIC/REG/CERT</u>	<u>EXPIRATION</u>	<u>EFFECTIVE</u>	<u>CONTROL NO</u>
[REDACTED]	06-06-2024	N/A	[REDACTED]

Tiffany P. Robinson

Signature of Bearer Secretary

Search: Details

Name:	STEPHEN M. SIMONETTE		
WV Professional Engineer:	PE License Number: [REDACTED]		
	PE License Status: Active		
	PE Issue Date: 06/02/2004		
	PE Expiration Date: 12/31/2022		
Continuing Education Claim:	Qualifying Hours from Last Renewal or Reinstatement: 45.00		
	Carryover Hours for Next Renewal: 15.00		
	Last Renewal or Reinstatement Date*: 12/2/2020		
WV Engineer Intern:	EI Certification Number [REDACTED]		
	EI Issue Date: 05/29/2003		
Primary Address of Record:	[REDACTED] [REDACTED]		
Primary Employer of Record:	PROFESSIONAL SERVICE INDUSTRIES, INC. 850 POPLAR STREET PITTSBURGH, PA 15220		
	<table border="1"><tr><td style="width: 20px; text-align: center;">*</td><td>This date reflects the most recent license renewal (or reinstatement) date for this licensee. Continuing education hours earned prior to this date may not be used for future renewals.</td></tr></table>	*	This date reflects the most recent license renewal (or reinstatement) date for this licensee. Continuing education hours earned prior to this date may not be used for future renewals.
*	This date reflects the most recent license renewal (or reinstatement) date for this licensee. Continuing education hours earned prior to this date may not be used for future renewals.		

This data was retrieved on 11/25/2022.

2023 WEST VIRGINIA PROFESSIONAL SURVEYOR 2023

The West Virginia Board of Professional Surveyors certifies that the individual listed below is a PROFESSIONAL SURVEYOR who has qualified for a license under Chapter 30, Article 13A, Code of West Virginia, and has met the requirements for license renewal for the period ending June 30, 2023



VICTOR M. DAWSON
P.S. [REDACTED]



Board Members

Sefton Stewart, PS, Chairman

Tom Rayburn, PS, Secretary

Gary Facemyer, PE, PS

Lantz Rankin, PS

Douglas McElwee, Esq.

Issued
07/01/2022



Expires
06/30/2023

Executive Director
Amber Shawver Legg

2023

State of West Virginia
Board of Professional Surveyors



VICTOR M. DAWSON
P.S.LIC. [REDACTED]

Is a PROFESSIONAL SURVEYOR who has qualified for a license under Chapter 30, Article 13A, Code of West Virginia, and has met the requirements for license renewal for the period ending June 30, 2023

Expires:
06/30/2023

State of West Virginia
Board of Professional Surveyors
1124 Smith Street, Suite B127C
Charleston, WV 25301

Phone (304) 558-0350
Fax (304) 558-0352

Website: www.wvbps.wv.gov
Email: wvbps@wv.gov

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*

*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:*

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.

Scott E. Thomas Jr.

BOARD PRESIDENT

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*

SKELLY & LOY, INC.

C00687-00

Engineer in Responsible Charge: GERALD W. LONGENECKER - WV PE XXXXXXXXXX

*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, 2022 - December 31, 2023

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.

Scott E. Thomas Jr.

BOARD PRESIDENT

Search: Details

Legal Name:	HILLIS-CARNES ENGINEERING ASSOCIATES, INC.
WV Company COA:	COA Number: [REDACTED]
	COA Status: Active
	COA Issue Date: 09/10/1993
	COA Expiration Date: 12/31/2023
Primary Address of Record:	[REDACTED] [REDACTED]
[REDACTED]	[REDACTED]
	PE License Number [REDACTED]
	PE License Status: Active
	PE License Expiration: 12/31/2022

This data was retrieved on 11/25/2022.

WEST VIRGINIA BOARD OF PROFESSIONAL SURVEYORS



Certificate of Authorization

Potesta & Associates, Inc.

Charleston, WV



CERTIFICATE OF AUTHORIZATION # 22-5368

This certificate is issued by the West Virginia Board of Professional Surveyors in accordance with W.Va. Code §30-13A-20
The person or organization identified on this certificate is licensed to conduct professional surveying and mapping
services in the State of West Virginia for the period

January 01, 2022 through December 31, 2022

This certificate is not transferrable and must be displayed at the office location for which issued.

In witness whereof, I have put my hand, this 01 day of January 22

2022

Handwritten signature of Sefton R. Stewart.

Sefton R. Stewart, P.S., Chairman
Lantz G. Rankin, P.S., Member

Douglas C. McElwee, Esq.



Handwritten signature of James T. Rayburn.

James T. Rayburn, P.S., Secretary
Gary Facemyer, P.E, P.S., Member

Public Member

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*

WNA ENGINEERING, INC.

C05182-00

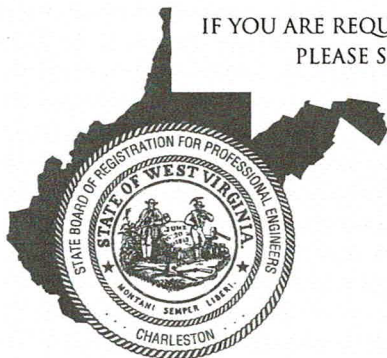
Engineer in Responsible Charge: KEVIN L. WILSON - WV PE [REDACTED]

*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
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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.

Scott E. Thomas Jr.

BOARD PRESIDENT



600 Bursca Drive | Suite 609 | Pittsburgh, PA 15017

www.wbcm.com