Director’s Notes:

On August 13, 2019, we had our Summer Bureau-wide meeting at Fort Indiantown Gap. It was a very beautiful setting. Staff had the opportunity to interact with one another, listen to remarks from Secretary Dunn and Deputy Secretary Norbeck and go through an exercise on DCNR strategic initiatives.

The gathering gave me the opportunity to look back at a set of goals we established for our bureau 2 years ago. In March of 2017, during our Spring meeting, I unveiled a set of goals for FDC. It was dubbed “2018 FDC goals”. During the Fort Indiantown Gap meeting, we took a look at how much progress we have made with respect to achieving the goals.

The goals include utilizing design/build procurement system for our projects, where appropriate, for faster project delivery. Since our staff strength compels us to always do more with less, we are constantly looking for ways to beef up efficiency and deliver projects on time, in spite of our less than full staff capacity.

Another goal we discussed, during the meeting, was the “bundling” of projects of the same discipline and characteristics, and bidding them as single projects. When projects are bid together in that manner, economy of scale could lead to substantial savings. This also reduces the effort that would be expended by staff in bidding the projects individually.

We also discussed our goal of upgrading our project database to make it more user-friendly. The current database was designed a few years ago. Since then, users have identified a few things that could be upgraded to make it more user-friendly. We are working with BIT on that.

One of the goals we set in 2017 is to continue to cross-train our staff multidimensionally. That would add...
more interdisciplinary expertise, per staff, within our ranks. It will make staff more nimble, technically, with the ability to move from section to section, at a moment’s notice, to help out on projects outside their project team purview. To this end, our staff continue to attend technical trainings given outside of DCNR in subject areas like project management, solar array design/deployment and more. We have scheduled a bureau-wide training here at the Rachel Carson building for December 12. The topic is the “Use of Critical Path Method (CPM) in management of design and construction projects for faster project delivery and improved quality”.

In fulfilment of one of our 2018 goals, we have developed “a way to visually present the condition of DCNR infrastructure”. Called “DCNR Crumbling Infrastructure”, the PowerPoint presentations visually show the structural conditions of our infrastructure, from dams and bridges, to sewage treatment plants and the likes. We are working with Penn State to develop the same type of information for our buildings. That effort is called “structural condition assessment of DCNR buildings. In the past, when asked about project backlogs, we mainly presented a listing of projects. With the new crumbling infrastructure PowerPoint presentations, we are able to “tell and show”. If and when we go to ask for more funding for DCNR projects, we now have a new and improved way of presenting our rehabilitation needs.

Another goal we set was to establish a “New Technology Committee” in FDC. This is very important because in the design and construction industry, new ways of doing things, new software for design and construction management, new construction materials, new construction methods and the likes are always coming out. The goal of this committee is to continually “scour the internet and technical magazines, in search of new developments in design and construction that will bring about more efficiency and savings”. We now have a new technology committee and through the auspices of the committee, we had a presentation on porous paving. During the presentation, we also discussed ASTM testing to determine the efficacy of porous pavements. We have established sites to construct some porous paving strips. Once installed, we would test their efficacy to determine if it is something, we want to do statewide.

These were just a few of the goals set in 2017 that were discussed during our meeting. Many of the goals have been met. We are still working on a few.

During the Ft Indiantown meeting, working with Secretary Dunn, Deputy Secretary Norbeck and Jake Newton, FDC staff provided feedback regarding DCNR’s new Strategic Framework. We spent time discussing issues related to LEED certified buildings, reduction in energy consumption, lowering DCNR’s carbon footprint and more. All these come under the umbrella of the “Operate Efficiently and Effectively” DCNR strategic goal. The exercise was geared towards eliciting feedback from FDC staff on what we have done so far in consort with the DCNR strategic framework and what still needs to be done.

The day included tours of various site attractions including the Indiantown Gap National Cemetery and The Pennsylvania National Guard Military Museum. The afternoon included some team bonding activities.
Directors Notes  

...Continued

Of course, as I always do, I was out and about this Summer during the months of July and August, visiting project sites in each of our engineering regions. I have nothing but praise for our staff for the work they continue to do, in design and construction, in the office and the field. The diligence and ardor with which they discharge their responsibilities, is always palpable. Thanks to our regional engineers - Gene, John, Jim and Tony, for conducting me around our projects.

We continue to make appreciable progress with the design and installation of solar arrays and electric charging stations in State Parks and Forests. The designs are going on concurrently and in the next couple of months, we will have multiple projects in the construction phase, barreling towards completion. This is significant because solar energy continues to stand out as a renewable energy source that obviates or at least minimizes the need for fossil fuel powered systems. It, in turn, helps in reducing carbon foot print. If DCNR must meet our collective goal of reducing the carbon foot print of the agency, the deployment of solar arrays is one major way to do so. The same goes for electric vehicles and hybrids.

Enjoy the Fall weather folks!
As a continuation of DCNR’s commitment to power our buildings and facilities in our state parks and forests with renewable energy, a recent 65.1kW solar array installation at Buchanan Forest District No. 2 has been achieved in saving money and reducing DCNR’s carbon footprint. This particular solar installation is the first of its kind at DCNR offering a roof mounted system on the RMC standing seam metal roof that is grid-tied in achieving net-zero energy consumption for the entire complex (RMC and Maintenance Building). Smaller 2kW roof mounted solar arrays were installed between 2008 and 2011 at French Creek, Gifford Pinchot, Lackawanna, and Prince Gallitzin state parks and are interconnected to building panels in lieu of being grid-tied to the incoming electric utility service.

The widespread use of standing seam metal roofing on buildings make excellent hosts for solar modules offering installation, operational, and lifespan advantages. A major installation advantage of standing seam metal roofing over exposed fastener metal roofing and shingled roofing systems is the elimination of any roof penetrations which over time may result in leaking and possible enlargement due to wind action on the modules that pull on the fasteners. Utilization of non-penetrating roof clamps offer a simplified and proven approach of attaching solar arrays to standing seam metal roofs. The roof clamps utilized for the Buchanan RMC solar array are stainless steel mini clamps with one set screw where every other roof seam utilizes a clamp. The roof seams on Buchanan RMC are 16 inches on center and therefore the roof clamps are spaced 32 inches on center. The set screw design on the roof clamps are torqued at a specified value utilizing a screw gun, Allen bit tip, and a dial-calibrated torque wrench and will slightly dimple the metal seam material and not pierce it leaving roof warranties intact. L-Foot brackets are attached to the roof clamps for proper installation of the solar module mounting rails. The portrait oriented solar modules are directly fastened to the mounting rails. Typically, solar modules are mounted in portrait orientation on roofs over landscape orientation for a variety of reasons including aesthetics, reduced quantities of roof and module mounting materials, and providing the most feasible fit in maximizing solar array sizes.

An operational advantage exists for this roof mounted solar array due to the reflective coatings on the metal roof which is referred to as “Cool Roofing”. These reflective coatings are commonly used by metal roof manufacturers to reduce the surface temperature of the roof which improves the performance of the solar modules. With modules becoming very hot during summer months, the heat increases the electrical resistance of the solar circuits that the array produces and thus reducing the total efficiency of the system. With the cool roofing feature, this electric resistivity issue is reduced.

Metal roofing is a great match for the service life of solar modules since metal roofing systems can last up to 50 years or more and solar modules are warranted in performance up to 25 years and can continue to last with less efficiency for many years thereafter. Even if the solar modules are in need of replacement after many years of service on a metal roof, the modules can be swapped with any newer, higher-efficiency solar modules of its time. As with this solar array installation, many solar installations are occurring on existing metal roofs eliminating removal & reinstallation expenses and disruption of solar production that would occur whenever...
Kury Point Work Complete at Shikellamy State Park

Andy Evans, RLA, Section Chief

Back in September of 2016, during a ceremony at the point and observation area at Shikellamy State Park, DCNR Secretary Cindy Dunn dedicated this area of the park in honor of environmental advocate Franklin Kury. As part of the ceremony, this popular viewing platform in the park was renamed “Kury Point” to honor Kury, the State legislator who authored the section of Pennsylvania’s Constitution popularly known as the Environmental Rights Amendment. On display at the event was a sketch plan developed by the Bureau of Facility Design and Construction illustrating the improvements that were envisioned to be made in this area of the park. Once funding was secured for a renovation project, the Bureau began developing construction documents to implement the vision depicted on the illustrative plan.

In developing the design, there were several challenges that needed to be overcome. In order to make the entire site available to all park visitors, the design needed to provide an accessible route to the raised platform, which could only be reached by stairs. Rather than accomplishing this with a separate ramp, the overall grading of the site was modified to allow for universal access across the site. A new sloped concrete pad with a decorative stamped and colored keystone was constructed, eliminating the need for stairs.

Another challenge of the site is the frequent flooding that occurs throughout the year. To minimize maintenance and the threat of damage, the project

Continued page -6-

Net–Zero Roof Mounted Solar
...Continued

solar arrays are installed on shingled roofing where the shingles are in need of replacement after 20 to 30 years of service life.

The majority of the RMC roof is facing southeast containing 85% of the total solar module count with the remainder of the modules installed on the smaller roof section that faces southwest. The installation of solar modules on the RMC roof required a 3 foot clearance at the peak and at the edges leaving enough room for maintenance and fire fighter access.

Clean, renewable solar energy is vital to economic growth, environmental protection, and electrical grid resiliency and this recent solar array installation and others to follow will continue DCNR’s efforts in showcasing and raising awareness of energy use and promoting conservation. DCNR will continue to strive and reach its planned goal of 50% renewable energy under the 2017-2019 statewide planning project titled “Finding Pennsylvania’s Solar Future” being led by the DEP Office of Pollution Prevention and Energy Assistance (OPPEA) to equip Pennsylvania in producing more solar energy by 2030.

Electrical and Solar Equipment mounted on rear exterior wall of RMC (Inverters on far right)

Project Capsule
Project Number: FDC-002-102327
Project Coordinator: John M. Dubaich, P.E.
Project Designer: John M. Dubaich, P.E.
Construction Inspector: Jim Sowerbrower
Electrical Contractor: Spotts Brothers, Inc.
Construction Cost: $98,699.00

An early sketch plan developed by the Bureau of Facility Design and Construction illustrating proposed improvements
Kury Point Work

...Continued

included powder coated removable railing around the platform to replace the industrial looking chain link fence which had been installed previously. The new railing can easily be removed by park staff when flood water threatens to inundate the site. It also matches the aesthetic of other railing found in the park to create a more uniform look.

The selection of the seating and landscape was also informed by the parks flooding events. The seating is polished and sealed concrete blocks anchored to the finished surfaces. These replace the deteriorating existing benches that were attached to the platform. This new bench design style is intended to be unaffected by the flood waters and floating debris.

New landscape material was added to the site to provide shade and also frame the views of the river. The plants selected for the design are native species adapted to thrive in the flooded conditions that are expected at this location. By carefully selecting trees and shrubs matched to their environment, they have the greatest chance for success and minimize the maintenance required by the park staff over time.

Construction at the Point was wrapped up in late spring of this year. The improvements have made this spot an even more popular location to stop and take in the scenic views. The new design has integrated the site into the existing trail loop which supports the major activity of this day use park, so most visitors will pass by this location while in the park. While passing by, the hope is that they take a moment to inspect the bronze plaque and monument placed in the center of the platform which serves as a reminder of Franklin Kury’s contributions to establishing environmental rights enjoyed by the citizens within the Commonwealth.

Kury Point provides scenic views at the confluence where the West Branch of the Susquehanna River meets the “north branch” of the Susquehanna River creating Lake Augusta, at the towns Northumberland and Sunbury in Union and Northumberland counties.

Shikellamy is a day-use park that includes the 54-acre Shikellamy Marina and boat launch on Lake Augusta, and the 78-acre Shikellamy Overlook. Picnicking, hiking, biking, fishing and wildlife watching are popular activities within the park. Did you know Lake Augusta is created by the world’s largest inflatable dam?

Project Capsule
Project Number: FDC-131-101931
Project Coordinator: Andy Evans, RLA
Site Design: Andy Evans, RLA
Structural Design: Wayne Nguyen, PE
Construction Manager: Gair Terrette, PE
Construction Inspection: Gair Terrette, PE
General Contractor: G&R Charles Excavating, LTD
Construction Cost: $93,961.85
A new double vault comfort station is now complete at Jacobsburg Environmental Education Center in Bushkill Township, Northampton County. Located off of Henry Road in the Boulton Historic Site, the new facility replaces the existing wood frame bathroom structure, constructed in 1977–78, that served in the past for use by local scout troops. This area now serves as a trailhead and rest area for the developing hiking trail network in the southeastern section of the park.

This concrete double-vault comfort station was pre-fabricated at a factory in Waverly, West Virginia which is approximately 400 miles from the project site. After fabrication, which includes interior and exterior finish work and accessories, the comfort station was delivered to the site on two flatbed trucks. The precast sections weighing approximately 45,000 pounds, are set in place with a crane. The set usually can be completed in a single day.

The completed comfort station is naturally lit with clerestory windows. Natural ventilation is achieved with a fresh air intake vent and which exhausts air out through the chimney at the back of the building.

Each of the two bathrooms in the double-vault structure are ADA compliant and include baby changing stations. The exterior work includes a new paved concrete walkway from the existing parking lot. A bench seat included in the project, is constructed with recycled solid plastic slats and provides a more maintenance free exterior seating option.

A future project, now being developed, will repave the adjacent asphalt parking lot and complete this section of the work at Jacobsburg Environmental Education Center.

This new facility offers improved toilet facilities to all visitors and provides the park a facility that is extremely durable and anticipated, low, long term maintenance. It should serve both visitors and the park satisfactorily for decades to come.
Located in Huntingdon County, the 541-acre Trough Creek State Park is a scenic gorge formed as Great Trough Creek cuts through Terrace Mountain before emptying into Raystown Lake. Rugged hiking trails lead to natural wonders like Balanced Rock and Rainbow Falls.

The approximate two mile long Trough Creek Drive is the main road through the Park. It is paralleled very closely at three locations by Great Trough Creek. In 1972 Hurricane Agnes destroyed much of the roadway and its embankments. In 1975 the roadway was reconstructed, and gabion baskets were installed for stabilization and protection of the new roadway. There is approximately 2400 lineal feet of gabion basket wall ranging from 12–feet to 16–feet in height supporting the road in three locations.

As a result of time, erosion and numerous high water events over the years, the gabion baskets have been subjected to undermining and scour in certain areas. Also, during high flows, logs and debris slam into the gabion baskets tearing the wire mesh baskets causing the rocks to fall out of the baskets, necessitating monitoring and repairs with the potential of basket failure.

A design evaluation and determination were made to install approximately 690 lineal feet of reinforced concrete wall including filling in the undermined areas with “Class A Concrete”, wall height averaging 6.5' high and width 12”–14” wide (at two separate locations) including filling voids and undermined areas to reinforce the gabion basket walls and prevent further undermining and mesh basket damage.

Patching and repair to the gabion baskets was also utilized. The patches are comprised of gabion mesh material with 4” overlap of tear tied in with hog rings.

A number of weather and operational related challenges and restrictions stymied the construction progress in 2018. During trout stocking March 1 thru June 15, no work could be performed. During the camping season Memorial Day thru Labor Day, the roadway could not be closed. Numerous high water events during construction efforts which included water overtopping the coffer dam & pump system seemed to thwart every construction effort. The risk of cold weather and freezing temperatures from November thru February temperatures limited construction efforts a swell. As a result, very little work was completed in 2018.

The work was finally planned to be performed between Labor Day through Mid–November while stream flows are typically low, and the busy park operational system has slowed down. Fortunately, everything fell into place and the work will be completed by the end of October 2019.

The completion of this project will provide shoring and reinforcing of the roadway embankments, protecting them from scour and erosion for many years to come.
Bridge Replacement in Bald Eagle State Forest
Wayne Nguyen, PE Section Chief

Bridge No. 07-0061 carries Winters Road over Cherry Run, in Hartley Township, Union County, Pa. Built in 1975, the existing 15 foot-long Steel I-Beam bridge was structurally deficient due to poor condition to both the girders and the abutments and was posted for 3 Tons in September 2016 to restrict heavy trucks from crossing the bridge. Although located on a township road, DCNR is responsible to maintain the bridge via a maintenance agreement. Both Hartley Township and DCNR sought a bridge replacement that would open the bridge to unrestricted traffic.

DCNR staff provided the design of the replacement bridge utilizing PENNDOT BRADD (Bridge Automated Design and Drafting) software to expedite the design process. The designer opted to use prestressed concrete box beams on reinforced concrete abutments. Prestressed concrete beams were used to achieve long term durability and low maintenance. This project was constructed between July 2018 and May 2019 and was open to the public in June 2019.

The new bridge was constructed within the footprint of the old bridge to maintain both vertical and horizontal alignment. The new span is 25’-4” long and 16’ wide to accommodate two 8-foot lanes (no shoulders). The U-Shaped concrete abutments and wingwalls kept the new bridge within the limits of roadway right-of-way. As requested by the township, PENNDOT F-Shape standard barriers were used on the deck as opposed to using DCNR standard vertical concrete barrier. Conventional 5-inch thick concrete deck was used as the riding surface. After the deck slab and parapet placements, the entire riding surface was covered with a spray-applied protective coating. Architectural surface treatment through the use of form liners to create a textured concrete surface to resemble cut stones was included on the abutments and wingwalls to enhance the bridge appearance.

A minor delay associated with relocating a utility pole carrying electric lines delayed the initial start. Lesson drawn from this experience for future projects is to coordinate with the utility company during the design effort. This coordination can take place after the type, size, and location plan submission is approved by the Department. This advance work will maximize the bridge construction season and minimize construction delay.
Works in Progress
The following photographs represent some of BOFDA’s active construction efforts throughout DCNR.

**DGS 142-9 (Phase 1) – Ryerson Station State Park**
Swimming Pool Complex
Excavation at the new project site

**FDC-508-6530 – Gouldsboro State Park**
Roadway Repair Project
Placing asphalt adjacent to PENNDOT roadway

**FDC-216-7308 – Yellow Creek State Park**
Beach Area Rehabilitation
Spreading and grading new sand at the beach restoration area

**FDC-002-101775 – Buchanan State Forest**
Structure Replacement Bear Gap Trail Road over Bear Gap Run
Workers use a track-hoe to place concrete

**FDC-001-101769 Michaux State Forest**
Structure Replacement Birch Run Road over Birch Run
Workers set a precast concrete wing wall in place

**FDC-003-101779 – Tuscarora State Forest**
New Bridge Structure Montgomery Trail over Trout Run
Workers place a precast concrete bridge beam
Works in Progress
The following photographs represent some of BOFDAC’s active construction efforts throughout DCNR

FDC–302–101838 – Blue Knob State Park
Repave Main Park Road
Contractors placing shoulder material

FDC–302–101838 – Blue Knob State Park
Repave Main Park Road
Contractors placing shoulder material

FDC–005–6200 – Rothrock State Forest
District Office Parking Lots Expansion and Drainage
Contractors installing a retaining wall adjacent to exterior stairs

FDC–005–6200 – Rothrock State Forest
District Office Parking Lots Expansion and Drainage
Contractors installing a retaining wall adjacent to exterior stairs

FDC–409–1815 – Hickory Run State Park
Construct New Visitor Center
Installation of roofing underlayment and weather barrier

FDC–409–1815 – Hickory Run State Park
Construct New Visitor Center
Installation of roofing underlayment and weather barrier

FDC–210–102016 – Moraine State Park
Replace Main Waterline Lake Crossing
Workers fuse a section of pipe

FDC–210–102016 – Moraine State Park
Replace Main Waterline Lake Crossing
Workers fuse a section of pipe

FDC–422–102464– Nockamixon State Park
Haskins Dam Removal
A small track hoe is used in demolition of the dam

FDC–422–102464– Nockamixon State Park
Haskins Dam Removal
A small track hoe is used in demolition of the dam

FDC–012–102740 – Tiadaghton State Forest
Slope Stabilization Slate Run Road
Workers use a drill rig for soil nail/rock anchor installation

FDC–012–102740 – Tiadaghton State Forest
Slope Stabilization Slate Run Road
Workers use a drill rig for soil nail/rock anchor installation
New Storage Building to aid Nescopeck Operation Efficiency

Jim Kalp, LEED AP, Architectural Designer II

A 3-Bay Equipment Storage Building was recently completed at Nescopeck State Park, Luzerne County. Based off of a standard, wood post and frame design developed for the bureau of Forestry, the 56-foot by 40-foot building has three bays. Two unheated bays provide 1,390 square-feet of storage and one heated bay provides 755 square-feet of storage space. The fully insulated, heated bay offers protection to materials and supplies that would be adversely affected by freezing temperatures.

The location at Nescopeck State Park serves as an efficient, centralized location for the storage of operational and maintenance supplies not only for Nescopeck and its year round environmental education center but for the nearby Hickory Run and Lehigh Gorge State Parks as well.

12-foot high doors and a floor to ceiling height of 14-feet will accommodate a variety of equipment and storage options. LED lighting fixtures and automated control systems provide energy efficiency and minimize maintenance. Two, electric unit heaters interconnected to an exhaust fan and intake louver will provide flexible temperature control in both winter and summer operation.

The exterior finishes consist of horizontal lap fiber cement siding and trim with a metal panel roofing and eave trims. The horizontal siding provides a more appropriate, less industrial look within the buildings adjacent residential setting. The project’s design also incorporated vehicular circulation considerations, storm water management and drainage improvements and utility work.

Project Capsule

Project Number: FDC-532-101494
Project Coordinator: James Kalp, LEED AP
Site Designer: Benjamin Cassidy, PLA, ASLA
Architectural Designer: James Kalp, LEED AP
Electrical Designer: Kathleen Rhoten, PE
Construction Manager: Bilal Baqai, PE
Construction Inspector: Jason Horst
General Contractor: Martin’s Construction LLC
Electrical Contractor: Tra Electric, Inc.
Construction Cost: $336,017.00
### Bidding Summary - June 2019

<table>
<thead>
<tr>
<th>Bid</th>
<th>Description</th>
<th>Bidder</th>
<th>Bid Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDC-200-102658.4</td>
<td>Install EV Charging Stations at Seven State Parks</td>
<td>A&amp;MP Electric</td>
<td>$193,997.00</td>
</tr>
<tr>
<td>FDC-213-102207.1</td>
<td>Dam toe Drain</td>
<td>KLA Roofing &amp; Construction, LLC</td>
<td>$160,000.00</td>
</tr>
<tr>
<td>FDC-317-101057.1R</td>
<td>Rehab Park Residence &amp; Blue Ball Tavern</td>
<td>B.W. Snyder Contracting, LLC</td>
<td>$248,546.00</td>
</tr>
<tr>
<td>FDC-009-100888.1</td>
<td>Install New Water Well</td>
<td>Romida Inc.</td>
<td>$22,148.50</td>
</tr>
<tr>
<td>FDC-019-101825.1</td>
<td>Delaware Forest District Raze Promethean Building and 3 Cabins</td>
<td>BT Adams, LLC</td>
<td>$336,050.00</td>
</tr>
<tr>
<td>FDC-020-101740.1</td>
<td>Structure Replacements</td>
<td>Minichi Inc.</td>
<td>$428,222.00</td>
</tr>
</tbody>
</table>

**Bid Summary Values:**
- June Total Bids/Value: 7/$1,450,208.50
- July Total Bids/Value: 4/$4,647,852.69
- August Total Bids/Value: 8/$3,067,265.87
- September Total Bids/Value: 2/$1,116,255.00

### Bidding Summary - July 2019

<table>
<thead>
<tr>
<th>Bid</th>
<th>Description</th>
<th>Bidder</th>
<th>Bid Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDC-400-102153.1</td>
<td>Flood Repairs, DR-4292 – Area 2</td>
<td>J.L. Watts Excavating, Inc.</td>
<td>$1,479,328.50</td>
</tr>
<tr>
<td>FDC-400-102156.1</td>
<td>Flood Repairs, DR-4292 – Area 5</td>
<td>J.L. Watts Excavating, Inc.</td>
<td>$2,798,088.19</td>
</tr>
<tr>
<td>FDC-318-100199.1</td>
<td>Canoe Creek State Park Kiln Repairs</td>
<td>Southern Contractors</td>
<td>$55,456.00</td>
</tr>
<tr>
<td>FDC-002-101933.1R</td>
<td>Buchanan State Forest Rehab Martin ATV trails and Install Two Bridges</td>
<td>KLA Roofing &amp; Construction, LLC</td>
<td>$175,596.17</td>
</tr>
<tr>
<td>FDC-306-102627.1</td>
<td>Gifford Pinchot State Park Communication with Water Tanks and WTP</td>
<td>Control Systems 21</td>
<td>$36,991.53</td>
</tr>
<tr>
<td>FDC-315-101854.1</td>
<td>Whipple Dam State Park Whipple Dam Sediment Removal</td>
<td>Stone Valley Construction, LLC</td>
<td>$796,061.00</td>
</tr>
</tbody>
</table>

**Continued page - 15-**

**INTERESTED IN DOING WORK FOR DCNR?**
For a list of current projects out for bid, visit the Bureau's current bid proposal page at:

[http://www.dcnr.pa.gov/Business/ConstructionBids/Pages/default.aspx](http://www.dcnr.pa.gov/Business/ConstructionBids/Pages/default.aspx)

Be sure to check back frequently for updates
Bidding Summary - August 2019 (cont’d)

FDC-100-102662.4 (Multiple Locations) Install EV Charging Stations
Bid Price: $ 52,150.00
Apparent Low Bidder: TRA Electric, Inc.

FDC-407-101707.1 Jacobsburg Env. Education Center Boulton Parking Lot Paving
Bid Price: $ 125,927.50
Apparent Low Bidder: Barwis Construction

FDC-450-101107.1 Delaware Canal State Park Structure Replacement Bridge No. 450-5212
Bid Price: $ 780,000.00
Apparent Low Bidder: Loftus Construction

FDC-450-102256.1 Delaware Canal State Park Structure Replacement Bridge No. 6450-3719
Bid Price: $ 1,045,082.80
Apparent Low Bidder: Clearwater Construction, Inc.

Bidding Summary - September 2019

FDC-010-101800.1 Sproul State Forest Structure Replacement – Bridge No. 10-0022
Bid Price: $569,528.96
Apparent Low Bidder: Jay Fulkroad & Sons Inc

FDC-012-102210.1 Tiadaghton State Forest Structure Replacement – Bridge No. 12-9001
Bid Price: $270,000.00
Apparent Low Bidder: Wolyniec Construction Inc

Questions – Comments?
We value our reader’s feedback. Send your questions or comments to:
Chief Editor: Jim Kalp, jakalp@pa.gov
Contributing Editor: Seeking Volunteers!
Administrative Support: Sharia Turner, sharturner@pa.gov

Bureau Activities & News

- Congratulations to FDC’s Ken Kozak, Civil Engineer Southcentral Engineering Office for recently obtaining DEP Certification as a Wastewater Treatment System Operator, Class C, E Wastewater, Subclass 1, 2, 3 & 4.

- The U.S. Green Building Council of Central Pennsylvania has announced DCNR will receive the 2019 Climate Champion Award at its Central PA Leadership Awards on November 7th. The award is being presented to DCNR and FDC for efforts associated with advancing the Departments electric vehicle charging stations and solar array programs.

- The bureau welcomes the following employees as we continue to look in filling long outstanding vacancies:
  Cole Nye, Senior Civil Engineer, Civil Design Section, Division of Dams, Bridges, & Roadways Engineering – Start Date: 9/2/19
  Daniel A. Kauffman, P.E., Senior Civil Engineer, Western Engineering Office – Start Date: 9/3/2019
  Lauren Rogers, E.I.T. – Senior Civil Engineer, Bridges & Road Management Section, Division of Dams, Bridges, & Roadways Engineering – Start Date: 11/2/2019

We’re on the Web!
Visit us at:
http://www.dcnr.pa.gov/about/Pages/Facility-Design-and-Construction.aspx

Bureau Mission:
To provide multi-disciplined technical support to the other bureaus in DCNR in the areas of project design, project inspections, construction management, contract administration, surveying and other technical advice and consultation.