West Virginia
Division of Natural Resources

Architectural/Engineering Services for

Improvements to Five Boating Access Sites

Solicitation No. DNR1700000006

June 15, 2017

A. Morton Thomas and Associates, Inc.
Consulting Engineers

State of West Virginia
Department of Administration
Purchasing Division
2019 Washington St E
Charleston, WV 25305

June 14, 2017

State of West Virginia
Department of Administration
Purchasing Division
2019 Washington St E
Charleston, WV 25305

Attn: Guy Nisbet, Buyer

RE: Expression of Interest to provide Architectural/Engineering Services for Improvements to Five Boating Access Sites
AMT File No. 17-00460

Dear Mr. Nesbit:

A. Morton Thomas and Associates, Inc. (AMT) is pleased to submit this Expression of Interest for the West Virginia Division of Natural Resources' project to improve five boating access sites.

For 62 years, AMT has provided surveying, planning, professional engineering and related service to state and municipal agency clients. Our experience includes boat ramps and boat launching facilities, piers, floating docks and a variety of associated park and recreational features. We plan and design both new and improved sites, parking lots, vehicular and ADA compliant pedestrian access and circulation, stormwater management, drainage, and much more. We are licensed to practice these services in West Virginia and have worked with state and local agencies throughout the Eastern region of the U.S. Our clients include the Virginia Department of Game and Inland Fisheries, the Maryland-National Capital Park and Planning Commission, Maryland Department of General Services, the U.S. Naval Academy and many others. Examples of our relevant experience, highlighted further within, include:

- Morris Creek Non-Powered Boat Launch, Charles City County, VA
- West Point Boat Launch Facilities Renovations, West Point, VA
- Hoskins Creek Boat Ramp, Tappahannock, VA
- Gravelly Point Boat Ramp, McLean, VA
- Canoe Landing at Anacostia Stream Valley Park, Hyattsville, MD
- Muldoon River Center Boat Ramp at St. Mary's College, St. Mary's County, MD
- Piney Point Landing Pier Improvements, St. Mary's County, MD

AMT is comprised of over 475 highly qualified planners, engineers, scientists, landscape architects, and support personnel. Our Project Manager, Bart Schumacher, PE, has 22 years of engineering and management experience and will lead the relationship and project management efforts for this project. He is supported by discipline leaders with specifically relevant boat ramp facilities. Additionally, AMT has included NGE Consulting on the team to provide geotechnical engineering and materials testing services. NGE is in nearly St. Albans and has 15 years of experience in the region.

We appreciate your consideration of our qualifications and look forward to the next stage of your selection process.

Kindly,
A. Morton Thomas and Associates, Inc.

Bart Schumacher, PE
Project Manager
bschumacher@amtengineering.com

Max Kantzer, PE, LEED AP
Principal-in-Charge
mkantzer@amtengineering.com

FLEMING PARK PIER IN BALTIMORE COUNTY

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SECTION 1

Firm Introduction

A. Morton Thomas and Associates, Inc. (AMT) has been providing surveying, planning, engineering, environmental, landscape architectural and construction management/inspection services to clients in the Eastern United States since 1955. With a growing community of nearly 475 professionals, AMT is an *Engineering News-Record* "Top 250 Design Firm" and a *ZweigLetter* "Hot Firm." We maintain our reputation as a leading full-service engineering firm by teaming with our employees, clients and communities. We utilize the best engineering practices, scientific principles and management solutions to deliver high quality, ecologically conscious and cost effective projects on time and within budget. Among AMT's services are:

Surveying

- Topographic Surveys
- Boundary Surveys
- Hydrographic Surveys
- Subdivision/ROW Plats
- ALTA/Route Surveys
- Laser Scanning
- Construction Stakeout
- Subsurface Utility Engineering
- Geographic Information Systems

Planning

- Site Assessment & Planning
- Feasibility Studies
- Traffic Data Collection
- Traffic Studies & Analysis
- Transportation Planning
- Regulatory Permitting
- Context Sensitive Solutions
- Recreational Planning
- Graphics

Design

- Civil/Site Engineering
- Roadway Design
- Structural Engineering
- Traffic Engineering
- Landscape Architecture
- Recreational Design
- Athletic Field Design
- Water Resource Management
- Coastal Engineering

Construction Management & Inspection

- Construction Project Management
- Construction Inspection
- Coatings
- Constructibility Reviews
- Project Controls
- Safety Training

Environmental & Sustainable

- Natural Resources Inventories
- Ecological Restoration
- Environmental Permitting
- Watershed Assessment & Planning
- Environmental Analysis & Documentation
- Sustainability

Alternative Project Delivery

- Design/Build
- Public Private Partnerships

In addition to AMT's services, we are including NGE Consulting on our team to provide geotechnical engineering and materials testing services. They have provided these services in the region since 2002 and have an office in nearby St. Albans.

SECTION 2

Project Understanding

From its headwaters in the heart of West Virginia, the Elk River flows 180 miles through scenic country to its confluence with the Kanawha River in Charleston. The Elk River has been described as an ecological wonderland, a biological treasure and the centerpiece of fishing in West Virginia, offering a wide diversity of fish including native brook trout, golden trout, bass, and musky.

The Elk River Water Trail, beginning at the tail waters of Sutton Dam and flowing through Braxton, Clay and Kanawha Counties, is an easy drive from many population centers and is a popular destination for fishermen and boaters. Public access along the lower Elk River is limited and in need of improvement.

WVDNR is seeking design, engineering and construction administration services for improvements to public boating access at five sites on the Elk River in Kanawha County. The project will include improvements to the existing public boat access sites at or near Mink Shoals, Blue Creek and Upper Clendenin and new boat access sites at Big Chimney and Lower Clendenin.

Elk River Water Trail Map

Mink Shoals Elk River Access

The Mink Shoals river access to the Elk River is located off Coonskin Drive just upstream of the I-79 Mink Shoals exit. The river access consists of a steep concrete boat slide with steps and metal railings. The site has paved parking for about 10 cars. ADA accessibility is a significant challenge given the steep banks and no landing area at the bottom.

Mink Shoals Boat Slide

Coonskin Park Elk River Access

The Coonskin Park river access consists of a paved drive and a steep concrete boat slide with steps. There is gravel parking for about 10 cars adjacent to the river access and additional parking nearby. ADA accessibility is a significant challenge at this location.

Coonskin Park Boat Slide

Coonskin Park Elk River Access - Aerial

Coonskin Park Boat Access Ramp and Parking

Blue Creek Elk River Access

The Blue Creek river access is located off State Rt. 119 at the end of Zodiac Drive under the Blue Creek Road bridge. The boat access consists of a concrete boat ramp suitable for small boats. The site has gravel surface parking for about eight cars. The ADA accessibility is poor and the site is poorly signed.

Blue Creek Boat Ramp

Blue Creek Elk River Acess - Aerial

Blue Creek Access Point

Upper Clendenin Elk River Access

The Upper Clendenin river access is located at the end of E. Maywood Avenue in the City of Clendenin. The river access is an informal ramp at the end of a gravel road with undefined parking for about 12 vehicles. The site is likely subject to flooding and would benefit from planning and design of improvements addressing parking, ADA accessibility, improved boat ramp and resiliency.

Clendenin Boat Access

Upper Clendenin Elk River Access - Aerial

Big Chimney and Lower Clendenin Elk River Access

The Big Chimney and Lower Clendenin sites identified in the request for expression of interest do not appear on existing DNR maps and will require planning, design and construction for the new sites. Planning for the sites will include identifying suitable locations for river access, property ownership, ADA accessibility, adequate parking area and desirable amenities.

REQUIRED SERVICES

The required services will include surveying, wetland and Waters of the US delineations, planning, concept development, engineering design, preparation of construction documents, cost estimating, permitting, bidding assistance, construction phase services, coordination with a variety of stakeholders and attendance at meetings.

AMT has provided all the required services for many similar facilities throughout the mid-Atlantic region. Our project experience includes ADA accessible canoe access points, motorized boat launches, fixed and floating piers and associated bulkheads, curtesy docks and all the amenities often associated with these facilities. We offer a team with the capability, the experience, the staffing and all the skills necessary to assist WVDNR to successfully develop the need improvements for boating access to the Lower Elk River in Kanawha County.

SECTION 3

Project Approach

Project Management

Bart Shumacher, PE, will serve as Project Manager and will be our primary point of contact for the Elk River Boating Access project. Mr. Shumaker has over 24 years of experience providing and managing engineering services in West Virginia and offers expertise in site planning, site access, parking, drainage, stormwater management, erosion and sediment control and State standards and permitting. As project manager, Mr. Shumaker will direct and supervise all phases of the work and ensure the quality, timeliness and success of the project.

Working from our Parkersburg office, Bart is within easy reach of the site and WV DNR offices and will be available for site visits and meetings as required. He will be available by telephone and email to respond to questions, and address concerns. Throughout the project duration, Bart will maintain effective communication with DNR staff including:

- Establishing a "partnering" approach with WV DNR and stakeholders
- Providing and updating a project schedule
- Preparing agendas and meeting notes for meetings.
- Establishing effective document management and shared location for project documents
- Developing and maintaining a required-approvals and permits matrix
- Maintaining an issue-tracking log with responsibilities, follow-up dates and outcome
- Providing regular progress reports

Bart will be supported by a well-qualified team of design professionals with specific experience in boat access facility design and development, environmental permitting, ADA accessibility requirements and the various amenities associated with boat access sites and parks.

Project Initiation

AMT's project manager Bart Shumacher will initiate a kick-off meeting to establish communications and develop a collaborative partnership between WV DNR and AMT staff. We will review roles and responsibilities, the scope, project budget, deliverables and schedule including key milestone dates. Our discussion will include WV DNR staff's preliminary thoughts on the program, the project goals and specific objectives for each of the sites. And we will discuss available reports, studies and information that may be helpful in moving forward with the project.

Site Analysis

The design team will review readily available reports, studies, and mapping of the project area, the existing boat access sites and general locations of the proposed access sites. We will review GIS topographic information, wetland inventory maps, floodplain maps and tax maps near the sites to determine general property ownership and potential constraints.

AMT's lead designers will visit each of the existing sites and investigate potential sites for new facilities to understand the existing conditions, attributes, opportunities, and constraints. These visits will provide details about distinctive site features such as topography, access, wetlands, forests, floodplains, critical habitat, on-site and nearby improvements, infrastructure, and other elements that will influence or be affected by the proposed improvements.

The design team will prepare an analysis of each of the sites including descriptions, photographs, deficiencies, constraints and opportunities. We will prepare a summary of our findings together with exhibits using available GIS mapping.

Concept Planning

Our design leaders will work with WV DNR to identify alternative locations for two new access points near Big Chimney and Lower Clendenin. We will identify and confirm the site selection criteria including at a minimum ownership, access, topography, accessibility, available parking space, adjoining land uses and environmental and other constraints.

The existing Mink Shoals/Coonskin boat access sites are located on steep banks and pose a significant challenge for accessibility. One option may be to find more suitable locations with better access to the river. AMT's design team will explore available options in the immediate vicinity of the existing sites as well as options for improving the existing facilities.

The Blue Creek and Clendenin sites are generally accessible and will likely require improvements at the existing locations. The Blue creek boat ramp is in poor repair and may need to be replaced. The Clendenin site is generally unimproved and may be suitable for an improved boat ramp. Both sites require improvements to the parking and access road and signage.

For each of the sites, we will identify needed and/or desired improvements to boat ramps, access, circulation, parking, ADA accessibility, paving and related site elements. We will also consider additional amenities that may be desired such as boat trailer parking, curtesy docks, lighting and other similar elements that may be identified by stakeholders and are within the project budget. We will meet on-site with WVDNR and key stakeholders to review and confirm the improvements to be incorporated in the concept plans.

Based on our site analysis and the program developed in coordination with WV DNR staff and stakeholders they have identified, our design team will develop concept plans for each of the sites. The concepts will identify the proposed improvements, layouts and materials. We will also prepare concept level cost estimates and identify the permits that may be required for each site.

St. Inigoes Landing and Floating Dock

Our approach is to look for simple, cost effective solutions within the budget that will serve the public for many years to come. Where available, we use prototypical solutions that have been successfully implemented elsewhere. With sites that are subject to flooding and are generally not controlled for access, we consider resiliency, ease of maintenance and use of sturdy vandal-resistant materials for key elements of the facilities.

Topographic Surveys

Once the sites have been selected and concepts have been developed, our surveyors will prepare topographic surveys to include the limits of the proposed improvements and adjoining areas as needed for a complete design. The surveys will include site access and parking, the existing boat ramp, shoreline, existing bulkhead and piers, offshore stream bed sufficient to produce detailed

West Point Canoe Launch Site

Morris Creek Hand Launch Site

plans and sections, spot elevations, and 1 foot contours. We will set two benchmarks at each site. We will show utilities based on visible surface features and available utility records. Property lines will be shown based on tax maps and/or information provided by the client.

Engineering Design

Based on the approved concept plans, AMT will provide design and prepare detailed construction plans for improvements to each of the five boat access sites. We expect to submit progress plans for review at 30%, 60% and 100% completion and final bid documents after all comments are addressed and approvals are obtained. Plans will typically include:

1. Demolition plan indicating existing site elements to be removed.
2. Site layouts for primary elements such as boat ramp, concrete aprons, site access improvements, parking layout, fencing, signage, and other proposed amenities.
3. Site/grading plans to establish new vertical elevations of the exterior site features.
4. Design details for the proposed improvements.
5. Drainage and stormwater management plans.
6. Erosion and sediment control (E&S) plans.
7. Prepare technical specifications to cover proposed site improvements
8. Prepare a cost estimates at 30% and 100.

For these sites, we will generally accommodate drainage with sheet flow and swales and minimize concentration of runoff. We will prepare stormwater management and erosion and sediment control computations and designs in compliance with WVDEP requirements and criteria.

Agency Coordination and Permitting

Permits may include Construction Stormwater Permits, Floodplain permits, and Sections 401 (certifications) and 404 (permits) of the Federal Clean Water Act, as well as stormwater and sediment control approvals. We will work with the USACE to obtain Jurisdictional Determinations and prepare and submit permit applications and documentation for work potentially impacting wetlands and waters of the US. AMT will coordinate with WVDEP, WVDOH, USACE and Kanawha County for all required permits and approvals.

Construction Administration Services

AMT's project manager and design team will assist WVDNR throughout the construction phase to ensure that the project is constructed and functions as designed and intended.

Bid Phase Services. We will assist with bidding the project by attending the pre-bid meeting, answering bidder's questions, preparing Bid Addenda if needed, and reviewing and commenting on bids received. We expect that WV DNR will be responsible for distributing the bid documents, bid advertisement, bid opening and awarding the construction contract, but we will be available throughout to answer questions and provide recommendations.

Construction Phase Services. Once WVDNR selects a contractor and issues a notice to proceed, AMT will be available to provide construction phase services as required by WVDNR. These services typically include attending a preconstruction meeting to review contract requirements and roles during construction, reviewing contractor submittals and shop drawings, attending progress meetings, making site visits to observe the progress of the construction, providing responses to contractor requests for information, and providing recommendations on proposed change orders. Upon substantial completion, we will visit the sites to help develop a project punch list and help coordinate completion and closeout of the project.

Piney Point Landing Boat Ramp and Pier

SECTION 4

Team Organization and Key Personnel

The AMT team is comprised of a diverse and experienced pool of professionals which includes professional engineers, registered landscape architects, licensed surveyors, certified environmental planners and arborists, and more. This project will be managed by Bart Schumacher who has 22 years of experience managing and providing engineering design services for private and public sector clients in West Virginia. Our staff has nearly 20 years of experience with projects involving boat ramps and launch facilities, piers, parking lots, and related waterfront amenities. AMT will be joined by NGE Consulting to provide geotechnical engineering and materials testing services. They have provided these services in the region since 2002 and have an office in nearby St. Albans.

The organizational structure of our team is demonstrated in the chart below. Detailed resumes for key personnel noted in the chart below are included on the following pages.

LEGEND

AMT employee unless otherwise noted as follows:

NGE = NGE Consulting

**Resume included*

PRINCIPAL-IN-CHARGE
*Max Kantzer, PE, LEED AP

ASSOCIATE-IN-CHARGE
*Tim Kirk, PE, PTOE

PROJECT MANAGER
*Bart Schumacher, PE

PLANNING
*John Farrell, AICP, CEP
Brian Bernstein, AICP

CIVIL/SITE ENGINEERING
*Don Rissmeyer, PE, CFM
*Aaron Smith, PE, LEED AP

ROADWAY / SITE ACCESS
*Tim Kirk, PE, PTOE
Keith Benedict, PE

SUPPORT SERVICES

Survey	Structural Engineering	Environmental	Geotechnical
*John Claytor, PS	*Matt Waskiewicz, PE, CBI	*John Farrell, AICP, CEP	*John Nottingham, PE *(NGE)*

Bart Schumacher, PE

Senior Engineer

Mr. Schumacher offers more than 22 years of experience providing project management and engineering design services, primarily for roadway improvements and related site elements such as parking facilities, access, and environmental concerns. He has provided design review and support for all types of transportation projects. As a former WVDOH Engineer for 21 years, Mr. Schumacher is intimately familiar with the standards and requirements necessary for WVDOH road and bridge projects. For this project, he is supported by discipline leaders with specifically relevant boat ramp facilities.

ROLE
Project Manager

EDUCATION
BS, 1993, Civil Engineering, West Virginia Institute of Technology

REGISTRATIONS
Professional Engineer:
WV[redacted]

YEARS OF EXPERIENCE
Total: 22 With Firm: 1

PROJECT EXAMPLES

Campden Avenue Park and Ride Expansion, Wood County, WV: Design Leader for a project to expand the existing park and ride facility. The project included site layout, modification of drainage, revised layout of parking spaces, design of erosion and sediment control features, and environmental permitting.

Conley Fabrication, Wood County, WV: Design Leader for a project to build 1,000 feet of road into a new industrial access facility at Conley Fabrication. The road was built to accommodate large vehicles with heavy loads.

New Roadway into Sistersville Tank Industrial Park, Pleasants County, WV: Design Leader for a project to build a new 900-foot road into a new industrial access facility at Conley Fabrication. The road was built to accommodate large vehicles with heavy loads.

Hoagland Structure Extension and Turn Lanes, Wood County, WV: Design Section Leader for project to extend an existing 10'x10' concrete box with 60 linear feet of cast-in-place box culvert and to construct twin turn lanes on WV 2. Included coordination with the WVDOH Environmental section for SHPO and RTE coordination as well as obtaining a 404 permit.

Max Kantzer, PE, LEED AP

Principal

Mr. Kantzer has 41 years of experience managing and providing engineering oversight for directly relevant projects such as boat ramps, piers, docks, shoreline restoration, dredge material placement, waterfront improvements and recreational boating channels. As Principal-in-Charge for the project, he provides quality assurance and monitors project progress to ensure the schedules are met and that adequate resources are made available to the Project Manager.

ROLE
Principal-in-Charge

EDUCATION
BS, 1975, Civil Engineering, Columbia University

REGISTRATIONS
Professional Engineer:
CO, DC, MD, PA, TN and VA

YEARS OF EXPERIENCE
Total: 41 With Firm: 15

PROJECT EXAMPLES

Canoe Landing at Anacostia Stream Valley Park, Hyattsville, MD: Principal-in-Charge for the planning and design for a Canoe Landing for the Aquatic Trail on the Anacostia River. The project included a new boarding pier, a low-profile floating dock, a 5-foot-wide adjustable ramp, ADA accessibility, dolphin piers to protect the dock, and a parking lot. Permitting included work in the Special Protection Area, and the 404 permit with MDE and the Army Corps of Engineers. The canoe landing was designed to meet 2010 ADA accessibility requirements.

St. Mary's College Muldoon River Center Boat Ramp, St. Mary's County, MD: Principal-in-Charge for sustainable site design including site layout, grading, erosion/sediment control, storm drainage, stormwater management, utility design, and permitting associated with the demolition of an existing boathouse and construction of a new River Center, boat storage building and boat ramp/launch. Project included permeable pavement, swales, and required permitting coordination.

Piney Point Landing Pier Improvements, St. Mary's County, MD: Principal-in-Charge for civil engineering and landscape architecture services for the replacement of a 1,654-square foot timber pier. As part of the project, a new portion of the timber bulkhead was replaced at the shoreline. The revetment was designed to minimize shoreline erosion and provide a pleasing aesthetic at the shore. AMT led the permitting effort to obtain a Tidal Wetland Permit (404 Permit) through the MDE Wetlands and Waterways Division and the Critical Area Environmental Permit through the County.

Tim Kirk, PE, PTOE

Associate

Mr. Kirk has 23 years of proven engineering and critical project reviews experience. As an Associate with AMT in our Parkersburg office, his emphasis is on scoping, scheduling, planning, and monitoring project execution and budgets for transportation-oriented projects. His engineering expertise has been focused on traffic impacts for site projects, access to new or improved facilities, and a broad range of roadway improvement elements such as intersection design, bike/ped and ADA amenities, maintenance of traffic, traffic signal operation, and signing and pavement marking devices. He has been both the reviewer and developer of a variety of traffic studies and design alternatives that were the basis of the final configuration for roadway construction and modification projects.

ROLE
Associate-in-Charge,
Roadway / Site Access

EDUCATION
BS, 1993, Civil Engineering,
West Virginia University

REGISTRATIONS
Professional Engineer:
WV [redacted]

Professional Traffic Operations
Engineer [redacted]

YEARS OF EXPERIENCE
Total: 23 With Firm: 3

PROJECT EXAMPLES

West Virginia University Evansdale Traffic Operations and Parking Study, Morgantown, WV: Project Manager for a large scale traffic impact study for the expansion of the WVU Evansdale Campus. Reviewed the impact of multiple new parking lots and the related design of pedestrian and vehicular access features. The study quantified impacts to Patteson Drive and Monongahela Boulevard from the traffic generated by new university buildings and the closing of Evansdale Drive to through traffic, along with changing patterns with new parking facilities.

Seventh Street (WV 618) Traffic and Parking Study, Parkersburg, WV: Prepared a traffic operations study and developed a concept plan for the reconfiguration of Seventh Street from an urban four-lane undivided highway to a three-lane section with a two-way left turn lane (Road Diet), simply by paving the existing cross section and eliminating and reconfiguring on street parking. Studies conducted after project completion verified that the crash and injury rates were reduced by approximately 70%.

John Farrell, AICP CEP

Senior Planner

Mr. Farrell has nearly 20 years of experience in planning and design including the design of park and recreation facilities and associated environmental concerns. His expertise includes site assessment/ development and environmental planning for boat launch facilities, ramps, ADA accessibility, walkways and trails, parking lots, utility coordination, environmental mitigation, and both hardscape and softscape design. He has also provided environmental coordination and permitting services through various state, federal, and local agencies.

ROLE
Planner / Environmental

EDUCATION
BS, 1997, Urban Land Studies & Planning and Environmental Management, Virginia Commonwealth University

REGISTRATIONS
American Institute of Certified Planners- Certified Environmental Planner [redacted]

YEARS OF EXPERIENCE
Total: 19 With Firm: 10

PROJECT EXAMPLES

On-Call Engineering for Virginia Department of Game and Inland Fisheries (DGIF), Statewide, VA: Environmental Planner for civil engineering, surveying and environmental services on an on-call basis for DGIF facilities. Task examples have included:

- ***Morris Creek Non-Powered Boat Launch*** - Involved site analysis, planning and design for a non-powered boat launch (canoes/kayaks), gravel access path, parking and facility entrance
- ***West Point Boat Launch Facilities Renovations***- Involved survey, civil engineering and enviromental permitting for a courtesy pier, boat launch, new hand launch, and expanded parking
- ***Hoskins Creek Boat Ramp*** - Involved survey, design and environmental mitigation measures for renovation and expansion of an motorized boat launch and fishing pier

This contract alos involves dam studies and rehabilitation plans including Brunswick Dam, Briery Creek Dam and Upper Powhatan Lake Dam.

Bayview Park, King George County, VA: Lead Planner and Designer for the development of a 10-acre master plan for this community park including a pedestrian walkway, playgrounds, parking lots, concessions, public utilities, access road, stormwater management and related improvements.

Don Rissmeyer, PE, CFM

Associate

Mr. Rissmeyer offers 27 years of civil/site engineering design including parks and recreational facilities, boat ramps and launches, parking lots, trails, and both pedestrian and vehicluar access amenities. He works with state agency and local, municipal clients on a wide variety of infrastructure needs and has specialized experience in stormwater management including low impact development (LID) facilities, floodplain management, dam safety, hydrologic and hydraulic modeling and environmental permitting.

ROLE
Civil/Site Engineering

EDUCATION
BS, 1990, Civil Engineering, University of Virginia

REGISTRATIONS
Professional Engineer: WV [redacted]

Certified Floodplain Manager [redacted]

YEARS OF EXPERIENCE
Total: 27 With Firm: 10

PROJECT EXAMPLES

On-Call Engineering for Virginia Department of Game and Inland Fisheries (DGIF), Statewide, VA: Project Manager and Lead Civil Engineer civil engineering, surveying and environmental services on an on-call basis for DGIF facilities. Task examples have included:

- ***Morris Creek Non-Powered Boat Launch*** - Involved site analysis, planning and design for a non-powered boat launch (canoes/kayaks), gravel access path, parking and facility entrance
- ***West Point Boat Launch Facilities Renovations*** - Involved survey, civil engineering and enviromental permitting for a courtesy pier, boat launch, new hand launch, and expanded parking
- ***Hoskins Creek Boat Ramp*** - Involved survey, design and environmental mitigation measures for renovation and expansion of an motorized boat launch and fishing pier

Corridor D, WVDOH District Three, WV: Drainage design, culvert design and bridge scour evaluation associated with two bridges crossing the Little Kanahwa River. Also included peak discharge estimates, inlet spacing, and ditch design.

Town of Reedy Hydraulic Study, WVDOH District Three, WV: Analysis of the Reedy Creek hydraulics through an SR14 bridge crossing, resulting in a report with recommendations to address flooding.

Aaron Smith, PE, LEED AP

Associate

Mr. Smith is a professional engineer with 19 years of experience in civil engineering design for new construction and improved facilities in the eastern region of the U.S. He has designed and managed multiple projects adjacent to natural waterways including feasibility studies, design concepts, construction documents and construction administration services for boat ramps and launch facilities, piers, shoreline protection, parking, vehicular and ADA compliant pedestrian access, recreational facilities, and more. He provides site layout, grading, stormwater management and drainage design, utility coordination, and environmetnal permitting.

ROLE
Civil/Site Engineering

EDUCATION
ME, 2002, Civil Engineering, University of Maryland

BS, 1997, Civil Engineering, University of Notre Dame

REGISTRATIONS
Professional Engineer: DC, MD, VA

LEED Accredited Professional

YEARS OF EXPERIENCE
Total: 19 With Firm: 15

PROJECT EXAMPLES

St. Mary's College Muldoon River Center Boat Ramp, St. Mary's County, MD: Project Manager for sustainable site design including site layout, grading, erosion/sediment control, storm drainage, stormwater management, utility design, and permitting associated with the demolition of an existing boathouse and construction of a new River Center, boat storage building and boat ramp/launch. Project included permeable pavement, swales, and required permitting coordination.

Piney Point Landing Pier Improvements, St. Mary's County, MD: Project Manager for civil engineering and landscape architecture services for the replacement of a 1,654-square foot timber pier. As part of the project, a new portion of the timber bulkhead was replaced at the shoreline. The revetment was designed to minimize shoreline erosion and provide a pleasing aesthetic at the shore. AMT led the permitting effort to obtain a Tidal Wetland Permit (404 Permit) through the MDE Wetlands and Waterways Division and the Critical Area Environmental Permit through the County.

West Virginia University, Brooks Hall Renovation, Morgantown, WV: Civil Engineer for the renovation of ran existing 91,000 SF building, with services including site grading and layout, storm drain and stormwater management, erosion/ediment control, and water and sewer system design. Included coordination with Morgantown Utility Board for utility design and environmental permitting.

John Claytor, PS

Survey Manager

Mr. Claytor has 33 years of combined experience related to field, office and management tasks involving both site and roadway improvements. His survey experience includes aerial and field-run topographic surveys, boundary surveys, corridor mapping, GPS and conventional survey control networks, GPS-RTK surveys, hydrographic surveys, environmental surveys, utility surveys, and construction stakeout.

ROLE
Surveyor

EDUCATION
Coursework, Land Surveying Technology, Austin Community College

REGISTRATIONS
Professional Surveyor:
WV [redacted]

YEARS OF EXPERIENCE
Total: 33 With Firm: 3

PROJECT EXAMPLES

On-Call Engineering for Virginia Department of Game and Inland Fisheries (DGIF), Statewide, VA: Survey Manager supporting civil engineering tasks through this on-call contract. Surveys have included establishing control and benchmarks, ebb/flood elevation studies, wetland delineations, and site topographic surveys. Recent sites have included Briery Creek Lake (Prince Edward Co.) and the new Morris Creek Launch Facility (Charles City Co.), and West Point Boat Ramp and Launch Facility (Town of West Point). Topographic and bathymetric surveys were also performed for the West Point Boat Launch.

Shiloh Park Access Road and Parking Lots, King George County, VA: Survey Project Manager for a 33-acre county park, including a recreational access road, new parking lots with bus parking and ADA accommodations, and recreational facilities. Surveying services included a compiled boundary and supplemental topographic surveying based on county-provided mapping.

WV Route 2 over Proctor Creek, Wetzel County, WV: Project Surveyor for the replacement of a 230-foot-long bridge. Survey and mapping included about 35 individual properties adjacent to the public right-of-way and coordination with WVDOH staff to apply information contained in archive mapping.

Matt Waskiewicz, PE, CBI

Senior Structural Engineer

Mr. Waskiewicz has 16 years of experience in structural engineering encompassing the design and inspection of bridges, ramps, retaining walls, culverts, and other structural components, including many previous and current projects in West Virginia.

ROLE
Structural Engineer

EDUCATION
BS, 2001, Civil Engineering, West Virginia University

Certified Bridge Inspector

REGISTRATIONS
Professional Engineer:
WV ([redacted]

YEARS OF EXPERIENCE
Total: 16 With Firm: 6

PROJECT EXAMPLES

Lincoln County High School Access Bridge, Lincoln County, WV: Structural Engineer for the design of this 110-foot single-span bridge to provide access to Lincoln County High School over Mud River. Design included evaluating the attachment of a 36" diameter sewer line that was connected to the bridge deck.

Jewell Valley Greenway Trail, Buchanan County, VA: Structural Design Engineer for three single-span wooden pedestrian bridges on the proposed Jewell Valley Greenway Trail.

Jones Run Bridge, Randolph County, WV: Structural Engineer for the design of this single-span 48-foot prestressed spread box beam bridge replacing an existing bridge that crossed Jones Run on US Route 219. The bridge contained foundations that included semi-integral abutments on drilled shafts

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John Nottingham, PE

Principal (NGE)

Mr. Nottingham has served as Principal Engineer and Office Manager for the West Virginia office of NGE since late 2002. In this capacity, he has served as lead Geotechnical Engineer on hundreds of government, commercial and industrial design projects.

ROLE
Geotechnical Engineer

EDUCATION
MS, 1995, Civil Engineering, West Virginia University

BS, 1987, Civil Engineering, West Virginia University

REGISTRATIONS:
Professional Engineer:
WV [redacted]

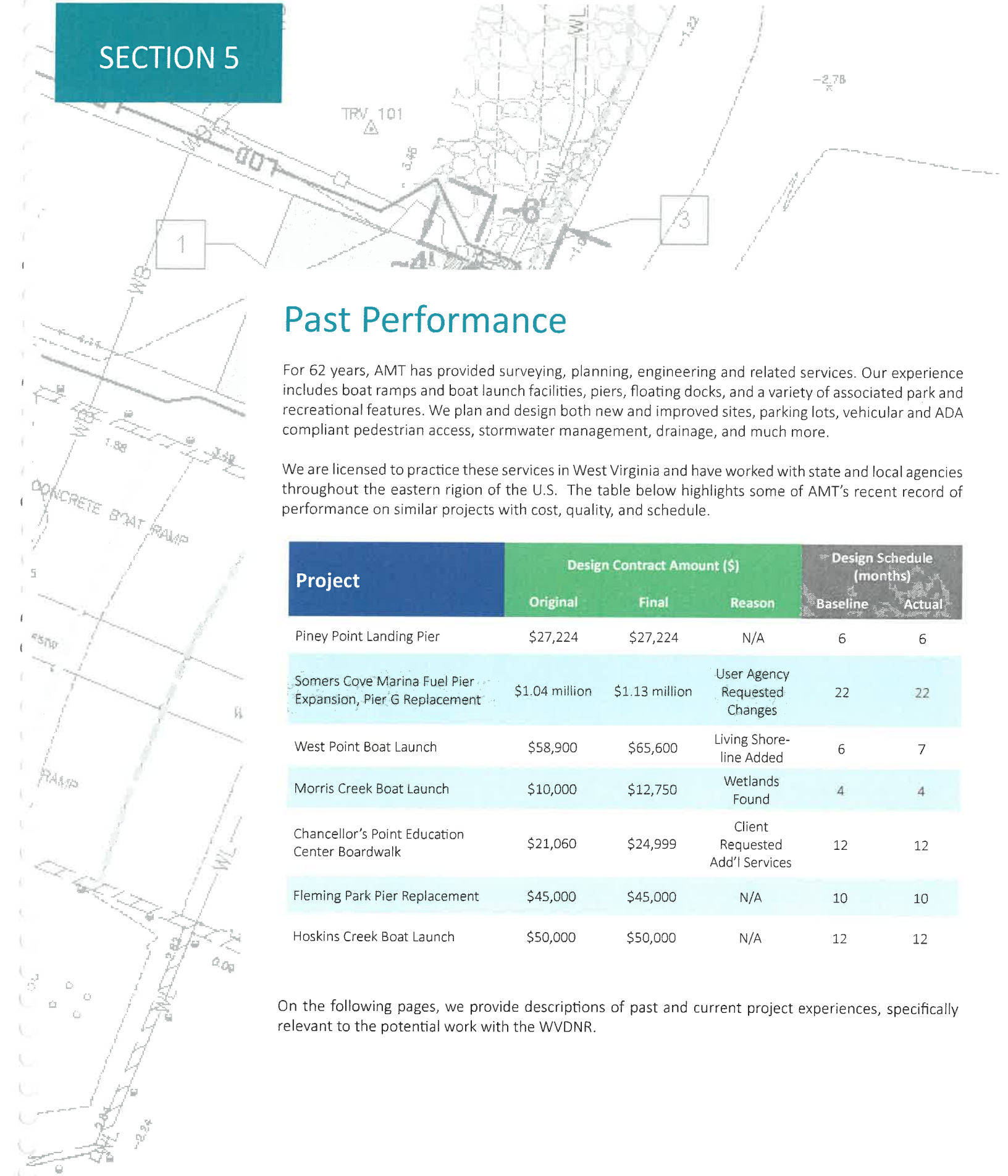
YEARS OF EXPERIENCE
Total: 28 With Firm: 14

PROJECT EXAMPLES

Coonskin Park Bridge and New Access Roadway, Charleston, WV: Lead Geotechnical Engineer to construct new park access. Geotechnical investigation included 8 test borings and performance of lab testing on soil and bedrock samples. Provided recommendations for earthwork and bridge foundations.

New Access Road for the VA Medical Center, Huntington, WV: Performed a Geotechnical Investigation for a new 3,000-foot long access road including 11 test borings, lab testing, and recommendations.

SECTION 5



Past Performance

For 62 years, AMT has provided surveying, planning, engineering and related services. Our experience includes boat ramps and boat launch facilities, piers, floating docks, and a variety of associated park and recreational features. We plan and design both new and improved sites, parking lots, vehicular and ADA compliant pedestrian access, stormwater management, drainage, and much more.

We are licensed to practice these services in West Virginia and have worked with state and local agencies throughout the eastern rigion of the U.S. The table below highlights some of AMT's recent record of performance on similar projects with cost, quality, and schedule.

Project	Design Contract Amount ($)			Design Schedule (months)	
	Original	Final	Reason	Baseline	Actual
Piney Point Landing Pier	$27,224	$27,224	N/A	6	6
Somers Cove Marina Fuel Pier Expansion, Pier G Replacement	$1.04 million	$1.13 million	User Agency Requested Changes	22	22
West Point Boat Launch	$58,900	$65,600	Living Shore-line Added	6	7
Morris Creek Boat Launch	$10,000	$12,750	Wetlands Found	4	4
Chancellor's Point Education Center Boardwalk	$21,060	$24,999	Client Requested Add'l Services	12	12
Fleming Park Pier Replacement	$45,000	$45,000	N/A	10	10
Hoskins Creek Boat Launch	$50,000	$50,000	N/A	12	12

On the following pages, we provide descriptions of past and current project experiences, specifically relevant to the potential work with the WVDNR.

Morris Creek Non-Powered Boat Launch

CHARLES CITY COUNTY, VIRGINIA

As a task order under a master agreement with the Virginia Department of Game & Inland Fisheries, this project involved the analysis, design, and construction of a new kayak/non-powered boat launch facility on Morris Creek, within the Chickahominy Wildlife Management Area. The scope of the project includes renovation of a gravel parking area, construction of a gravel access path, and construction of a non-powered boat launch in Morris Creek, which includes vinyl sheet piling, articulated concrete block mats, and rip-rap with earth anchors. The entrance and parking area are co-located with an adjacent sewer pump station, and includes gate entries, an ADA-accessible route to the water's edge, and a hardened launch site that conforms to the latest accessibility guidelines for non-motorized launch sites.

AMT's project effort began with a topographic and nearshore bathymetric survey of the project site and surroundings. AMT prepared a preliminary design and construction cost estimate depicting a site plan that utilizes an existing access route. The preliminary design plan was presented to the Owner for review and comment. Following receipt of Owner comments, AMT proceeded to prepare a final design based on the preferred option. The design incorporates an 80-lf vinyl sheet pile system for shoreline protection as well as articulated concrete block (ACB) armoring with open cells for the deck.

AMT is provided construction support services that included preparation of bid documents and bid support, as well as responses to RFIs and contractor inquiries, meeting attendance, pay request review, and final punchlist coordination.

The result of the project is newly-facilitated access to Morris Creek for canoes, kayaks and other non-powered vessels.

CLIENT

Virginia Department of Game & Inland Fisheries

Ed Carr, II
Capital Outlay Engineer
804-367-8311
ed.carr@dgif.virginia.gov

BUDGET/FEE

$12,750 (fee)

COMPLETION DATE

2015

West Point Boat Launch Facilities Renovation

TOWN OF WEST POINT, VIRGINIA

As a task order under a master agreement with the Virginia Department of Game & Inland Fisheries, AMT designed facility improvements including a courtesy pier renovation, boat launch, canoe/kayak launch, parking lot upgrades, and a living shoreline at this West Point location on the Mattaponi River. Site and bathymetric surveying, civil/site engineering, and environmental permitting were required.

Sound engineering principles were used on this project that allowed for an aging facility to be retrofitted with modern upgrades to enhance the user's experience. Examples of this included keeping the ramp and pylons that were in good condition, but making the necessary additions such as the ACB block and synthetic lumber to reduce long-term maintenance problems.

With 72 total spaces, the project kept the original car, truck and trailer handicap parking spots as well as adding an additional two spots next to the canoe and kayak launch. It incorporated safety standards in the parking area as well as the courtesy piers. The parking areas have minimal grade and the courtesy piers have synthetic toe rail around all edges. Additional lighting was added at the canoe and kayak launch to increase safety and visibility.

This project significantly upgraded access for both boaters and anglers, restored a previously disturbed area back into native wetland vegetation, and provided a new hand launch access. **It received a 2016 national States Organization for Boating Access (SOBA) *Outstanding Project Award*.**

CLIENT

Virginia Department of Game & Inland Fisheries

Ed Carr, II
Capital Outlay Engineer
804-367-8311
ed.carr@dgif.virginia.gov

BUDGET/FEE

$555,473 (Project Cost)
$65,600 (Fee, including addition of living shorline)

COMPLETION DATE

2016

The Virginia Department of Game and Inland Fisheries
Certificate of Appreciation
to
A. Morton Thomas & Associates, Inc.

We recognize and thank you for your commitment and continued efforts as partners in support of the boaters and anglers of the Commonwealth, to the Department's Boating Access Program, to the improvements to the West Point Boat Landing, and for providing access to the Chesapeake Bay.

On behalf of hunters, anglers, boaters, and wildlife enthusiasts we recognize your dedication to Virginia's wildlife and natural resources, the Virginia Department of Game and Inland Fisheries and the citizens of the Commonwealth.

On this 24th day of May 2016

Robert W. Duncan, Executive Director

Muldoon River Center Boat Ramp at St. Mary's College

ST. MARY'S COUNTY, MD

AMT provided engineering services for a new 13,700 GSF River Center that supports college competitive and recreational sailing and crew programs, educational programs, and water related recreational activities. It includes a boat repair shop, crew shell storage, classroom, biological/estuarine research equipment storage, locker rooms, offices, conference room, multi-purpose room, and storage.

Sitework associated with the new boathouse included walkways, parking for 12 vehicles, a boat ramp, kayak storage racks, and stormwater management facilities. The existing boathouse was demolished. Decks, covered porches, outdoor rooms, and tent space were also included to support activities and special events.

The building was designed under sustainable "green" building principles as outlined in the US Green Building Council's Leadership in Energy & Environmental Design (LEED) Rating System for the Silver Rating.

The project site was within Maryland's Critical Areas, a substantial portion was within the 100-foot buffer zone, and the site was also within the 100-year floodplain.

The project waterfront location design required review and approval by various State and Federal agencies including the Critical Area Commission and the Maryland Department of the Environment (MDE). AMT's stormwater management plan and erosion and sediment control plans were reviewed and approved by both the MDE and the CAC.

CLIENT
St. Mary's College

Charles "Chip" Jackson
Vice President, Business & Finance
(240) 895-4413
ccjackson@smcm.edu

BUDGET/FEE
$73,900 (Fee)

COMPLETION DATE
2010

Canoe Launch at Anacostia Stream Valley Park

HYATTSVILLE, MD

Previous Facilities - Rubber Mat

AMT provided the planning, engineering design and landscape architecture for a Canoe Landing for the Aquatic Trail on the Anacostia River as part of their Anacostia River Stream Valley Park.

This project included a new boarding pier, a low-profile floating dock, a 5-foot-wide adjustable ramp, ADA accessibility, dolphin piers to protect the dock along with a parking lot.

Permitting included work in the Special Protection Area, and the 404 permit with MDE and the Army Corps of Engineers. The canoe landing was designed to meet 2010 ADA accessibility requirements.

CLIENT

Maryland-National Capital Parks & Planning Commission

Thomas Zyla, RLA
Landscape Architect
(301) 699-2438
tom.zyla@pgparks.com

BUDGET/FEE

$24,000 (Fee)

COMPLETION DATE

2013

Additonal Project Examples

Piney Point Landing Pier
St. Mary's County, MD

AMT provided civil engineering and landscape architecture services for the replacement of a 1,654-square foot timber pier in St. Mary's County, Maryland. As part of the project, a new portion of the timber bulkhead was replaced at the shoreline. Structural components of the wooden bulkhead included timber piles, walers, sheeting, and a tie rod to a concrete deadman. In addition, the existing stone revetment along the shoreline was analyzed and was extended beneath the new pier. The revetment was designed to minimize shoreline erosion and provide a pleasing aesthetic at the shore. AMT led the permitting effort to obtain a Tidal Wetland Permit (404 Permit) through the MDE Wetlands and Waterways Division and the Critical Area Environmental Permit through the County's Department of Land Use and Growth Management.

Gravelly Point Boat Ramp
Potomac River, McLean, VA

AMT provided engineering services for the reconstruction and upgrade of a boat ramp. The design of the ramp and dock considered various factors including uplifting of the timber piles due to ice action, selection of a slope to minimize siltation, and conformance with ADA requirements. The slopes around the dock were stabilized by installing graded rip-rap over a gravel course. The rip-rap was designed to withstand tidal waves that may develop. In addition to the actual dock and ramp design, site improvements were proposed to include adequate turn around areas for towing vehicles and trailers, improvement to the existing access road, and adequate lighting.

Somers Cove Marina Fuel Pier Expansion, Pier G Replacement
St. Mary's County, MD

AMT provided design and permitting services for a new floating dock, fuel pier expansion, and replacement of an existing bulkhead at the Somers Cove Marina located in Crisfield, Maryland. AMT obtained permits and approvals from the Maryland Department of Environment, Army Corps of Engineers as well as the Chesapeake Bay Critical Area Commission. AMT collaborated with the staff at Somers Cove Marina, Somers Cove Commission and the Maryland Department of General Services and Natural Resources.

Chancellor's Point Education Center Boardwalk

St. Mary's County, MD

AMT provided civil engineering, landscape architecture, surveying, and permitting services for the design of ADA-accessible pathways at the Chancellor's Point Education Center at St. Mary's College of Maryland. The innovative design included a helical pier system to support the boardwalk to in order to minimize impacts to the environmentally and archaeologically-sensitive site. The accessible pathway's alignment avoided specimen trees and eliminated cut, while negotiating steep slopes adjacent to the St. Mary's River.

St. Inigoes Landing Bulkhead Replacement

St. Mary's County, MD

St. Inigoes Landing sits on Smith Creek in St. Mary's County, an inlet from the Potomac River. The 35-year-old existing timber bulkhead is deteriorating, and the County is seeking improvements to the shoreline. AMT is providing topographic and bathymetric survey, wetland delineation, cost estimating, preliminary and final design, permitting, and bid services for the project. The design includes portions of new timber bulkhead and new stone revetment along the shoreline, new wooden stairs to provide beach access, and a boardwalk at the top of the new bulkhead. The final design will address construction access, maintain operations for the nearby boat ramp and pier, and will minimize disturbance of existing site features, utilities, and vegetation. Permit approvals will be coordinated with County agencies, MDE, and the Critical Area Commission.

Hoskins Creek Boat Ramp

Tappahannock, VA

AMT is providing design and surveying services for the renovation and expansion of a motorized boat launch and fishing pier. Improvements include renovations to the motorized boat launching ramp, reallocation of parking, ADA design, and design for mitigating environmental impacts to the Resource Protection Area.

Purchasing Divison
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

State of West Virginia
Centralized Expression of Interest
02 — Architect/Engr

Proc Folder: 331616

Doc Description: A/E Services-Improvements to Five Boating Access Sites

Proc Type: Central Contract - Fixed Amt

Date Issued	Solicitation Closes	Solicitation No	Version
2017-05-10	2017-06-15 13:30:00	CEOI 0310 DNR1700000006	1

BID RECEIVING LOCATION

BID CLERK
DEPARTMENT OF ADMINISTRATION
PURCHASING DIVISION
2019 WASHINGTON ST E
CHARLESTON WV 25305
US

VENDOR

Vendor Name, Address and Telephone Number: A. Morton Thomas and Associates, Inc.
147 Grand Park Drive, Suite 102
Parkersburg, WV 26101
(304) 400-4952

FOR INFORMATION CONTACT THE BUYER

Guy Nisbet
(304) 558-2596
guy.l.nisbet@wv.gov

Signature X **FEIN #** 52-0728302 **DATE** June 14, 2017

All offers subject to all terms and conditions contained in this solicitation

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

Max Kantzer, PE, Principal

(Name, Title)

Max Kantzer, PE, Principal

(Printed Name and Title)

800 King Farm Blvd, 4th Floor, Rockville, MD 20850

(Address)

301-881-2545 / 301-881-0814

(Phone Number) / (Fax Number)

mkantzer@amtengineering.com

(email address)

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through wvOASIS, I certify that I have reviewed this Solicitation in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that I am authorized by the vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

A. Morton Thomas and Associates, Inc.

(Company)

Principal

(Authorized Signature) (Representative Name, Title)

Max Kantzer, PE - Principal

(Printed Name and Title of Authorized Representative)

June 14, 2017

(Date)

301-881-2545 / 301-881-0814

(Phone Number) (Fax Number)

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.:

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

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

Addendum Numbers Received: N/A
(Check the box next to each addendum received)

- ☐ Addendum No. 1
- ☐ Addendum No. 2
- ☐ Addendum No. 3
- ☐ Addendum No. 4
- ☐ Addendum No. 5
- ☐ Addendum No. 6
- ☐ Addendum No. 7
- ☐ Addendum No. 8
- ☐ Addendum No. 9
- ☐ Addendum No. 10

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

A. Morton Thomas and Associates, Inc.

Company

Authorized Signature

June 14, 2017

Date

NOTE: This addendum acknowledgement should be submitted with the bid to expedite document processing.

STATE OF WEST VIRGINIA
Purchasing Division

PURCHASING AFFIDAVIT

MANDATE: Under W. Va. Code §5A-3-10a, 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: (1) the debt owed is an amount greater than one thousand dollars in the aggregate; or (2) the debtor is in employer default.

EXCEPTION: The prohibition listed above does not apply where a vendor has contested any tax administered pursuant to chapter eleven of the W. Va. 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.

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.

"Employer default" means having an outstanding balance or liability to the old fund or to the uninsured employers' fund or being in policy default, as defined in W. Va. Code § 23-2c-2, failure to maintain mandatory workers' compensation coverage, or failure to fully meet its obligations as a workers' compensation self-insured employer. An employer is not in employer default if it has entered into a repayment agreement with the Insurance Commissioner and remains in compliance with the obligations under the repayment agreement.

"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.

AFFIRMATION: By signing this form, the vendor's authorized signer affirms and acknowledges under penalty of law for false swearing (*W. Va. Code* §61-5-3) that neither vendor nor any related party owe a debt as defined above and that neither vendor nor any related party are in employer default as defined above, unless the debt or employer default is permitted under the exception above.

WITNESS THE FOLLOWING SIGNATURE:

Vendor's Name: A. Morton Thomas and Associates, Inc.

Authorized Signature: _____ Date: June 14, 2017

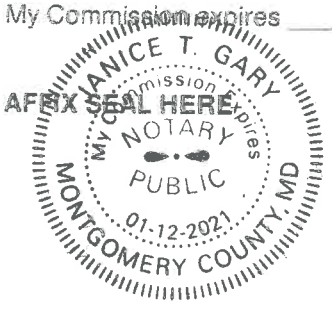
State of Maryland

County of Montgomery, to-wit:

Taken, subscribed, and sworn to before me this 14 day of June, 2017

My Commission expires 1/12, 2021

AFFIX SEAL HERE



NOTARY PUBLIC _____