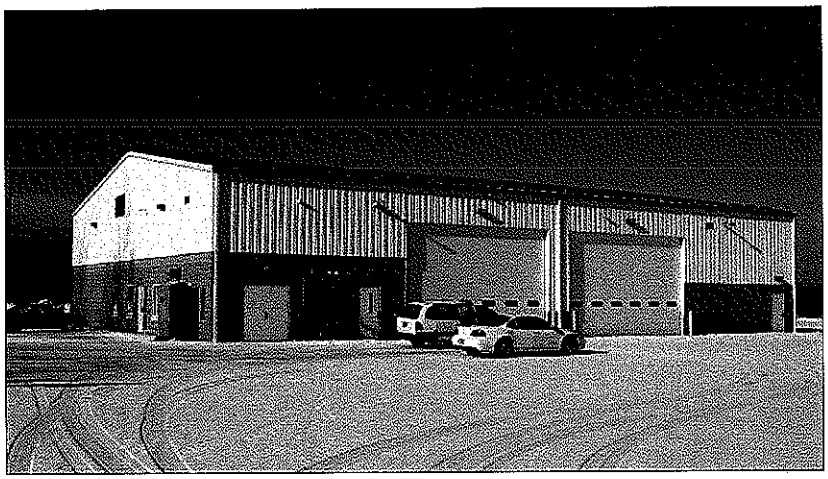
Expression of Interest

Design of Maintenance Complex

#DEFK11026



West Virginia Army National Guard
Charleston, West Virginia

March 3, 2011

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MEAD & HUNT

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March 3, 2011

Tara Lyle
Purchasing Division
2019 Washington Street, East
PO Box 50130
Charleston, WV 25305-0130

Dear Ms Lyle:

Thank you for the opportunity to offer Mead & Hunt's excellence in client service and facility design to bring success to your project. RPM Engineers recently merged with Mead & Hunt to become a more preeminent national firm. In addition to the great local service in Charleston from RPM–the same familiar faces you trust and the same superior-quality work–we can now bring a greater depth of skills and years of experience as a full-service, full-discipline architecture and engineering design firm.

The following points demonstrate our team's unique qualifications and our ability to bring success to this West Virginia Army National Guard project. We will expand on each within the proposal.

Resources – Each team member was carefully selected for their expertise, location and flexibility to meet the project's demands. Our team is immediately available and capable of meeting the anticipated schedule milestones. Located just minutes away, in Northgate Business Park, we are ready to begin immediately and quickly respond to your needs.

Experience – With the "lessons learned" we bring from developing and designing many maintenance complexes and facilities, we will work with you to complete this project on budget, on schedule and meeting all of your expectations and requirements. Our team is very experienced in project planning, designing, estimating and administering the construction of National Guard facilities, including maintenance facilities. As our projects in this proposal demonstrate, we have experience with simple additions, basic free-standing maintenance facilities and state-of-the-art maintenance structures and complexes.

Familiarity – In addition to our knowledge of National Guard missions, facilities and requirements, our local familiarity comes from more than 25 years working in West Virginia. We know the unique requirements of the applicable West Virginia state agencies, such as the Department of Environmental Protection and can leverage our experience and relationships with those agencies to facilitate permits, approvals and other coordination as required.

Mead & Hunt is committed to you and the success of this project and we are ready to begin immediately. We appreciate your thorough review and consideration of this proposal and look forward to working for you.

Sincerely,
MEAD & HUNT, Inc.

Jamie Bumgarner, Jr., PE
Project Manager

Rick Plymale, PE, PS
Principal/Vice President

Mead & Hunt, Inc. 400 Tracy Way, Suite 200 Charleston, West Virginia 25311
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Project approach

Approach to Scope of Services

Project approach

Our approach to this project encompasses four distinct phases: selection, preliminary engineering, final design, and construction engineering and inspection—all sequenced and built around NG pamphlet 415-5 compliance.

1. Selection – Upon selection and notice to proceed, we propose to hold an on-site scoping meeting to fully clarify the scope of services for this assignment. Following this on-site meeting, we will promptly submit a cost proposal and negotiate a contract. We are a fair-cost provider of architecture and engineering services, and we are confident contract negotiations will go smoothly. We have never failed to negotiate an acceptable contract. Upon receipt of the approved Purchase Order from the Purchasing Division, we will immediately begin the design of the project.

2. Preliminary engineering – One of our first tasks will be to collect all available site and project information including mapping and GIS data. Presuming we are selected for the initial access road and site development work, we will easily translate that initial effort to this new project. Both projects under the same project manager will also improve coordination and minimize errors and omissions.

Following data collection, we propose to facilitate a design charrette with the National Guard and specifically, the users of the maintenance complex. This charrette will capture user requirements and desires including unique equipment needs such as 440 Volt power or oil/water separators, security and access requirements, vehicle size and loading requirements, etc. The charrette process will include several design concepts for the Construction Facility Management Office (CFMO) and user review and selection. The selected concept will proceed to the first deliverable.

The first deliverable (per NG pamphlet 415-5) will consist of a set of preliminary drawings and specifications, cost estimates and a summary report. This set of drawings will be progress drawings (at the conceptual design level)

depicting the site layout including building locations, parking and utilities. Additional drawings will depict floor plans, building sections and elevations.

After this submittal, we will hold a preliminary design meeting with your staff to discuss desired changes prior to final design development and review proposed resolutions to comments.

3. Final design – After completion of the preliminary design meeting, we will proceed with final design. The final deliverable will consist of a set of complete construction documents, construction cost estimate and estimated construction schedule. The contract documents will include project technical specifications and drawings to execute the construction of the maintenance complex.

We will provide support throughout the project by continuous communication with CFMO and user personnel concerning the design of this project. To meet requirements and expectations we anticipate holding several meetings. In addition, Mead & Hunt will be available to you throughout the process for project consultation. Our goal is to present a set of documents that clearly demonstrates your intended outcome for the project.

4. Construction engineering and inspection – We will be prepared to assist you through the construction phase of the process by providing assistance in the construction bid solicitation, recommendations on contractor selection and project oversight and inspection, as requested.

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Project approach

Approach to Scope of Services

Project management approach

Someone once said, "Shared responsibility is no responsibility at all." The Project Manager's responsibility for the project is not shared; Jamie will be responsible for our part of the project in its entirety.

From years of experience, we know that regular communication is one of the keys to a successful project. Mead & Hunt has selected Jamie Bumgarner, MBA, PE, to be the Project Manager, in part because of his ability to communicate with technical and non-technical personnel alike, whether clients or Mead & Hunt staff, and his ability to listen to clients. His day-to-day responsibilities will include (but not be limited to):

- **Client communication:** He will prepare regular progress reports on behalf of Mead & Hunt. He will monitor the design schedule and take necessary measures to meet agreed upon design schedules. These measures shall include monitoring staffing levels, staffing changes and shifting priorities. He will enlist additional staff as needed to meet every commitment. In addition, Jamie will listen to you, learn from you your requirements and expectations and work to meet your goals.

- **Cost control:** Jamie will regularly monitor the current working estimate (CWE) for the project as compared to the maximum construction cost or construction budget. He will take personal responsibility to ensure the project is designed in order to be constructed within your budget.

- **Internal information:** He will communicate all relevant project information to the project team. The better informed the team is the better the end results.

- **QA/QC conformance:** He will schedule quality control audits as outlined in Head & Hunt's Quality Assurance/Quality Control Plan. He will maintain proper filing, coding and maintenance of project documentation in an organized fashion to make it retrievable during and after the project.

- **Staffing:** As project manager, Jamie will personally maintain adequate Mead & Hunt staff resources for this project. Along with the assigned design lead, Jamie will evaluate design quality and timeliness and make staffing additions and changes as necessary to meet schedules and quality expectations. Under Jamie's leadership, John Eskrich, PE, CPD, LEED® AP, will oversee the technical design team. John will report directly to Jamie for all aspects of project execution including schedule and budget compliance and quality.

- **Leader:** Jamie will be the design team's day-to-day leader. He will know the project's technical aspects. He will be the direct point of contact with the West Virginia Army National Guard and the person responsible for execution of the project – its timeliness, its finances, its technical quality, its coordination and its success.

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Project approach

Approach to Scope of Services

Sustainable design

Sustainable design practices not only result in reducing, reusing and recycling materials; they are environmentally-friendly, increase energy efficiency and minimize negative impacts on health and comfort. Mead & Hunt has been partnering with the National Guard in their commitment to sustainable practices from the early SPiRiT program to current Silver and even Gold-level projects. Mead & Hunt has committed resources and training in order to have Leadership in Energy and Environmental Design (LEED®) Accredited Professionals (AP) personnel working on our projects – in fact, we have 25 LEED® AP on staff. We have both the qualifications and staff to deliver whatever level of green building design that our clients expect and find feasible for their projects.

"Mead & Hunt has always done a wonderful job for us. Responsive, quick and efficient. It has been a pleasure working with them."

– Col Darryl Balcao (Retired)
Former CFMO
CA ARNG

While sustainable design is not a new design style, it does represent a revolution in thinking about design and construction. The primary goal of sustainable design is to decrease the negative environmental impact of a project by using the best of traditional design approaches in logical combination with the best of new technological advances. Mead & Hunt has really always used the principles of sustainable design to save money for our clients, use fewer resources, and distinguish your projects in the marketplace. We pride ourselves on developing innovative green practices for our clients that reduce the project's carbon footprint and set a responsible environmental example in the community.

Quality control plan

Quality management organization

We firmly believe quality is a fundamental responsibility of each member of Mead & Hunt's design teams. Nevertheless, for accountability our **Quality management program** for this contract will be led by three members of the management team:

- Project manager – Jamie Bumgarner, MBA, PE
- Design lead – John Eskrich, PE, CPD, LEED® AP, who manages the design of more than 40 National Guard projects per year.
- Quality manager – Jeff Sorenson, PE, CFM, DBIA, our Federal Programs Leader, who has more than 25 years of facility and utility design, construction and operations expertise.

Jeff has overall responsibility for establishing quality control procedures for military design projects. His responsibilities include:

- Reviewing established quality assurance procedures and processes for application to each specific project.
- Incorporating client quality processes and expectations into the overall program.
- Tailoring processes to allow continuous improvement to occur throughout the project.
- Organizing and integrating peer and/or quality processes into our overall program.
- Reviewing individual projects for completeness and compliance with the contract and client's requirements and/or expectations.

As the Project manager, Jamie will maintain day-to-day responsibility to provide the quality deliverables on this project. Our quality program establishes and documents methods to help us meet design requirements. This translates into quality drawings, specifications and accurate cost estimates, with projects built on schedule and budget and meeting your expectations.

Mead & Hunt's project quality management process includes a ten-step program:

1. Assessment of initial government provided statement of work and construction cost estimates following a scoping meeting or a criteria review conference (CRC).

2. Peer review within each discipline at each design phase.
3. Continual review by project engineer and/or project manager.
4. Checks by project manager.
5. Checks by quality manager.
6. Phase checks prior to client presentation (typically 35 percent, 65 percent, 95 percent and 100 percent).
7. Unofficial client feedback through interim quality reviews.
8. Client and/or customer quality, value and overall satisfaction interview visits at each phase during design, construction and after final acceptance.
9. Performance review with the CFMO Project Engineer/ Project Manager at distinct milestones and after project completion.
10. Post-construction performance review with users to ensure satisfaction and document lessons learned.

This "Team Approach" to management of individual project tasks assists in quickly identifying technical challenges, developing effective solutions and allowing efficient use of available resources.

So our internal resources are not over committed, managers will conduct meetings to assess staffing and production needs of each project and commit dedicated staff to your project. Together, the team will review project schedules and design commitments so adequate internal resources are allocated. The project manager and quality assurance manager review design milestones for technical compliance, client quality assurance requirements and budget performance. Whenever necessary, actions will be taken to keep the project on schedule and within budget.

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Past experience

Corporate profile

RPM Engineers recently merged with Mead & Hunt, a preeminent national firm. This means you'll get the same great local service our clients are used to from RPM, the same familiar faces they trust, and the same superior-quality work. But in addition, we are now able to bring to this project a greater depth of in-house services, skills and years of experience.

Who we are

Mead & Hunt is an employee-owned firm with nearly 500 professional, technical and support staff in offices nationwide. We are a full-service firm offering planning and design services with architecture and full-discipline engineering capabilities. We have been serving clients in both the public and private sectors since our founding in 1900.

What we do best

- Military facilities
- Transportation
- Municipal and civil engineering
- Environmental projects
- Water resource engineering
- GIS and mapping
- Public architecture – Justice, Municipal, Healthcare, Higher Education and Government
- Historic preservation
- Airport planning and engineering
- Aviation architecture

Innovative

To meet our country's aggressive and changing needs, Mead & Hunt is continually expanding to offer innovative engineering and design services to meet a multitude of challenges. Annually, we are nominated for and win, industry and trade awards for the creative solutions we provide clients.

Responsive

We pride ourselves on effective and responsive service to every client. Strong two-way communication is imperative to the success of your projects. We place the utmost importance on listening to and understanding our clients' needs; together, we determine the best possible solution. The depth of our staff allows us to complete many projects simultaneously and keep projects on schedule and budget.

Flexible

Mead & Hunt is a nimble organization, able to adapt to the changing world in order to remain a successful business. We are accustomed to changes in client organizations, priorities and rapidly adapting to continue your success.

Experienced

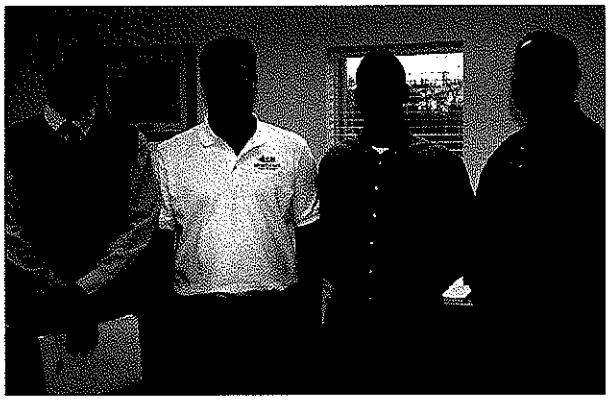
Our record of successful project execution and ability to provide continuity and quality of service is important. Our multidiscipline teams provide top-of-the-line architecture, engineering and scientific solutions for the most challenging projects. Mead & Hunt's leaders are highly qualified, dedicated and fully involved in providing world-class expertise to each of our projects.

MEAD & HUNT

Past experience

Why Mead & Hunt?

Mead & Hunt has the experience and qualifications needed to successfully perform this project. We have nearly 500 professional service providers with an excellent track record of providing quality military projects. Over the past 60 years, we have worked with the Army National Guard, Air National Guard and United States Army Corps of Engineers. Our team members have planned, designed and constructed projects at military installations nationwide. In addition, we offer one of the strongest, local design teams in all of West Virginia. This enables us to tackle projects big and small.



Why select Mead & Hunt?

With our office within five minutes from the Charleston Armory Complex, our team brings a great understanding of the area and its challenges. Our team also has a long-standing relationship with the National Guard, which stems from the more than 20 years Mead & Hunt has held indefinite delivery/indefinite quantity (IDIQ) contracts with the National Guard. We understand the needs and requirements associated with projects through the National Guard. Our Military Department is focused exclusively on military projects and our business thrives on providing the National Guard the highest quality of engineering services.

"While working directly for State of West Virginia's Cabinet Secretary of Commerce, I serve as the project lead (for the WV Department of Commerce) on the $126 Broadband Grant for the Governor's Executive Office, State of West Virginia; thereby, I have direct knowledge of RPM and Ms. Teresa Schuller and their performances. On this project, they are required to frequently coordinate with federal and state agencies. In this role, their efforts are superb. Their knowledge of the NEPA project is the single most direct cause for WV to receive full grant funding within the next several months. Unequivocally, I can state that this company and their employees are exemplary in every fashion. Deadlines are met. Work performed is quality. Honesty and integrity is their standard. I highly recommend this company for any work that falls within their areas of expertise."

– Michael L. Todorovich, Deputy J3, Continuity
Lieutenant Colonel (Ret), WV National Guard

Experience – The Mead & Hunt team is staffed with architects, engineers, scientists and planners with extensive Army National Guard expertise. Mead & Hunt is nationally-recognized especially in the area of military facilities. We have designed numerous maintenance complexes and facilities around the country and understand the unique technical challenges of such facilities.

Performance – To successfully execute your projects, you need work completed on time, designed within budget, and prepared to meet applicable guidelines and regulations. In the last 20 years, we have delivered military projects on time so they have been awarded in the same fiscal year they have been funded. We have been reselected for every Department of Defense (DoD) IDIQ contract we've held and have had every contract extended to its limit. We have quality procedures integrating senior expertise into each project. Peer and constructability reviews are performed at every design stage. Finally, we are vigilant about designing to your budget and have worked to help provide input on 1390/91 development to ensure accurate up front programming estimates.

MEAD & HUNT

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262-790-0232 Fax: 262-790-0233
- *Greater Milwaukee metro area*

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Past experience

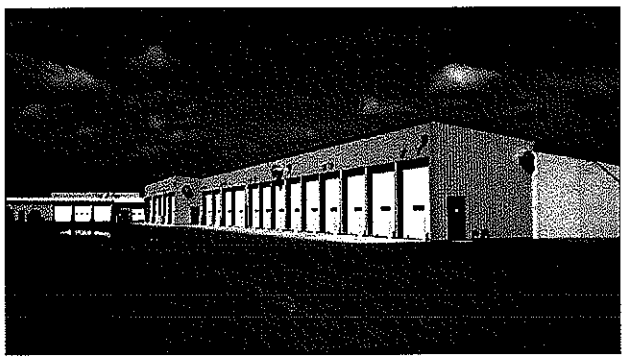
Similar projects

911 Call Center, West Virginia Bureau for Public Health – Morgantown, West Virginia

Mead & Hunt is providing architectural and engineering services to the West Virginia Bureau for Public Health to develop a 911 Call Center within an existing building in Morgantown, West Virginia. The project involves adding a 2,400-square-foot pre-engineered building to the site to accommodate storage needs and to convert warehouse space within the existing building into a 911 call center training and emergency back-up facility. The project will include an open office area to accommodate four call center work stations, a supervisor's office, sleeping dorms and shower/ toilet facilities.

New mechanical, plumbing, fire protection, electrical and security systems, as well as new architectural finishes, will be installed within these areas. Exterior alterations will include infilling two existing overhead door openings with windows and fluted concrete block to match the existing building materials plus associated site work for the new addition.

Vehicle maintenance complex, Volk Field, Wisconsin Air National Guard – Camp Douglas, Wisconsin



This project involved a 2,400-square-foot addition and 1,700-square-foot renovation to a vehicle maintenance facility. Work included extensive renovation, alteration and repair of the power production and Aerospace Group equipment shop, and conversion of the existing cold storage to heated vehicle storage.

Special features

- Design of three new service bays
- Addition of administration, training, and tool storage
- Centralized storage and distribution of lubricants and waste products
- Phasing that allow operation of facility during construction

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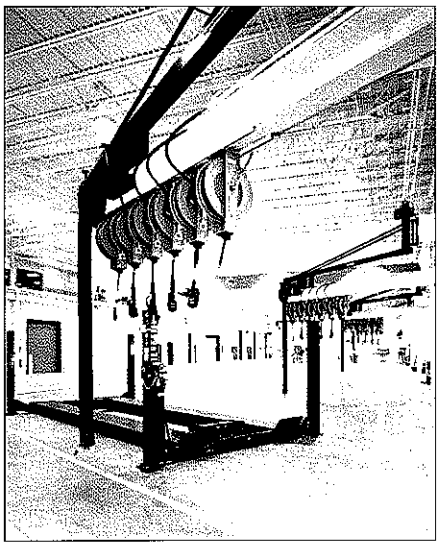
Past experience

Similar projects



Project data

- 100,000- to 120,000-square-foot West Bend Parks and Highways facility; 20,000-square-foot vehicle storage facility for Sheriff's Department
- Demolish existing facilities
- Update and increase salt storage facilities

Services rendered

- Facilities development plan
- Site analysis
- Construction administration
- Concept and budget report
- Site selection study
- Civil and site design
- Building design
- Storm water design
- Design included
  - Civil
  - Architectural
  - Structural
  - Fire protection
  - Plumbing
  - Mechanical
  - Electrical
  - Special systems

Vehicle maintenance and storage complex, Washington County – West Bend, Wisconsin

Washington County needed to develop vehicle maintenance and storage facilities in West Bend and Slinger. The County wanted to:

- Reduce duplication of services and increase operational efficiencies by combining vehicle maintenance and storage services
- Improve facilities to provide better county-wide services
- Improve work environments for county employee retention
- Improve site circulation
- Solve facility deficiencies and provide accommodations to meet current standards and operational requirements

Understanding the new complex must house the operations for both the Parks and Highway Departments, Mead & Hunt initiated a study to determine the most efficient system to develop the facilities. Information was gathered regarding:

- Feasibility of a joint-use facility
- Location of site(s), including advantages and disadvantages of each
- Spatial and operational requirements of the two departments
- Cost-effective means of providing vehicle maintenance and storage

This project resulted in:

- Enlarged highway facilities
- Repair or demolition of aged and deteriorated facilities
- Year-round indoor storage for park vehicles to reduce speed of deterioration
- Improved efficiency of operational facilities
- Future expansion potential at the selected site
- Shared use spaces to reduce initial construction costs and long-term operational costs
- More efficient and safer vehicle maintenance service bays

Added value to Washington County

The study for the new facility provided solutions to economically achieve the County's goals for a joint-use building. They will enjoy the efficiencies well into the future.

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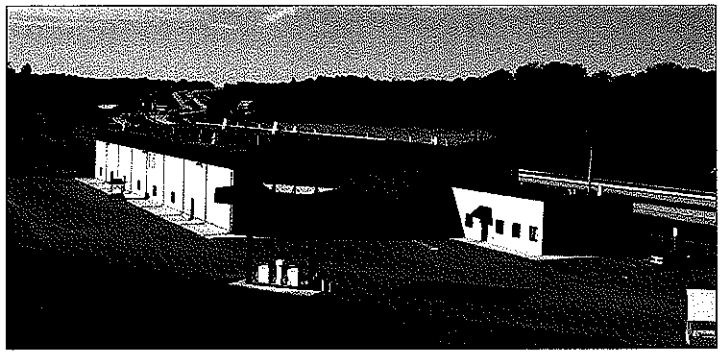
Past experience

Similar projects

Vehicle maintenance complex, Dane County Highway Department – Springfield Township, Wisconsin



This project included the demolition of the existing highway facility to make way for a new four-lane highway corridor required greenfield construction of a new rural highway facility to serve Dane County's vehicle fleet in Springfield Township. Mead & Hunt's long standing relationships with state and county highway officials has given us a unique opportunity to work on numerous maintenance facilities outside of our National Guard clients. This new maintenance complex needed to provide vehicle storage and vehicle maintenance, long term salt storage and remote vehicle fueling with tracking. The resulting 21,800-square-foot heated vehicle maintenance storage building had a high-bay structure housing 24 vehicles, vehicle maintenance stalls, wash bay, lubricant storage and attached single-story structure with an office, employee break room, locker room and toilet room spaces. The project also included a separate 13,400-square-foot salt storage building, a covered fueling station, used oil collection equipment, storm water retention and related septic, well, liquid petroleum storage, security fence and access control for this remote facility. Mead & Hunt provided full design and construction administration services for the site, buildings, fuel storage and fueling, propane system, septic system, storm water management and well, including civil, architectural, structural, plumbing, mechanical and electrical engineering.

Services rendered

- Full design
- Construction administration
- Design included
  - Civil
  - Architectural
  - Structural
  - Plumbing
  - Mechanical
  - Electrical

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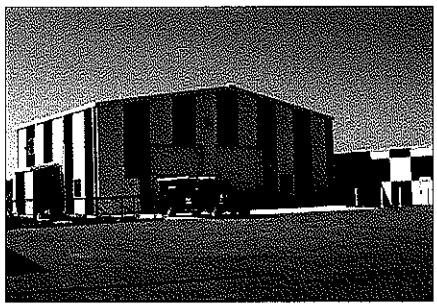
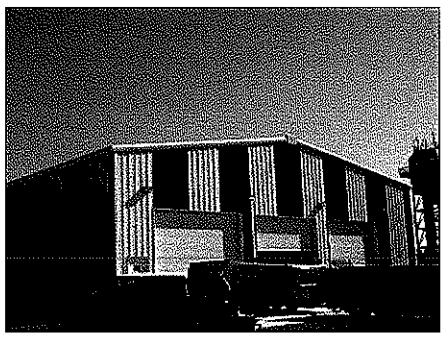
Past experience

Similar projects

Hardwood Vehicle Maintenance Facility, Hardwood Range, Wisconsin Air National Guard – Finley, Wisconsin





Hardwood Range is one of 15 ranges located throughout the United States and Puerto Rico. This range allows combat aircrew to perform realistic target arrays. The purpose of this structure is to perform maintenance on vehicles used to operate the range and to prepare targets for military operations.

This project consisted of demolishing building #2021 and constructing a new vehicle maintenance facility approximately 3,400 square feet at the same location. The existing vehicle maintenance facility was refurbished to become a vehicle operations parking shed. The new vehicle maintenance facility was erected using standard metal building construction and consisted of a new three-bay structure approximately 68-feet wide by 50-feet deep with a low eave height of 20-feet.

Special features

- Additional compressor room
- Sloping interior floors to trench drains at each overhead door
- Large overhead doors
- New four post 12,000 pound maintenance hoist and self-contained lubrication fluids rack and interior storage units
- HVAC and ventilation systems
- Specialty equipment included two vehicle exhaust reels, three compressed air hose drops and an articulated fume extraction arm for source capturing welding exhaust
- Compressed air piping
- New liquid propane (LP) gas service was installed from the existing LP tanks along with a new gas meter and pressure regulator
- Plumbing for toilet room, emergency shower/eyewash, semi-circular wash sink and all floor drains including a new holding tank
- Lighting design
- Electrical design
- Fire detection and alarm system that allowed for interconnection to base security system via a satellite interface to building 2010
- Telephone and data receptacle design
- Paving for new vehicular traffic and new utility infrastructure connecting to the new building
- Utility infrastructure was installed to connect the new maintenance facility to the existing intrusion detection system (IDS), fire detection, communications and sanitary systems

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Similar projects

Field Maintenance Shop (FMS) #9 – Madison, Wisconsin

The FMS #9 facility is located behind the Armory building located on Wright Street in Madison, Wisconsin and is assigned to the 54th Civil Support Team (CST). The new addition allows for the storage of temperature sensitive mobile equipment in a warm conditioned space. This equipment was previously stored outdoors putting the equipment in jeopardy of damage during the winter months. The users of the existing facility were using inefficient mobile lubrication equipment and were in need of a more permanent installation to improve efficiencies.

The original scope of work for this project was to construct a 5,870 square foot addition onto the existing FMS #9 facility. Mead & Hunt determined early that the client's budget would not allow for an addition of this size. The addition was reduced to 4,380 square feet added onto the existing 12,225-square-foot FMS building. The new addition was separated from the remainder of the existing building by a two hour fire separation wall. The addition was constructed of a concrete masonry unit (CMU) wall faced with brick veneer. The face brick color, pattern and size were selected to match the existing FMS building to allow the facility to look like a single cohesive structure. The roof system used was metal roof joists with a metal deck and metal standing seam roof system. The underside of the roof deck was insulated with a "SimpleSaver" insulation system which consists of batt insulation and faced with a high density polyethylene vapor barrier. The work bays are heated by indirect gas fired units. Destratification fans were installed to keep air moving and increase occupant comfort. High efficiency lighting was also used to help reduce energy consumption.

The addition was comprised of three drive-through work bays, one single-access work bay, a fire rated lubrication room, an Americans with Disabilities (ADA) accessible toilet room and an electrical room.

Special Features

- Permanently installed lubrication system and fire separated lubrication room
- Drive-through work bays

Program Validation Charrette Field Maintenance Shop (FMS) #13, ADAL Field Maintenance Shop Wisconsin Army National Guard (WI ARNG) – Wausau, Wisconsin

The purpose of this program validation charrette was to determine the design requirements for general site development on an existing Field Maintenance Shop. Mead & Hunt evaluated the space requirements by accessing the current facility and site to make recommendations for reuse, additions/alterations or relocation to a "greenfield" location. Extensive on-site research and analysis of the existing facility's structure, building systems and in-depth interviews with the facilities stake holders were performed. The project team then developed an adjacency matrix and associate bubble diagrams to determine a preliminary concept floor plan and to analyze the zoning requirements and setback constraints in determining the proposed facility's impact on the site. Project work also included determining a logical sequence of development that achieves the long-range criteria and National Guard Bureau (NGB) authorization requirements. It was determined that the Anti-Terrorism Force Protection (AT/FP) constraints required for the proposed facility would not accommodate the new scope and that the existing site would be unsuitable. It was recommended that a new "greenfield" site would be the preferred direction for the WI ARNG.

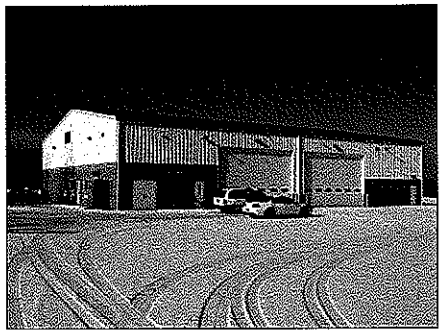
The objective of the charrette was to consider the following:

- Develop design criteria for the ARNG maintenance facility
- Develop an adjacency matrix and associate bubble diagrams
- Analyze the composite constraints
- Maximize the reuse of existing facilities and infrastructure
- Determine a logical sequence of development that achieves the long-range criteria
- Evaluate the NGB authorized requirements
- Create a DD1390/1391 Project Data submittal for funding programming
- Recommend feasibility of current project scope
- Analyze the composite constraints

Past experience

Similar projects

Snow removal equipment (SRE) building, Charlevoix Municipal Airport – Charlevoix, Michigan



When Charlevoix Municipal Airport began scheduled service to the tourist destination of Beaver Island in Lake Michigan, the Federal Aviation Administration (FAA) designated it a primary airport. This made Charlevoix eligible for additional funding which was used to purchase new snow removal equipment including snow plows, snow blowers, and sweepers. Since the FAA prefers this equipment be stored in a dedicated building, Mead & Hunt was hired to design the airport's new SRE building.

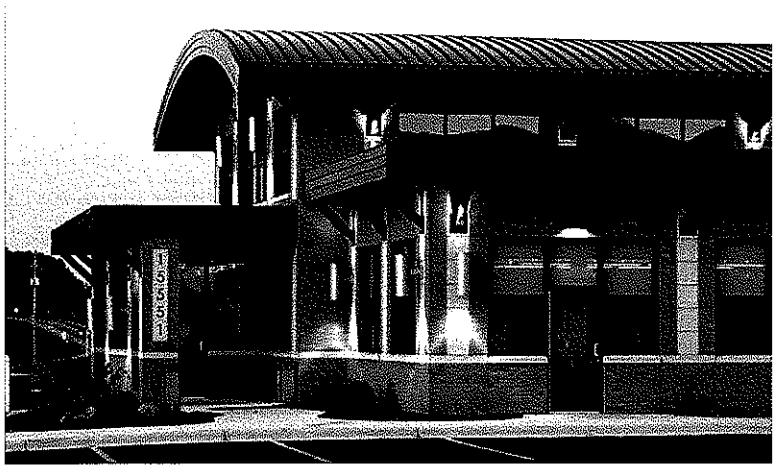
The building is a pre-engineered steel structure with a poured concrete foundation and floor slab on grade. The exterior walls and roof are pre-finished ribbed metal panels with R-19 batt insulation.

The interior space is divided into two major sections: a vehicle storage area and an office space. The vehicle storage area has a minimum vertical height of 21 feet and contains three storage bays intended for snow removal equipment. Two of the storage bays are drive-through bays 80 feet in length and can accommodate large snow removal vehicles. The third, shorter bay is accessible from only one side of the building and doubles as a wash bay. Compressed air is piped throughout the storage area for inflating tires and to power pneumatic tools. Sand storage rooms are provided at the northeast corner of the vehicle storage area.

The office area accounts for approximately 2,000 square feet of the entire floor area and includes an office, a break room with cabinets and sink, men's and women's toilet rooms, a large work room, storage, and mechanical and electrical rooms. A storage/equipment mezzanine was constructed over the entire office area to take advantage of building volume that would normally remain unusable. Building mechanical systems are located on the mezzanine to free up space on the main floor. Access to the mezzanine can be gained by an open steel stairway.

Past experience

Similar projects



Administration, operations and maintenance facility (AOMF), WK Kellogg Airport – Battle Creek, Michigan

The new AOMF includes a 47,000-square-foot heated, single-story, high-bay vehicle storage and maintenance structure (housing vehicle and equipment storage, maintenance bays and lifts, central lube system, washdown station, heated bulk sand storage, parts storage, carpentry shop, electrical shop, mechanics office, receiving and related support); a 7300-square-foot, single-story administrative office and employee support wing (including break room, toilets, locker and shower facilities, first aid, administrative offices, records storage, secured operations and security functions, training space, conference room and visitor reception); an exterior fueling station; de-icer storage and access drives, parking, sidewalks, security fencing and other site improvements. The new facility and utilities are designed and sited to accommodate anticipated future additions and improvements including a future 6,000-square-foot unheated storage building (for storage of vehicles and off-season equipment) and an enclosed automatic wash bay large enough to handle large snow removal equipment. Equipment includes an overhead bridge crane, vehicle lifts, vehicle central lube and oil collection systems, vehicle exhaust collection, central air compressor, building automation system (BAS), fueling equipment, de-icer pump and tank, emergency generator, access control and security monitoring (CCTV), and fire suppression systems.

Mead & Hunt, Inc., provided professional services for this new facility, which included environmental work to allow removal of a small area of wetlands at the selected site, concept and budget development to support and secure funding for the project, and development of the final design and phased construction documents to accomplish the work.

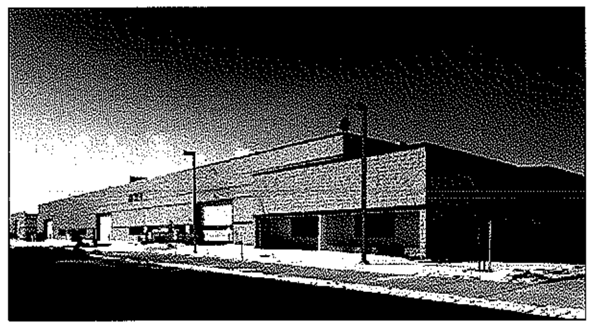
Past experience

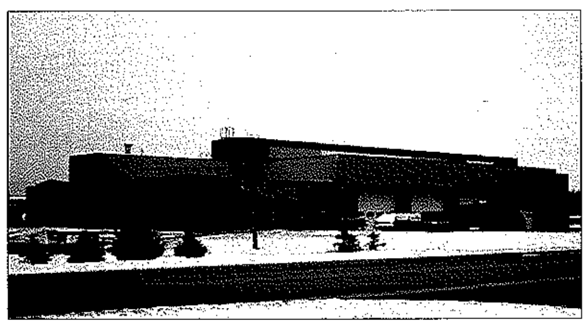
Similar projects

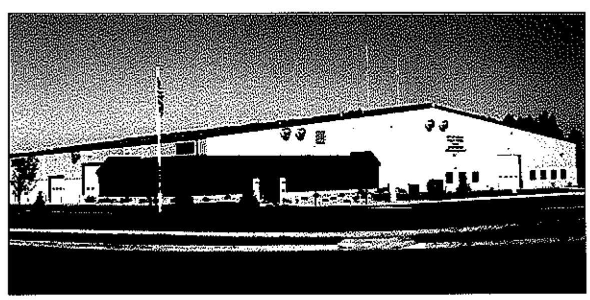
Maintenance project design

Mead & Hunt has provided numerous designs for a wide range of maintenance complexes at various locations. Below is a list of a few additional projects we have worked on:

- Maintenance and storage facility, Dane County Regional Airport – Madison, Wisconsin
- Vehicle maintenance garage, City of Oconomowoc – Oconomowoc, Wisconsin
- Park operations complex, Marathon County – Wausau, Wisconsin
- Vehicle maintenance facility, Wisconsin Air National Guard, General Mitchell International Airport – Milwaukee, Wisconsin
- Three vehicle maintenance facilities, Oconto County – Sampson, Oconto and Suring, Wisconsin
- Satellite vehicle storage facility, Shawano County – Shawano, Wisconsin
- Vehicle maintenance facility, Richland County – Wisconsin
- Vehicle maintenance facility, City of Verona – Verona, Wisconsin
- Vehicle maintenance and storage facility, Winnebago County – Oshkosh, Wisconsin
- Satellite vehicle storage facility, Waupaca County – Waupaca, Wisconsin



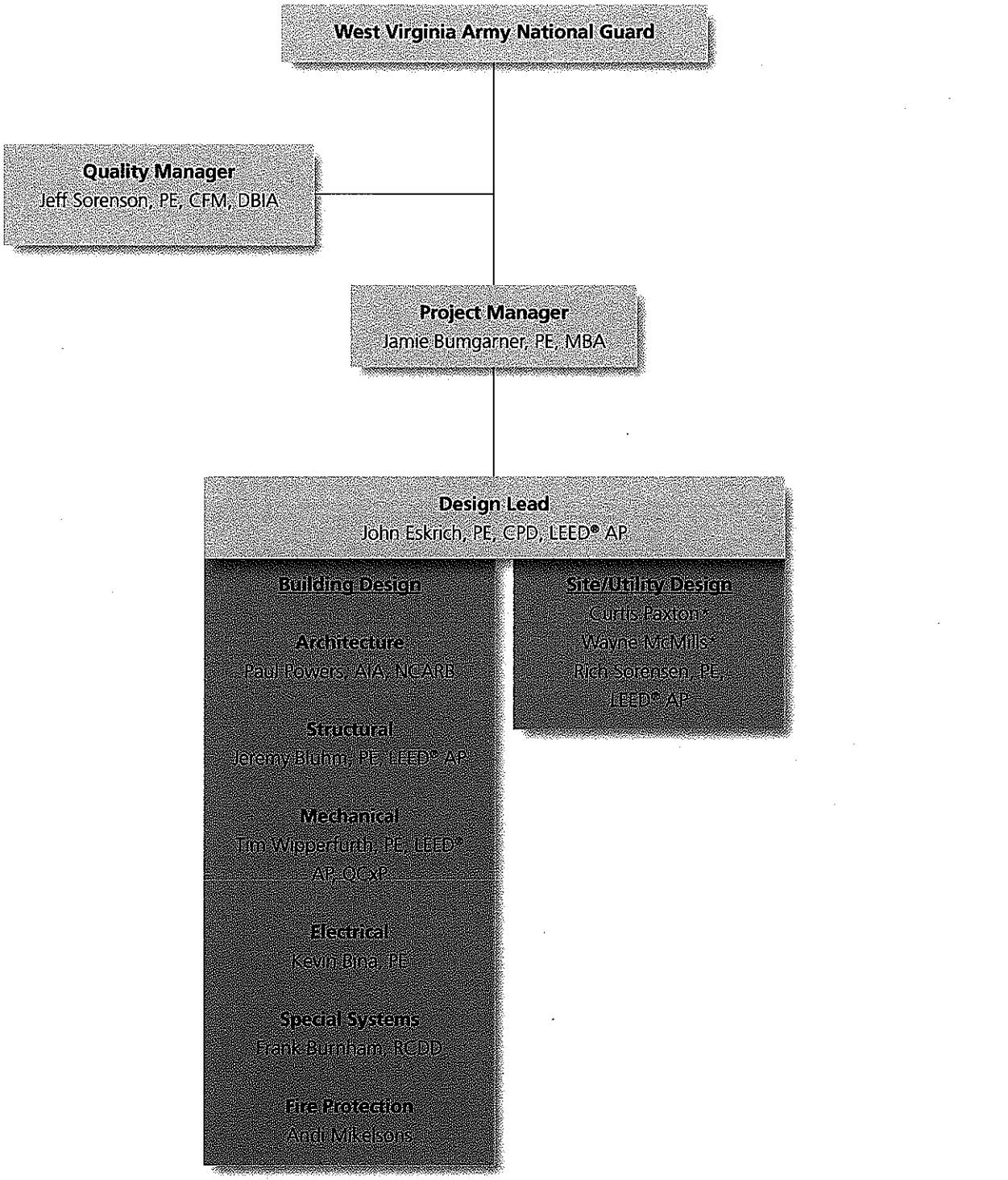




MEAD & HUNT

Expertise of your team

Organizational chart



** Current or former West Virginia National Guard member*

Expertise of your team

Resumes

Jamie Bumgarner, PE, MBA
Project Manager

Education

MBA, Business Administration, Marshall University
BS, Civil Engineering, West Virginia University
AAS, CADD, West Virginia State College
Certificate in Financial Planning, Florida State University

Registration

Licensed Professional Engineer – West Virginia, Ohio, South Carolina, Maryland, Virginia and Pennsylvania

Jamie Bumgarner brings nearly 13 years of engineering experience to this project. As a project manager, roadway engineer and hydraulic engineer, Jamie has performed various duties associated with the preparation of plans, specifications and estimates for various projects including: drainage design, roadway design, geometric layout, utility relocation design, permitting, plan preparation/presentation and detailed quantity/cost estimates.

Jamie's approach to project management is focused on establishing clear goals at the outset of a project and utilizing thorough and effective communication to align the work of Mead & Hunt with the client's goals and expectations. He has received extensive training in the effective delivery of professional engineering services and uses this training to provide a high level of project management in order to coordinate a team's expertise and capabilities for our clients' benefit. He is a great listener and always strives to understand client desires and expectations and deliver more than required.

Related projects

The Summit Bechtel Family National Scout Reserve, Boy Scouts of America – Fayette County, West Virginia

Jamie was the project manager for the transportation design of this prominent project covering more than 15 miles of roadway design, 17 miles of pedestrian trail design and the design of a 600-foot, five-span concrete arch bridge over a recreational lake. The National Scouting Center, which will also include a high-adventure base and summer camp, the Boy Scouts of America reviewed and decided on a 10,600-acre location atop Garden Ground Mountain, near Glen Jean in Fayette County. The total construction cost for the transportation portion was estimated at more than $30 million.

Cabela Drive Extension, Ohio County Development Authority – Ohio County, West Virginia

Jamie served as one of the lead designers responsible for many aspects of the roadway design and plan development for the preliminary and final design of this project. The five-lane urban collector was designed to connect the new Highlands interior access road to the existing Cabela Drive within the Highlands development and near Triadelphia, West Virginia. This 800-foot-long project included grading, drainage, paving, lighting, signing and pavement markings. Combination curb and gutter was used along each side of this five-lane roadway. The project had a total construction cost of more than $500,000.

Cattle Pass Bridge, West Virginia Department of Transportation (WVDOT) – Berkeley County, West Virginia

Jamie worked as the roadway project manager, lead roadway engineer and hydraulic engineer for this bridge replacement project. His responsibilities included completion of the roadway design, construction plan and right-of-way plan preparation, permit documents, the hydraulic analysis using HY-8 and the preparation of a final hydraulic report.

MEAD & HUNT

Resumes

Jeff Sorenson, PE, CFM, DBIA
Quality Manager

Education

BS, Architectural Engineering, California Polytechnic State University, San Luis Obispo, California
MSE, Construction Engineering and Project Management, University of Texas, Austin
Air Command Staff College, USAF Air University

Registration

Licensed Professional Engineer– Ohio
Certified Facility Manager
Design-Build Institute of America

Jeff Sorenson has more than 25 years of leadership and management experience with large and diverse public and private sector engineering and construction organizations. Jeff is responsible for all military projects coast to coast. He is an innovative thinker and problem solver with the proven ability to formulate strategic plans and translate plans into successful results. Jeff personally gets involved with clients to ensure client satisfaction and other feedback on Mead & Hunt's success in meeting their project objectives. He is conversant in a wide range of disciplines with experience spanning infrastructure and facilities including design and design management and is an expert in federal contracts, policies and procedures, particularly Department of Defense.

Jeff served in a variety of base and command level positions while on active duty with the US Air Force. He has been a Base Closure Officer, Chief of Operations, Chief of Environmental Compliance, Staff Civil Engineer, Instructor, Chief of Readiness, Chief of Design and Design Manager.

Related projects

Replace squadron operations facility, 144th FW, Fresno Air National Guard (ANG) base – California

Jeff is providing contract and quality management for this project, which is soon to start construction. This $10 million, 23,300-square-foot, project designed to LEED® Gold standards, is a center piece for Fresno ANG Base. The Mead & Hunt design team assembled the project book which defined the wide ranging facility requirements, developed five different architectural schemes, assembled construction bidding documents and worked closely with the various base authorities to realize this project. The 144 FW and its subordinate fighter squadron will use this new building for training their staffs and prepare for their flying missions. The building also contains the following classified areas: the 144 FW Command Post, the 144 FW Intelligence Division, Aircrew Mission Planning area, Wing Project Office, three 250-square-foot Aircrew Briefing Rooms and 40-person Main Aircrew Briefing Room.

Security forces complex, Texas ANG – Fort Bliss, Texas

This new facility houses a security forces unit of the Texas ANG, and consists of offices, training areas, conference room, armory and mobility processing and storage. As the project manager, Jeff was responsible for overall project success including budget, schedule, and client satisfaction. The project cost was $6 million.

Vehicle Maintenance Complex, Volk Field – Camp Douglas, Wisconsin

Jeff participated in the design charrette with users and the design team and participated in project reviews throughout the design process. Jeff's primary role was ensuring the quality of the design and constructed facility and that client satisfaction was achieved.

Resumes

John Eskrich, PE, CPD, LEED® AP
Design Lead

Education
BS, Mechanical Engineering, Iowa State University

Registration
Licensed Professional Engineer – Wisconsin
Certified in Plumbing Design – National
Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)

John Eskrich has nearly 24 years of experience in project management, mechanical engineering, specifications, field inspection, planning and cost estimating. He specializes in managing multi-discipline professional services projects. His experience is focused in military facilities. Due to the long-term nature of his position, he has been involved in managing facility design projects for all of the following project types: control towers, main gates, weapons training and maintenance, squadron operations, secured storage and briefing areas, readiness centers, vehicle maintenance, aircraft maintenance, aircraft storage, fueling systems, corrosion control, fire training facilities, munitions complexes, troop training facilities, communications facilities, mailrooms, dining halls and small arms ranges. His management experience also includes site infrastructure, utility, GIS, storm water and master planning projects.

John's approach to project design is focused on establishing clear design objectives at the outset of a project to match the client's goals and expectations. He has extensive training in the effective delivery of professional engineering services and uses this training to coordinate a team's expertise and capabilities for our clients' projects.

John's past responsibilities also included designing plumbing, fire protection and fuel systems; preparing drawings and specifications; conducting field inspections and surveys; providing opinions on construction costs; issuing contract documents to governing agencies for review; reviewing submittals; conducting construction observation; providing final inspection and punch lists; and coordinating record drawings for submission to clients.

Related projects

Washington County vehicle maintenance and storage complex – West Bend, Wisconsin
John was responsible for plumbing and fire protection designs for this new vehicle maintenance facility. This vehicle maintenance complex was unique in that the new complex must house the operations for both the Parks and Highway Departments, Mead & Hunt initiated a study to determine the most efficient system to develop the facilities.

Replace vehicle maintenance facility, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin
John was the project manager for the replacement of the existing maintenance facility, which was converted to cold storage under this project. The new facility is approximately 3,400 square feet and has three bays for maintenance of heavy duty equipment. Special considerations were made to the heavy duty monorail between bays, strengthen concert floor and durable surface and exterior skin patterned in conformance with range requirements. Maximum contract cost (MCC) was $678,000.

Vehicle maintenance and storage, Dane County Highway Department – Springfield Township, Wisconsin
John provided the plumbing, fire protection and fueling systems for this project. This new maintenance complex needed to provide vehicle storage and vehicle maintenance, long term salt storage and remote vehicle fueling with tracking. The resulting 21,800-square-foot heated

John Eskrich, PE, CPD, LEED® AP, continued

vehicle maintenance storage building had a high-bay structure housing 24 vehicles, vehicle maintenance stalls, a wash bay, lubricant storage and an attached single story structure with an office, employee break room, locker room and toilet room spaces. The project also included a separate 13,400-square-foot salt storage building, a covered fueling station, used oil collection equipment, storm water retention and related septic, well, liquid petroleum storage, security fence and access control for this remote facility.

Replace squadron operations facility, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

John was the project manager for a new joint-use squadron operations facility. The project included replacing three aging, undersized and disjointed facilities. The new facility is 14,400 square feet and houses the command post, wing operations center, survivability recovery center and general command and control functions. Great attention was paid to user input and assuring that the circulation and layout accommodated the exercise functions of visiting units. The building was designed to meet current anti-terrorism/force protection (AT/FP) requirements. In addition, this project incorporated SiperNET and a Sensitive Compartmented Information Facility (SCIF) room in accordance with JAFAN 6/9. LEED® points evaluation and consideration were incorporated. The cost of this project was $6 million.

Replace site utilities, Wisconsin Air National Guard (ANG) Camp Williams – Camp Douglas, Wisconsin

John was the project manager for the replacement of the water supply piping, storm sewers and sanitary sewer system for the Camp Williams portion of Volk Field. This project involved replacing deteriorating infrastructure in an existing complex area. The project was done in phases to maintain the function of the area.

Addition/Alter Fire Crash Rescue Facility, Traux Field at Dane County Regional Airport – Madison, Wisconsin

John was the project manager for this project that was a 16,000-square-foot expansion of the fire crash and rescue station at the Dane County Regional Airport for the 115 FW at the Wisconsin ANG. The project also included the complete remodel of the existing 8,000-square-foot facility. The station provides structural response and medical first response for the Dane County Regional Airport and the vicinity around the airport. The facility is designed for 24-hour occupation, seven days a week, by a full-time staff of ten firefighters. The project cost $5.2 million.

Munitions maintenance and storage complex, Truax Field ANG Base – Madison, Wisconsin

John was the project manager for the munitions maintenance and storage complex. He was responsible for managing the delivery of the architecture and engineering (A-E) services for the project book, airspace study, Federal Aviation Administration (FAA) 7460 permit, Type A and Type B designs. The scope of this $5.3 million construction project includes an administration building, a munitions maintenance and inspection facility, two munitions storage igloos, a segregated storage building and site and utility infrastructure.

Addition/Alter Base Civil Engineering (BCE) Facility Building 701, General Mitchell International Airport – Milwaukee, Wisconsin

John was the project manager for this project that involved a 3,300-square foot addition and 14,400-square-foot alteration of the existing BCE facility (Building 701). This facility supports the base engineering administration, engineering maintenance shops and associated support services. Alterations made to the building included much needed improvements and expansions of staff toilet/locker areas, office, break room and tool rooms. Expansion of the building included the addition of two general assembly multi-purpose classrooms. The cost of this project was $1.8 million.

Expertise of your team

Resumes

Paul Powers, AIA, NCARB
Architecture

Education

M Arch, Montana State University
B Arch, Montana State University
Engineering studies, Montana Tech

Registration

Registered Architect – Arizona, California, Colorado, Idaho, Illinois, Indiana, Iowa, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Washington, **West Virginia**, Wisconsin and Wyoming
National Council of Architectural Registration Boards (NCARB) Certified
American Institute of Architects (AIA)

Paul Powers, a registered architect with more than 28 years of experience, leads Mead & Hunt's architecture department and directly supervises architectural projects. A highly-skilled project manager, Paul is responsible for a broad range of professional services including master planning, programming, analyzing existing buildings, space planning, project design, interior design, and the development of construction drawings and specifications. He has completed military and aviation projects across the US.

Paul has specialized skills in contract administration and coordination, integrating engineering services, construction cost estimation, and construction administration. His project experience ranges from aviation to military support facilities, vehicle maintenance and storage facilities; county highway garages, public works, postal, and park facilities; schools and civic services facilities; and corporate and commercial offices. Paul has extensive experience in building design, renovation, rehabilitation, historic preservation, urban revitalization, and urban planning.

Related projects

Vehicle maintenance and storage – West Bend, Wisconsin

Paul provided contract management and architectural quality assurance on this project. Mead & Hunt provided a facilities development plan, site analysis, architectural and engineering design, and construction administration for the development of new vehicle maintenance and storage facilities. Our study for the new facility provided solutions to economically achieve the county's goals for a joint-use building. This project demonstrates our understanding and competence in the planning, design and construction of maintenance and storage facilities for a wide array of vehicles and public services, including special or hazardous materials storage and use.

Vehicle maintenance and storage facility (VMSF), Dane County Regional Airport – Madison, Wisconsin

Paul managed the expansion of the existing VMSF facility and the construction of an additional facility to house the larger trucks, plows and snow-removal equipment. The project will accommodate increased runway and taxiway areas and the expansion of the airfield equipment fleet.

Vehicle maintenance facility, Wisconsin Air National Guard (ANG) base, General Mitchell Field – Milwaukee, Wisconsin

Paul provided construction administration services to assist the National Guard Bureau in construction of this facility that included seven maintenance bays and one vehicle wash bay along with administrative, training and shop areas.

MEAD & HUNT

Resumes

Paul Powers, AIA, NCARB, continued

Construct base fire station, Wisconsin ANG, General Mitchell International Airport (GMIA) Field – Milwaukee, Wisconsin
Paul served as the project architect in converting the existing base vehicle maintenance facility into the base fire station. His design architecturally renovated the entire facility, transformed the maintenance garage into drive-through fire vehicle apparatus bays, and incorporated the addition of an alarm and day room.

Relocation of the 128th TCS, Wisconsin ANG, General Mitchell 128th to Volk Field ANGB – Camp Douglas, Wisconsin
Paul managed five separate new construction and renovation projects to accommodate the move of the 128th TCS from GMIA to Volk Field. The projects included the renovation of the dining hall and office area, vehicle maintenance shop, air to ground equipment shop, radar support building and storage facility renovation.

Vehicle maintenance facility, Wisconsin Air National Guard, Truax Field ANGB – Hayward, Wisconsin
Paul managed this State of Wisconsin Department of Administration project including the design and construction of a new 12,000-square-foot vehicle maintenance facility containing eight drive-though work bays that are serviced by a 7.5 ton bridge crane. Support areas included offices, locker rooms, break room, stock room and specialty rooms to house vehicle fluid systems and hazardous materials.

Vehicle maintenance complex, Wisconsin Air National Guard, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin
Paul managed the design and construction of a 7,400-square-foot addition to the 7,000-square-foot vehicle maintenance facility, including extensive renovation and alteration to the maintenance bays, administration areas, and power production and aerospace ground equipment shops.

Consolidated dining facility, Camp Roberts Army National Guard (ARNG) installation – California
Paul provided the architecture for this fast-track project to design an 8,000-square-foot, $2 million commercial kitchen and dining area at a major ARNG training installation. The facility has the capacity to prepare more than 450 meals per session and can seat more than 220 people at a time. The Mead & Hunt design team include in-house architects, civil, structural, mechanical, electrical and storm water engineers.

Expertise of your team

Resumes

Jeremy Bluhm, PE, LEED® AP
Structural Engineer

Education

BS, Civil Engineering, University of Wisconsin – Platteville
MS, Civil Engineering, University of Wisconsin – Madison

Registration

Licensed Professional Engineer – Idaho, Indiana and Wisconsin
Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)
NCEES

Jeremy Bluhm's primary experience is in the layout and design of reinforced concrete, masonry, steel, and wood structures. He is experienced in the analysis and design of gravity systems, lateral resisting systems, and foundation systems. Bluhm has completed blast analysis reports and anti-terrorism / force protection designs on projects.

Jeremy's design experience has included industrial, institutional, and municipal projects that involved new construction, additions and renovations. He has experience with military facilities, including munitions bunkers, vehicle storage buildings, troop quarters and operations buildings. His other experience includes construction administration involving evaluation of equipment and material submittals, site visits, coordination of meetings and final project closeout.

Jeremy's responsibilities include meeting with client representatives to determine project needs, completing preparation of project bid documents, providing opinion of probable construction costs and coordinating work with other disciplines.

Related projects

Vehicle maintenance facility replacement, Volk Field Air National Guard (ANG) base – Camp Douglas, Wisconsin

Jeremy provided structural engineering for the renovation of an existing 9,200-square-foot building. This project added a total of 14,300 square feet of new space. The new structure is constructed of masonry walls and structural steel supporting a precast concrete plank roof over the living area and long span bar joist and metal deck roof over the apparatus bay area. The lateral system is made up entirely of masonry shear walls, and all foundations are shallow strip and spread footings. Anti-terrorism/fire protection (AT/FP) requirements were incorporated, including steel frames around window and door openings.

Munitions maintenance and storage complex, Truax Field ANG base – Madison, Wisconsin

Jeremy provided structural design services for a new administration building, maintenance and inspection building, segregated storage building, and coordination of pre-approved earth-covered magazine documents. Structural design is primarily reinforced concrete design, with coordination of precast concrete sandwich panels and double-tee members, above view cold formed steel truss roof members. Foundation design included concrete strip and spread footings. The cost of this project was $5.3 million.

MEAD HUNT

Jeremy Bluhm, PE, LEED® AP, continued

Addition/Alter BCE Facility, Building 701, WI ANG, General Mitchell International Airport (GMIA) – Milwaukee, Wisconsin
Jeremy provided structural engineering for this 3,300-square-foot addition and 14,400-square-foot alteration of the existing Base Civil Engineering (BCE) facility. This facility supports base engineering administration, engineering maintenance shops and associated support services. The existing toilet/locker areas were significantly under sized for female staff. Other areas of the building required upgrades to comply with current building codes. Alterations made to the building included much needed improvements and expansions of staff toilet/locker areas, office, break room and tool rooms. Expansion of the building included the addition of two general assembly multi-purpose classrooms. The project cost $1.8 million.

Truax Repair Maintenance Hangar, Building 406, Truax Field – Madison, Wisconsin
Mead & Hunt designed and provided construction administration services for the renovation of a 21,500-square-foot F-16 aircraft maintenance hangar bay. This remodel is the first substantial upgrade to the facility and included a high expansion foam (HEF) fire suppression system throughout the hangar bay. The existing bi-parting rolling steel hangar doors, bottom rolling door track and header rail were replaced, incorporating a de-icing system in the bottom rolling door track and a coiling overhead door to allow for vehicular access to the hangar bay. The hangar bay finished floor system was removed and replaced with a new high performance coating. The project cost $2.85 million. Jeremy provided structural design.

Upgrade composite maintenance support complex, WI ANG, GMIA – Milwaukee, Wisconsin
Jeremy was the structural engineer for this composite maintenance support complex addition project. The project consisted of two additions to an existing aircraft hanger. The 22,200- and 16,700-square-foot additions on either side of the aircraft hangar used a precast concrete roof deck system, supported by a combination of precast concrete beams and columns and concrete masonry bearing walls. The lateral system is a series of concrete masonry shear walls. The foundation systems for both additions are concrete grade beams on drilled piers. The north addition has a second story constructed of masonry walls, and a structural steel and bar joist and metal deck roof. The cost of this project was $2.5 million.

Building 124, BCE administration building Selfridge ANG Base – Mt. Clemens, Michigan
Jeremy oversaw the structural design of a new 5,400-square-foot, two-story BCE administration building for the BCE and immediate support staff. The building was designed to fit between and provide access to two existing state historic landmark buildings, which serve the BCE group. The building structural system was comprised of a steel moment frame structure supported by a drilled pier and grade beam foundation. The building included a full height glass curtainwall with backup framing design to meet the government's AT/FP requirements.

Resumes

Tim Wipperfurth, PE, LEED® AP, WCxP, Mechanical Engineering

Education

BS, Mechanical Engineering, University of Wisconsin

Registration

Registered Professional Engineer – Indiana, Michigan, Oregon, Pennsylvania and Wisconsin
Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)
Qualified Commissioning Process Provider

Tim Wipperfurth has ten years of experience providing design for building systems, including mechanical, HVAC, plumbing, and fire protection engineering. Tim's responsibilities include coordinating with owners, equipment suppliers, contractors, utilities, and other appropriate parties; performing field investigations, inspections, and testing; preparing construction cost estimates; and providing construction administration. Tim is experienced in incorporating sustainable and energy efficient design into projects.

Related projects

Vehicle maintenance and storage, Dane County Highway Department – Springfield Township, Wisconsin

Tim provided the mechanical engineering for this project. This new maintenance complex needed to provide vehicle storage and vehicle maintenance, long term salt storage and remote vehicle fueling with tracking. The resulting 21,800-square-foot heated vehicle maintenance storage building had a high-bay structure housing 24 vehicles, vehicle maintenance stalls, a wash bay, lubricant storage and an attached single story structure with an office, employee break room, locker room and toilet room spaces. The project also included a separate 13,400-square-foot salt storage building, a covered fueling station, used oil collection equipment, storm water retention and related septic, well, liquid petroleum storage, security fence and access control for this remote facility.

Addition/Alter Base Civil Engineering (BCE) Facility Building 701, Wisconsin Air National Guard (ANG), General Mitchell International Airport (GMIA) – Milwaukee, Wisconsin

This $1.8 million project, outlined in the Base Master Plan developed by Mead & Hunt, involved a 3,300-square-foot addition and 14,400-square-foot alteration of the existing BCE facility, Building 701. This facility supports base engineering administration, engineering maintenance shops and associated support services. The existing toilet/locker areas were significantly under-sized for female staff. Other areas required upgrades to comply with current building codes. Alterations made to the building included much needed improvements and expansions of staff toilet/locker areas, office, break room and tool rooms. Expansion of the building included the addition of two general assembly multi-purpose classrooms. Tim was lead engineer with assistance from junior staff to provide project management during construction.

Addition/Alter Communication Facility, Building 313, Volk Field, Combat Readiness Training Center (CRTC), Wisconsin ANG – Camp Douglas, Wisconsin

This 1,711-square-foot, $1.3 million addition to the north-center portion of Building 313 involved extensive interior remodling to better support the needs of the facility occupants. The addition was constructed of a light gauge insulated metal stud wall system and a new rigid frame structure to support the new center roofs and the exterior walls. New light gauge metal roofs trusses over the upper and lower center roof area were installed, supported by a rigid frame structure. The exterior wall veneer system is a combination of EIFS and brick, and a new aluminum fascia and soffit system was incorporated in the new and existing structures. In addition, a standing seam roof system was installed over the entire new and existing roof slopes. Tim was lead engineer with assistance from junior staff.

Resumes

Kevin Bina, PE
Electrical Engineer

Education

BS, Electrical Engineering, University of Wisconsin

Registration

Licensed Professional Engineer – California, Colorado, Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New Mexico, Oregon, Pennsylvania and Wisconsin

Kevin Bina is responsible for electrical design of military, government, commercial, and industrial projects and for the overall quality control of the electrical portion of electrical designs completed by Mead & Hunt.

Kevin has experience in the design of power distribution, emergency and standby generation, lighting, voice/data, public address, fire alarm, and lightning protection systems. He is experienced in designing electrical systems for a variety of buildings including airports, military buildings, industrial buildings, and vehicle maintenance facilities. He has experience designing whole project electrical systems starting at the conceptual stage and following through schematic design, design development, construction documents, and construction services to final punchlist. Kevin also has field experience in construction, troubleshooting, and maintenance of 15 kilo-volt utility distribution systems and their secondary services.

Related projects

Munitions maintenance and storage complex, Truax Field Air National Guard (ANG) base – Madison, Wisconsin

Kevin was responsible for quality control of the lighting, power, lightning protection, and special systems designs of this new munitions and maintenance complex consisting of an administration building, maintenance building, and large and small ammunition bunkers.

Upgrade composite maintenance support complex, General Mitchell International Airoprt, WI ANG base– Milwaukee, Wisconsin

Kevin was the electrical engineer responsible for designing the lighting, power, lightning protection, site lighting, and site power utility systems for this refueling aircraft hangar addition. Kevin was also responsible for the DC and 400 Hz AC distribution system designs for this facility along with quality control of the special systems designs.

Addition to Field Maintenance Shop (FMS) #9 facility, DMA

Kevin was responsible for the power and lighting design for this maintenance facility addition.

Washington County vehicle maintenance and storage – West Bend, Wisconsin

Kevin was responsible for the power, lighting, voice, data, public address and fire alarm design for this new vehicle maintenance facility. He was also responsible for parking lot and general site lighting. A 250 kilowatts (kW) diesel generator was designed into this project to provide backup power for emergency (life safety) and optional standby systems. One of the project's unique challenges was that the generator room was on the second floor. To accommodate this arrangement, a large primary fuel tank was located on the first floor and was piped to a smaller fuel tank adjacent to the generator. An access panel was also designed into the exterior wall to remove the generator.

Expertise of your team

Resumes

Frank Burnham, RCDD
Special Systems

Education
BA, Philosophy, University of Wisconsin
AA, Electricity, Minneapolis Technical Institute

Registration
Designer of engineering systems, electrical – Wisconsin
Registered Communications Distribution Designer (RCDD)

Frank Burnham provides electrical and communication system design for various project types. Design responsibilities for these projects have included voice/data systems, security systems, fire alarm systems, sound systems, cable television systems, and audio/visual systems. He specializes in design and specifications for these projects in military, governmental, industrial and commercial facilities. Frank has also conducted detailed cost estimates and provided construction supervision.

Related projects

Munitions support complex, Truax Field Air National Guard (ANG) base – Madison, Wisconsin
Special systems designer for administration building, maintenance and inspections building, igloos, and segregated storage building for the munitions complex at Truax ANG base. This project included design of voice and data communications system, security system, mass notification system, cable television (CATV) system, audio/visual system, and fire alarm system. This project cost $5.3 million.

Upgrade composite maintenance support complex, General Mitchell International Airoprt, WI ANG base– Milwaukee, Wisconsin
Frank was the special systems designer for the upgrade of the 47,511-square-foot composite maintenance support complex at General Mitchell International Airport ANG base. This project included design of voice and data communications system, security system, mass notification system, cable television (CATV) system, audio/visual system, and fire alarm system. The cost of this project was $2.5 million.

New readiness training center, Wisconsin Army National Guard (WI ARNG) – Camp Williams, Wisconsin
Frank provided electrical design services for a new readiness training center for the WI ARNG at Camp Williams. This $8.7 million facility project consists of designing a new readiness center for the 32nd Red Arrow Brigade. The new 44,815-square-foot facility will serve not only training needs but will also act as the new brigade headquarters. Replacing the aging existing facility, the new readiness center will address the current lack of necessary facilities for safe and efficient training.

MEAD & HUNT

Resumes

Andi Mickelsons
Fire Protection

Education

BS, Mechanical Engineering, University of Washington

Andi Mickelsons has 19 years of experience designing, producing, and troubleshooting mechanical systems. His particular areas of expertise include plumbing systems and fire protection.

Related projects

CE roads and grounds facility, Building 118, Selfridge ANGB – Mt. Clemens, Michigan

Andi provided the fire and plumbing design for this 18,290-square-foot renovation of an existing facility for office and repair shops for airfield and roads snow removal equipment and airfield and lawns mowing equipment. The existing building is registered as a state historic landmark building. The construction of the project was completed in June 2009. The cost of this project was $4.2 million.

Replace troop quarters, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

Andi provided fire and plumbing design for this addition of 140 person, two story billeting facility. The facility will be located next to an existing 280 person facility which is equipped with training rooms and classrooms. Special considerations for incorporating anti-terrorism/fire protection (AT/FP) requirements in the civil design will resolve existing conflicts with newer regulations and existing facility during the design of this project. Facility is to be LEED® Silver certified.

Repair Heating Ventilating and Air Conditioning Building 410, Truax Field – Madison, Wisconsin

Andi provided the fire design for the Building 410 that is the Electronic Countermeasure Pod Shop for the 115th Fighter Wing (FW). It is used for storage for wartime tasking in support of 18 PAA F-16 aircraft. The building is located at the corner of Sloan Boulevard and Mitchell Street. The building is primarily occupied Monday through Friday from 0600 to 1600. This building has approximately 4,500-square-feet. Project is to replace/upgrade the HVAC system.

Construct communications facility, Building 505, Truax Field Air National Guard (ANG) base – Madison, Wisconsin

Andi provided fire and plumbing design for this new 14,400-square-foot facility that will be the hub for all telecommunications cabling routed throughout the base and include support personnel and office suites to replace small separated facilities. The project is seeking LEED® Silver Certification from the USGBC. Construction is scheduled for completion early fall 2010. The cost of this project is $5.4 million.

Joint security forces facility, Selfridge ANG base – Mt. Clemens, Michigan

Andi provided fire and plumbing design services for this joint security forces facility project. This project will include the renovation of building 160 for use by the 127th Security Forces personnel, as well as the renovation of building 831 for use as mobility storage operations. Building 160 is currently 11,655-square-feet, and building 831 is currently 10,000-square-feet. Building 160 is authorized an addition of 2,500 square feet, which will bring the total area of both buildings to approximately 24,155-square-feet. The project has a maximum construction cost (MCC) of $4.37 million.

MEAD HUNT

Expertise of your team

Resumes

Curtis Paxton
Site/Utility Design

Military experience

Served in the West Virginia Army National Guard- 1092nd Combat Engineer Battalion – March 1991-August 2004, Veteran- Operation Iraqi Freedom- Deployed February 2003-May 2004, Awards- AAM, ASR, NDSM, ARCAM and ARCOM

Curtis Paxton has more than 15 years of experience related to the surveying and AutoCAD field. He has served as survey manager and survey party crew chief on various surveys including boundary, ALTA/ACSM land title surveys, condemnation surveys, West Virginia Division of Highways (WVDOH) design projects, GPS aerial control, topographical, construction and building layouts, wireless communications projects, sewer and waterline extensions, construction layout and topographic site surveys.

Related projects

Design Surveys, WVDOH – West Virginia

Curtis served as survey party crew chief, project manager and survey manger on a variety of roadway and bridge design projects for the WVDOH. Representative projects include:

- East Huntington Bridge survey
- WV Route 9 in Martinsburg
- Grade Road in Martinsburg
- Flowing Springs Road in Charleston
- Corridor G 6 lane upgrade in Charleston

Bridge Surveys, WVDOH – West Virginia

Curtis served as survey party crew chief, project manager and survey manger on a variety of bridge design projects for the West Virginia Division of Highways, Curtis worked on projects such as:

- Leon Bridge
- Ed White Bridge
- Bartley Branch Bridge
- Hartland Bridge

Site Design Surveys – West Virginia

Curtis served as survey party crew chief and survey manager on a variety of site development and design projects for a variety of clients including:

- Thomas Memorial Hospital
- Greenbrier County Hospital
- Gilbert Middle and High Schools
- Tri-State Greyhound Park
- Doddridge County High School
- Princeton Elementary School

Transmission Line Surveys, Rocksprings Coal Company – Wayne, West Virginia

Curtis served as project manager for the site layout and easement plats for the Rocksprings Coal Company. The project extended approximately 3.7 miles.

Resumes

Wayne McMills
Site/Utility Design

Education

BS, Civil Engineering, WVU Institute of Technology

Military experience

West Virginia Army National Guard: Troop B 1-150th ARS- Current member with 20 years military service, Veteran: Operation Iraqi Freedom-Deployed Dec 2008- an 2010

Wayne has more than ten years of experience as a civil design/survey technician on a variety of projects to include: boundary surveys, ALTA/ACSM surveys, GPS control networks, topographic mapping, construction and building layouts, roadway design and corridor modeling, development of erosion and sediment control plans, site grading and surface modeling and wireless communications projects.

Related projects

East Huntington Bridge survey, West Virginia Department of Highways (WVDOH) – Huntington, West Virginia

Wayne served as a civil/survey design technician on roadway/bridge design projects for the West Virginia Department of Highways. Services included GPS survey reduction, verification of field survey data, property boundary research and survey control networks.

Hartland Bridge, West Virginia Department of Highways (WVDOH) – Clay, West Virginia

Wayne served as a civil/survey design technician on roadway/bridge design projects for the West Virginia Department of Highways. Services included GPS survey reduction, verification of field survey data, property boundary research and survey control networks.

Survey design, Boy Scouts of America – Glen Jean, West Virginia

Wayne served as civil/survey design technician. Services included topographic base mapping, alignment studies, roadway design and corridor modeling, construction stakeout and plan production.

Site design projects, Various clients – Various locations

Wayne served as civil/survey design technician on a variety of site design projects. Services included topographic base mapping, boundary mapping, site grading and surface modeling, GPS survey reduction, survey control networks and construction stakeout. Representative projects include:

- Bible Center Church, Charleston, West Virginia
- Tri-State Greyhound Park, Cross Lanes, West Virginia
- Thomas Memorial Hospital, South Charleston, West Virginia
- Princeton Elementary School, Princeton, West Virginia
- WVDEP Offices, Kanawha City, West Virginia
- Fifth-Third Bank (Virginia Street), Charleston, West Virginia

Expertise of your team

Resumes

Rich Sorensen, PE, LEED® AP
Site/Utility design

Education

BS, Civil and Environmental Engineering, University of Wisconsin – Madison

Registration

Licensed Professional Engineer – Wisconsin
Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)

Richard Sorensen has more than 27 years of professional experience in the field of civil engineering and site design. He has designing experience with grading plans, underground detention, bio-retention, site drainage, pervious pavement, parking lots, curb and gutter, water and sewer lines, storm sewer, culvert design, earthwork, cross sections, drainage and erosion control plans. As a project manager, Rich has simultaneously managed a variety of contracts including low bidder, best value, indefinite delivery and small business contracts. He has conducted topographic, route and construction surveys and is specifically experienced with cross sections, centerline, earthwork measurements and material quantities measuring. Rich has also served as a Contracting Officer Representative (COR) for various projects, inspecting bituminous and concrete paving, road construction portland cement work, seal coat/slurry seal, crack seal, sewer/water line installation, road sign installation, concrete base patching, soil testing, guard rail installation and fencing. In addition, Rich has been involved in land use planning, city planning, project needs research and scope development and oversight of master plan documents and design guides. Rich's extensive background has given him a deep and diverse skill set.

Related projects

Addition/Alter to Vehicle Maintenance Complex, Building 324, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

Rich served as the site design and civil engineer for this project includes two additions to a vehicle maintenance facility. The function of the building is to provide a facility designed for maintenance to vehicles assigned to the Base, including tenant organizations. Functional space area is provided for lubrication, inspection, general repair and replacement of major parts. Other space includes administrative area, dispatch, classroom and parts storage. Our design concept is to architecturally integrate to additions totaling 1,560 square feet into cohesive design. The expected cost for this project is $640,000.

Master planning – Fort McCoy, Wisconsin

As an installation master planner, Rich supported the Wisconsin Army National Guard (WI ARNG) in siting and installation approvals of the WI ARNG Training Academy and the WI ARNG Maintenance Facility. (Performed with another firm.)

Replace troop quarters, Volk Field CRTC – Camp Douglas, Wisconsin

Rich is the LEED® AP in charge of our design effort to assure we achieve the site civil credits and prerequisites for the Sustainable Site LEED® points for this LEED® Silver project. He assured that siting/orientation of the facility met Air National Guard standards. Rich was also responsible for meeting storm water management requirements and coordinating all building utilities, including geothermal well siting. This 140-person, two-story billeting facility will be located next to an existing 280 person facility which is equipped with training rooms and classrooms. Special considerations for incorporating anti-terrorism/force protection (AT/FP) requirements in the civil design will resolve existing conflicts with newer regulations and existing facility during the design of this project.

MEAD & HUNT

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

Request for Quotation

RFQ NUMBER	PAGE
DEFK11026	1

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR
RFQ COPY
Mead & Hunt
400 Tracy Way, Suite 200
Charleston WV 25311

SHIP TO
DIV ENGINEERING & FACILITIES
ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B	FREIGHT TERMS
01/12/2011				

BID OPENING DATE: 02/24/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	JB		906-00-00-001		

ARCHITECT/ENGINEERING SERVICES, PROFESSIONAL

EXPRESSION OF INTEREST (EOI)

THE WEST VIRGINIA PURCHASING DIVISION FOR THE AGENCY, DIVISION OF ENGINEERING & FACILITIES, WV ARMY NATIONAL GUARD, IS SOLICITING EXPRESSIONS OF INTEREST FOR PROFESSIONAL ARCHITECTURAL ENGINEERING DESIGN SERVICES FOR A MAINTENANCE COMPLEX FOR THE COONSKIN PARK AREA AT THE CHARLESTON ARMORY COMPLEX, PER THE FOLLOWING BID REQUIREMENTS AND ATTACHED SPECIFICATIONS.

TECHNICAL QUESTIONS CONCERNING THIS SOLICITATION MUST BE SUBMITTED IN WRITING TO TARA LYLE VIA MAIL AT THE ADDRESS SHOWN IN THE BODY OF THIS EOI, VIA FAX AT 304-558-4115, OR VIA EMAIL AT TARA.L.LYLE@WV.GOV.

DEADLINE FOR ALL TECHNICAL QUESTIONS IS 02/07/2011 AT THE CLOSE OF BUSINESS. ANY TECHNICAL QUESTIONS RECEIVED WILL BE ANSWERED BY FORMAL ADDENDUM ISSUED BY THE PURCHASING DIVISION AFTER THE DEADLINE HAS LAPSED.

CANCELLATION: THE DIRECTOR OF PURCHASING RESERVES THE RIGHT TO CANCEL THIS CONTRACT IMMEDIATELY UPON WRITTEN NOTICE TO THE VENDOR IF THE COMMODITIES AND/OR SERVICE

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
[signature]	304-345-6712	3/2/11

TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
PRINCIPAL/VP	39 0793822	

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

GENERAL TERMS & CONDITIONS
REQUEST FOR QUOTATION (RFQ) AND REQUEST FOR PROPOSAL (RFP)

1. Awards will be made in the best interest of the State of West Virginia.

2. The State may accept or reject in part, or in whole, any bid.

3. Prior to any award, the apparent successful vendor must be properly registered with the Purchasing Division and have paid the required $125 fee.

4. All services performed or goods delivered under State Purchase Order/Contracts are to be continued for the term of the Purchase Order/Contracts, contingent upon funds being appropriated by the Legislature or otherwise being made available. In the event funds are not appropriated or otherwise available for these services or goods this Purchase Order/Contract becomes void and of no effect after June 30.

5. Payment may only be made after the delivery and acceptance of goods or services.

6. Interest may be paid for late payment in accordance with the ***West Virginia Code***.

7. Vendor preference will be granted upon written request in accordance with the ***West Virginia Code***.

8. The State of West Virginia is exempt from federal and state taxes and will not pay or reimburse such taxes.

9. The Director of Purchasing may cancel any Purchase Order/Contract upon 30 days written notice to the seller.

10. The laws of the State of West Virginia and the ***Legislative Rules*** of the Purchasing Division shall govern the purchasing process.

11. Any reference to automatic renewal is hereby deleted. The Contract may be renewed only upon mutual written agreement of the parties.

12. BANKRUPTCY: In the event the vendor/contractor files for bankruptcy protection, the State may deem this contract null and void, and terminate such contract without further order.

13. HIPAA BUSINESS ASSOCIATE ADDENDUM: The West Virginia State Government HIPAA Business Associate Addendum (BAA), approved by the Attorney General, is available online at **www.state.wv.us/admin/purchase/vrc/hipaa.htm** and is hereby made part of the agreement. Provided that the Agency meets the definition of a Cover Entity (45 CFR §160.103) and will be disclosing Protected Health Information (45 CFR §160.103) to the vendor.

14. CONFIDENTIALITY: The vendor agrees that he or she will not disclose to anyone, directly or indirectly, any such personally identifiable information or other confidential information gained from the agency, unless the individual who is the subject of the information consents to the disclosure in writing or the disclosure is made pursuant to the agency's policies, procedures, and rules. Vendor further agrees to comply with the Confidentiality Policies and Information Security Accountability Requirements, set forth in http://www.state.wv.us/admin/purchase/privacy/noticeConfidentiality.pdf.

15. LICENSING: Vendors must be licensed and in good standing in accordance with any and all state and local laws and requirements by any state or local agency of West Virginia, including, but not limited to, the West Virginia Secretary of State's Office, the West Virginia Tax Department, and the West Virginia Insurance Commission. The vendor must provide all necessary releases to obtain information to enable the director or spending unit to verify that the vendor is licensed and in good standing with the above entities.

16. ANTITRUST: In submitting a bid to any agency for the State of West Virginia, the bidder offers and agrees that if the bid is accepted the bidder will convey, sell, assign or transfer to the State of West Virginia all rights, title and interest in and to all causes of action it may now or hereafter acquire under the antitrust laws of the United States and the State of West Virginia for price fixing and/or unreasonable restraints of trade relating to the particular commodities or services purchased or acquired by the State of West Virginia. Such assignment shall be made and become effective at the time the purchasing agency tenders the initial payment to the bidder.

I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, limited liability company, partnership, or person or entity submitting a bid for the same material, supplies, equipment or services and is in all respects fair and without collusion or Fraud. I further certify that I am authorized to sign the certification on behalf of the bidder or this bid.

INSTRUCTIONS TO BIDDERS

1. Use the quotation forms provided by the Purchasing Division. Complete all sections of the quotation form.

2. Items offered must be in compliance with the specifications. Any deviation from the specifications must be clearly indicated by the bidder. Alternates offered by the bidder as **EQUAL** to the specifications must be clearly defined. A bidder offering an alternate should attach complete specifications and literature to the bid. The Purchasing Division may waive minor deviations to specifications.

3. Unit prices shall prevail in case of discrepancy. All quotations are considered F.O.B. destination unless alternate shipping terms are clearly identified in the quotation.

4. All quotations must be delivered by the bidder to the office listed below prior to the date and time of the bid opening. Failure of the bidder to deliver the quotations on time will result in bid disqualifications: Department of Administration, Purchasing Division, 2019 Washington Street East, P.O. Box 50130, Charleston, WV 25305-0130

5. Communication during the solicitation, bid, evaluation or award periods, except through the Purchasing Division, is strictly prohibited (W.Va. C.S.R. §148-1-6.6).

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

Request for Quotation

RFQ NUMBER	PAGE
DEFK11026	2

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR
RFQ COPY
TYPE NAME/ADDRESS HERE

SHIP TO
DIV ENGINEERING & FACILITIES
ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
01/12/2011				

BID OPENING DATE: 02/24/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT

SUPPLIED ARE OF AN INFERIOR QUALITY OR DO NOT CONFORM TO THE SPECIFICATIONS OF THE BID AND CONTRACT HEREIN.

BANKRUPTCY: IN THE EVENT THE VENDOR/CONTRACTOR FILES FOR BANKRUPTCY PROTECTION, THE STATE MAY DEEM THE CONTRACT NULL AND VOID, AND TERMINATE SUCH CONTRACT WITHOUT FURTHER ORDER.

NOTICE

A SIGNED BID MUST BE SUBMITTED TO:

DEPARTMENT OF ADMINISTRATION
PURCHASING DIVISION
BUILDING 15
2019 WASHINGTON STREET, EAST
CHARLESTON, WV 25305-0130

THE BID SHOULD CONTAIN THIS INFORMATION ON THE FACE OF THE ENVELOPE OR THE BID MAY NOT BE CONSIDERED:

SEALED BID

BUYER:----------TL/32----------

RFQ. NO.:----------DEFK11026----------

BID OPENING DATE:----------02/24/2011----------

BID OPENING TIME:----------1:30 PM----------

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE Rex Plymale TELEPHONE 304-345-6712 DATE 3/2/11

TITLE PRINCIPAL/VP FEIN 39-0793822 ADDRESS CHANGES TO BE NOTED ABOVE

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

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

Request for Quotation

RFQ NUMBER	PAGE
DEFK11026	3

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR
RFQ COPY
TYPE NAME/ADDRESS HERE

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ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

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01/12/2011				

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LINE	QUANTITY	UOP	CAT NO.	ITEM NUMBER	UNIT PRICE	AMOUNT

PLEASE PROVIDE A FAX NUMBER IN CASE IT IS NECESSARY TO CONTACT YOU REGARDING YOUR BID:

304-345-6714

CONTACT PERSON (PLEASE PRINT CLEARLY):

Jamie Bumgarner

****** THIS IS THE END OF RFQ DEFK11026 ****** TOTAL:

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
[signature]	304-345-6712	3/2/11

TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
PRINCIPAL/VP	39-0793822	

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

Request for Quotation

RFQ NUMBER	PAGE
DEFK11026	1

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304-558-2544

VENDOR
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ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

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02/14/2011				

BID OPENING DATE: 02/24/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT

ADDENDUM NO. 1

1. QUESTIONS AND ANSWERS ARE ATTACHED.
2. ADDENDUM ACKNOWLEDGEMENT IS ATTACHED. THIS DOCUMENT SHOULD BE SIGNED AND RETURNED WITH YOUR BID. FAILURE TO SIGN AND RETURN MAY RESULT IN DISQUALIFICATION OF YOUR BID.

EXHIBIT 10

REQUISITION NO.: DEFK11026

ADDENDUM ACKNOWLEDGEMENT

I HEREBY ACKNOWLEDGE RECEIPT OF THE FOLLOWING CHECKED ADDENDUM(S) AND HAVE MADE THE NECESSARY REVISIONS TO MY PROPOSAL, PLANS AND/OR SPECIFICATION, ETC.

ADDENDUM NO.'S:

NO. 1 ..... ✓

NO. 2 ..... ✓

NO. 3 .....

NO. 4 .....

NO. 5 .....

I UNDERSTAND THAT FAILURE TO CONFIRM THE RECEIPT OF THE ADDENDUM(S) MAY BE CAUSE FOR REJECTION OF BIDS.

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
[signature]	304-345-6712	3/2/11

TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
PRNCIPAL/VP	39-0793822	

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

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

Request for Quotation

RFQ NUMBER: DEFK11026

PAGE: 2

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR:
RFQ COPY
TYPE NAME/ADDRESS HERE

SHIP TO:
DIV ENGINEERING & FACILITIES
ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
02/14/2011				

BID OPENING DATE: 02/24/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT

VENDOR MUST CLEARLY UNDERSTAND THAT ANY VERBAL REPRESENTATION MADE OR ASSUMED TO BE MADE DURING ANY ORAL DISCUSSION HELD BETWEEN VENDOR'S REPRESENTATIVES AND ANY STATE PERSONNEL IS NOT BINDING. ONLY THE INFORMATION ISSUED IN WRITING AND ADDED TO THE SPECIFICATIONS BY AN OFFICIAL ADDENDUM IS BINDING.

(signature)
SIGNATURE

Mead & Hunt, Inc.
COMPANY

3/2/11
DATE

NOTE: THIS ADDENDUM ACKNOWLEDGEMENT SHOULD BE SUBMITTED WITH THE BID.

REV. 09/21/2009

END OF ADDENDUM NO. 1

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	JB		906-00-00-001		

ARCHITECT/ENGINEERING SERVICES, PROFESSIONAL

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
(signature)	304-345-6712	3/2/11

TITLE	FEIN	
Principal/VP	39-0793822	ADDRESS CHANGES TO BE NOTED ABOVE

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

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

Request for Quotation

RFQ NUMBER	PAGE
DEFK11026	1

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR
*301141113 304-345-6712
RPM ENGINEERS INC
400 TRACY WAY #200

CHARLESTON WV 25311

SHIP TO
DIV ENGINEERING & FACILITIES
ARMORY BOARD SECTION

1707 COONSKIN DRIVE
CHARLESTON, WV
25311-1099 304-341-6368

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
02/23/2011				

BID OPENING DATE: 03/03/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT NO.	ITEM NUMBER	UNIT PRICE	AMOUNT

ADDENDUM NO. 2

1. TO MOVE THE BID OPENING DATE FROM 02/24/2011 TO 03/03/2011.
2. ADDENDUM ACKNOWLEDGEMENT IS ATTACHED. THIS DOCUMENT SHOULD BE SIGNED AND RETURNED WITH YOUR BID. FAILURE TO SIGN AND RETURN MAY RESULT IN DISQUALIFICATION OF YOUR BID.

END OF ADDENDUM NO. 2

0001 JB 906-00-00-001
1
ARCHITECT/ENGINEERING SERVICES, PROFESSIONAL

****** THIS IS THE END OF RFQ DEFK11026 ****** TOTAL:

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE [signature] TELEPHONE 304-345-6712 DATE 3/2/11

TITLE PRINCIPAL/VP FEIN 39-0798322 ADDRESS CHANGES TO BE NOTED ABOVE

Received Time Feb. 23. 2011 2:38PM No. 2769 NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

EXHIBIT 10

REQUISITION NO.: .....

ADDENDUM ACKNOWLEDGEMENT

I HEREBY ACKNOWLEDGE RECEIPT OF THE FOLLOWING CHECKED ADDENDUM(S) AND HAVE MADE THE NECESSARY REVISIONS TO MY PROPOSAL, PLANS AND/OR SPECIFICATION, ETC.

ADDENDUM NO.'S:

NO. 1 ..✓...

NO. 2 ..✓...

NO. 3 .....

NO. 4 .....

NO. 5 .....

I UNDERSTAND THAT FAILURE TO CONFIRM THE RECEIPT OF THE ADDENDUM(S) MAY BE CAUSE FOR REJECTION OF BIDS. VENDOR MUST CLEARLY UNDERSTAND THAT ANY VERBAL REPRESENTATION MADE OR ASSUMED TO BE MADE DURING ANY ORAL DISCUSSION HELD BETWEEN VENDOR'S REPRESENTATIVES AND ANY STATE PERSONNEL IS NOT BINDING. ONLY THE INFORMATION ISSUED IN WRITING AND ADDED TO THE SPECIFICATIONS BY AN OFFICIAL ADDENDUM IS BINDING.

Rachel

SIGNATURE

MEAD & HUNT, INC

COMPANY

3/2/11

DATE

REV. 11/96

RFQ No. DEPK11026

STATE OF WEST VIRGINIA
Purchasing Division

PURCHASING AFFIDAVIT

West Virginia Code §5A-3-10a states: No contract or renewal of any contract may be awarded by the state or any of its political subdivisions to any vendor or prospective vendor when the vendor or prospective vendor or a related party to the vendor or prospective vendor is a debtor and the debt owed is an amount greater than one thousand dollars in the aggregate.

DEFINITIONS:
"Debt" means any assessment, premium, penalty, fine, tax or other amount of money owed to the state or any of its political subdivisions because of a judgment, fine, permit violation, license assessment, defaulted workers' compensation premium, penalty or other assessment presently delinquent or due and required to be paid to the state or any of its political subdivisions, including any interest or additional penalties accrued thereon.

"Debtor" means any individual, corporation, partnership, association, limited liability company or any other form or business association owing a debt to the state or any of its political subdivisions. "Political subdivision" means any county commission; municipality; county board of education; any instrumentality established by a county or municipality; any separate corporation or instrumentality established by one or more counties or municipalities, as permitted by law; or any public body charged by law with the performance of a government function or whose jurisdiction is coextensive with one or more counties or municipalities. "Related party" means a party, whether an individual, corporation, partnership, association, limited liability company or any other form or business association or other entity whatsoever, related to any vendor by blood, marriage, ownership or contract through which the party has a relationship of ownership or other interest with the vendor so that the party will actually or by effect receive or control a portion of the benefit, profit or other consideration from performance of a vendor contract with the party receiving an amount that meets or exceed five percent of the total contract amount.

EXCEPTION: The prohibition of this section does not apply where a vendor has contested any tax administered pursuant to chapter eleven of this code, workers' compensation premium, permit fee or environmental fee or assessment and the matter has not become final or where the vendor has entered into a payment plan or agreement and the vendor is not in default of any of the provisions of such plan or agreement.

Under penalty of law for false swearing (***West Virginia Code*** §61-5-3), it is hereby certified that the vendor affirms and acknowledges the information in this affidavit and is in compliance with the requirements as stated.

WITNESS THE FOLLOWING SIGNATURE

Vendor's Name: MEAD & HUNT, INC.

Authorized Signature: [signature] Date: 3/2/11

State of WEST VIRGINIA

County of KANAWHA, to-wit:

Taken, subscribed, and sworn to before me this 2ND day of MARCH, 2011.

My Commission expires OCTOBER 27, 2013, 20___.

AFFIX SEAL HERE **NOTARY PUBLIC** [signature]

OFFICIAL SEAL
STATE OF WEST VIRGINIA
NOTARY PUBLIC
CINDY A. SHARP
949 POPULAR DRIVE
ST. ALBANS, WV 25177
My Commission Expires October 27, 2013