

BOFDAC news

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Director's Notes: Summary Of Comments From 2015 Annual Bureau Training Meeting



Alfred Uzokwe, P.E.

The following is a summary of my opening comments and message to staff at our annual Bureau Training Meeting held at Kings Gap on June 3:

Good morning and welcome. For those new to the Bureau, every Spring, prior to the construction season getting into full swing, we gather for the Bureau training meeting. It is an opportunity for FDC staff to meet, greet, interact and share any pertinent ideas. Thanks to the training committee members – Marcus Snyder, Melissa Wallace, Renea Bruch, Stephanie Zarefoss and Ray Zomok for planning and organizing the event; and to Christian Kim for IT set up. This year we welcome new employees – John Dubaich, an electrical engineer and Melissa Wallace, administrative assistant.

Let's start with our infrastructure efforts: We have completed construction of 27 projects worth \$11.5 million. In December 2014, when I presented update at the "End of Year" meeting, we had completed 17-projects worth \$2.2 million. Also, 35 projects worth roughly \$32 million are in bidding. 50 projects worth \$35.5 million are in construction. On the whole, projects worth \$79 million are either in bidding, construction or completed. Last December, that number was \$43 million dollars! We have made good progress in 6 months!

The rest of the projects are in various stages of design. If you anticipate delays, inform your supervisor and Parks or Forestry as the case may be. If a project allocation will be exceeded, get the consent of Parks or Forestry and make a note of the reason for the change.

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Director Alfred Uzokwe welcomes staff to the bureaus Annual Spring Training Meeting

Annual Bureau Training Meeting ...Continued

On to LEED. Our goal is to increase DCNR's number of LEED-certified buildings by 50 percent in 4 years. Currently, we have 10 LEED-certified buildings and 7 are going through the registration process. We are on track.

Now, just a few words about innovation and adaptation. I use the word innovation loosely to mean adopting new things or ideas. I am often asked where I stand on the issue of FDC staff trying out new things or ideas. Before I answer, let me say that the design and construction industry is very dynamic. New and better ways of doing things are always coming into the market. New design software that reduce human effort but increase reliability are always coming out. New construction methods and materials that save money and time are always emerging.

Organizations like Penn DOT have unique value engineering programs whereby, if a contractor comes up with a better and more cost-effective way of doing the job, or better materials, and there is savings as a result, Penn DOT shares the savings with the contractor. This encourages contractors to seek out new and better ways of doing things. A certain way of doing things or construction material may have been around for 30 years but with changing times and technological advancement, it may no longer be the best or most cost-effective way. So in response to the question, I will always stand by or support any of our staff that wants to try new things whether in design or construction.

Shifting gears here, for the past two weeks, I have been out and about on site visits. So far, I have visited regions 3,4 and 5. Thanks to our staff in those regions: Tony Giacobbe, Gelfand, Jason Horst, Brian Nixon and Jim Ross, I was able to visit so many projects. I am yet to schedule my visits to regions 1 and 2.

As part of the tour, I visited the Lackawanna pool building project. Things are taking shape. The building form is dynamic and functional, espousing the "form follows function" mantra. When I came back from the site, I said to Ben Cassidy that I was pleased with the project. A few days later, one of the newspapers in the area gave the project a positive shout out. It felt good to know that your efforts are being recognized.

We were also at Glen Onoko Bridge in Lehigh Gorge State Park. This bridge has deteriorated roller bearings and beam seats. For those not in the bridge business, bearings transfer load from the girders and decks to the piers and



Construction is quickly progressing on the pool project at Lackawanna State Park

foundation. So they are critical components of the bridge. The project entails replacement of the bearings and rehabilitation of the beam seating. To accomplish this work, the massive girders will be jacked up. This is a huge and delicate undertaking. The project starts soon.

Now, about our bridges at the Canal. If you are driving on Route 32, along the Delaware Canal, you will notice that there are several small bridges that cross from Route 32 over the canal, into residential buildings areas. Some of the bridges are not in good shape. Some of the steel beams have rusted. In some cases, the concrete abutments are in need of structural repairs. Some concrete box beams have cracks. DCNR sought and received capital funds to rehabilitate 12 of these bridges. I visited these bridges along with bridge design section staff and Brian Nixon. The scope of these projects are pretty set and design work will start soon. It's good that these bridges will soon get the attention they need.

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One of the many small, vehicular bridges that cross the Delaware Canal slated for upgrades

Annual Bureau Training Meeting ...Continued



The equestrian arena at Ridley Creek State Park was a unique design/build project effort.

Tony and I later visited the site of the new camping cottages in Rickett's Glen State Park. Overall, the project looks good although some punch list items remain. I was also there last year when the interior work was being done. It has all come together now. Looks cozy with a microwave oven, refrigerator and comfortable beddings.

We later went to the just completed Equestrian Arena building at Ridley Creek. It is just a simple but elegant building with metal roof and cement fiber board exterior. It turned out very well although some punch list items remain. I had the chance to meet one of the concessionaires. She was very grateful to DCNR and FDC staff. This is one of the great things about what we do. The product of our endeavor is very tangible, people can touch and feel it and hence citizens react accordingly. The history of this building is that when we started, time was of essence so we did a design/build of sorts where construction had to start even before the design was completed.

At Rickett's Glen State Park, we went to the site of the dam intake tower. The tower in Lake Jean is cracked and will be demolished and rebuilt. Meanwhile, Lake Jean has been drained. One noteworthy thing about this project is that the drained lake used to house geothermal loops that helped power the Rickett's Glen office. Draining the lake put their energy source out of commission. The park office will use a temporary system to power the building until tower work is done and lake restored.

We looked at the various proposed paving projects at Nockmixon State Park. In some of the areas, there will be

full depth reclamation. This is where you pulverize the existing asphalt, mix it with cement and water, and compact it. It is then repaved. There are other ways you can rehab a pavement depending on failure modes, failure depths and their ubiquity. You can mill it, put tack coat and repave. You can cut out a failed section, reapply and compact the subgrade, sub base and then pave. Of course you can just patch pot holes. Why am I highlighting full depth reclamation? Because pavement reclamation should be part of DCNR's sustainability story. I am not saying use it all the time but when warranted. When you pulverize existing asphalt and reuse it, you are recycling and that is sustainability.

In region 3, we visited the mid-state trail tunnel rehabilitation project. Sometime in 2013, the tunnel was declared unsafe because of falling rock. Currently, construction work is going on which entails lining the inside of the tunnel with ribbed corrugated metal and applying flowable fill in the annular space. One unique feature of this project is that bats hibernate there so we must complete our work by October so as not to disrupt the bats in hibernation. The contractor is working hard to get this done.

We also visited the Penn Nursery Bridge. This was the bridge that we rebuilt in an unconventional way using GRS abutment. The bridge is holding well and we will continue to monitor it. One advantage of this is speed of construction. It was constructed in 2 months!

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The Mid-state Trail project includes lining the tunnel with a metal liner panel after placing architectural surface treatment with concrete headwall and steel reinforcing. The interstitial space will then be filled with a flow-able structural grout.

Annual Bureau Training Meeting ...Continued



This bridge project at Penn Nursery incorporated both Geosynthetic Reinforced Soil (GRS) and Reinforced Soil Foundation (RSF) technology

Before I sign off, I just want to say that I am proud of the great work our designers, field engineers, construction inspectors and administrative staff do. My recent visit to the sites reinforces my beliefs even more. Good job! I want to specially thank our construction inspectors and field staff. They are out there in good and bad weather ensuring that work is done according to plans and specs. When something goes wrong in the field, they are the first we look to for explanation. It is very demanding both physically and otherwise and I should know because I was once a construction inspector for several years. Many of them oversee multiple projects at the same time hence they have to drive long distances from one job to the other sometimes under harsh weather.

A year ago, one of our staff asked what I look for when I am on project site visits. My answer is that I just want to get out and see the great work our staff is doing and how the job is going. While out there, I also want to know what I can do, as director, to make the jobs of our field guys easier. If I see something glaring, I will point it out but I am not there to second-guess our construction inspectors. I like to hear about any unique site issues our field staff is grappling with. Did a differing site condition necessitate a change in plan or did the contractor suggest a new and better way of doing things? So when I come to your project site, that's what I am looking for.

Thank you all and enjoy the Bureau training meeting.

FDC Staff Participate in Ohiopyle Grand Opening Ceremony

James Kalp, LEED AP



On June 11, a ribbon cutting ceremony was held at Ohiopyle State Park signifying the official grand opening of the Laurel Highlands Falls Area Visitor Center & Ohiopyle State Park Office

On June 11, a large contingent of invitees including Secretary Cindy Adams Dunn (center), Bureau of Facility Design and Construction Director, Alfred Uzokwe (5th from left) and Architectural Designer II, James Kalp, LEED AP (far right) participated in the official ribbon cutting ceremony at the grand opening of the Laurel Highlands Falls Area Visitor Center and Ohiopyle State Park Office.

As DCNR's Project Coordinator, Jim Kalp coordinated and facilitated the design team effort from early planning and conception through final construction.

The grand opening of this truly unique, interpretive green building and visitor center represents the hugely successful culmination of a highly focused and dedicated project team. A team that rose to and overcame every challenge along the way. There were numerous collaborations and partnerships that developed throughout the project. Regardless of how large or small, everyone played a critical role in the success of this project.

This "green building" is seeking a LEED Gold certification. It features many unique sustainable characteristics including a Biological Waste Water Treatment System and two types of green roofs.

The heart of the project is the many interpretive, educational exhibits highlighting the natural, historical and cultural aspects of the Laurel Highlands region.

For more detailed info on the project please visit:

<http://www.apps.dcnr.state.pa.us/news/resource/res2015/15-0617-ohiopylesp.aspx>

Bridge Replacement On South Wolfe Rock Road, FD 4 Complete

John Jaskolka, PE and Denise Kelly, PG



Architectural Surface Treatment was used in the concrete construction to provide a stacked stone look

Forest District 4 (Forbes State Forest) was named in honor of General John Forbes who in 1757 ordered the construction of a new road from Bedford to Pittsburgh for the movement of an expeditionary army. While not nearly as “rugged” as it was back in General Forbes’ time, the district today is comprised of 14 separate tracts totaling approximately 58,000 acres and still offers a variety of activities for the outdoor enthusiast.

Many of the bridges in DCNR’s forest districts were built by men employed by the Civilian Conservation Corps (CCC). The CCC provided unskilled manual labor jobs related to the conservation and development of natural resources in rural lands owned by federal, state, and local government. The CCC was instrumental in building numerous bridges in Pennsylvania’s state forests, many of which are still in use today.

The three bridges on South Wolfe Rock Road in Forbes State Forest were initially constructed by the CCC in 1933 and were later rehabilitated in 1983. All three bridges were steel I beams with open steel grid decks and mortared stone masonry abutments and wingwalls. Time had taken its toll on these bridges as all exhibited various stages of beam rusting, missing stone and mortar from the abutments and wingwalls, and concrete cracking in the backwall/bridge seats. Additionally, two of the bridges were not wide enough to meet current standards. The combination of these factors labeled these bridges as structurally deficient; therefore, the decision was made to replace them.

Beginning in Spring 2014, each bridge was

demolished and replaced with a reinforced concrete deck, concrete abutments and concrete wingwalls. Architectural Surface Treatment (AST) was used on the abutments and wingwalls and then they were stained to make them appear as native stone. Weathered steel was used for the guiderails and approaches to blend in with the natural environment and limestone riprap was used to protect the wingwalls from scour.

Construction began in spring 2014 and was completed in spring 2015. These new bridges, built to current bridge specifications, will afford visitors to Forbes State Forest a safe and aesthetic passage through the forest.

Project Capsule

<i>Project Number:</i>	<i>FDC-004-7204</i>
<i>Project Coordinator:</i>	<i>Wayne Nguyen, P.E.</i>
<i>Project Designer:</i>	<i>Wilson Consulting Group, P.C.</i>
<i>Construction Manager:</i>	<i>Scott Schaffer</i>
<i>Construction Inspection:</i>	<i>Jamie Pritts</i>
<i>General Contractor:</i>	<i>Clearwater Construction, Inc.</i>
<i>Construction Cost:</i>	<i>\$1,433,000.00</i>
<i>Fund:</i>	<i>Act 26 (EPW Project)</i>



Weathered steel was used in guiderail construction



This construction photo shows the concrete abutments prior to staining

FDC Employees Among DCNR's 2015 Employee Recognition Award Winners

Denise Kelly, PG

On May 6, DCNR hosted the annual Employee Recognition Program which recognizes those employees who exemplify what it means to work for DCNR. Three employees from the Bureau of Facility Design and Construction (FDC) were acknowledged for their efforts to advance the mission and goals of DCNR. Awards are presented in five separate categories; the FDC winners represented two of these categories, the DCNR Excellence Award and the DCNR Customer Service Award.

The DCNR Excellence Award recognizes “the sustained exemplary efforts of employees whose work is of significant importance in advancing the Department’s success.” Al Thomas, Division Chief for Field Engineering, was presented with this award for his efforts in developing a restructured project database that is used to track DCNR’s numerous infrastructure projects. Development of this database was in addition to his duties of overseeing construction work for parks and forestry. The new database allows project managers to enter project information into one place and into a standard format. Information in the database is easily accessible to relevant personnel in FDC, parks, or forestry and allows project managers to monitor projects and take pre-emptive corrective action when costs begin to exceed the available budget. Implementation of the database has reduced the need for change orders which in turn has resulted in cost savings for the Commonwealth.

The DCNR Customer Service Award recognizes “the most outstanding customer service, whether it is provided to internal or external customers.” In addition to their regular job duties, Jim Kalp, an architectural designer and Denise Kelly, a professional geologist were recognized with this award for their work in publishing the bimonthly “BOFDAC news” newsletter. The comprehensive newsletter describes the projects under construction and provides both photos and informative articles related to these projects. The newsletter is distributed to a wide audience including all of DCNR, consultants, contractors, numerous friends of FDC both within and outside other state agencies as well as legislators and other decision-makers. The newsletter has raised awareness of the work FDC does

both within and outside of DCNR; for instance, many readers did not realize that DCNR relies on in-house designers and engineers to develop and manage many of these projects. Seeing the important work that is being done improves confidence in DCNR and also elevates DCNR’s overall prestige and image.

Congratulations to Al, Jim, and Denise as well as all the award winners!



Jim Kalp and Denise Kelly were presented a Customer Service Award from Acting Secretary, Cindy Adams Dunn (center), for their efforts on the BOFDAC news, newsletter



Albert Thomas was presented the DCNR Excellence Award from Acting Secretary, Cindy Adams Dunn, for his efforts in development of the DCNR project database

Pleasant Stream On The Mend In Loyalsock State Forest

Anthony Giacobbe, PE, and Denise Kelly, PG

In September 2011, heavy rains from Hurricane Irene and Tropical Storm Lee ravaged north central Pennsylvania, leaving behind a path of destruction. Many areas throughout the region were affected, and significant portions of the Loyalsock State Forest District were decimated. Bridges were damaged and dirt roads were washed out leaving many areas impassible. Landslides occurred on steep hillsides adjacent to streams in this mountainous terrain resulting in the deposition of silt and cobbles in the stream bed. These deposits altered stream courses which subsequently resulted in stream bank erosion.

Soon after the storm passed, work began to determine where and how much damage had occurred. Flood damage assessment was a joint effort between the Federal Emergency Management Agency (FEMA), the Pennsylvania Emergency Management Agency (PEMA), Loyalsock State Forest, and engineers from the Bureau of Facility Design and Construction (FDC). Once the field views of the damages were complete, a Project Worksheet (PW) was developed by FEMA and PEMA. After receipt of the approved PWs, funding was made available and FDC staff proceeded to develop designs which led to numerous construction contracts being competitively bid to repair the flood damage.

One of the most heavily damaged areas in the forest district was the lower section of Pleasant Stream Road. During the design process it was decided that innovative techniques would be incorporated into the project that would provide stream bank stabilization measures while also enhancing aquatic habit along the repaired areas. Former FDC civil engineer Andy Orlovsky worked closely with Pennsylvania Fish and Boat Commission's David Keller to incorporate root wad deflectors and multi-log vane deflectors.

Additionally, multi-log vane deflectors were installed along the stream bank and into the stream channel. Each multi-log vane structure consists of 12"-14" diameter logs of approximately 25 foot in length. Several base logs were anchored into the reconstructed stream bank and pinned to the stream bed with steel reinforcing



This photo shows the significant stream bank erosion damage the storms caused, completely washing out the roadway



This photo shows the roadway reconstruction and embankment stabilization methods



This photo shows the multi-log vane deflectors which help deflect flow into the center stream channel

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Pleasant Stream On The Mend Continued.....

rods at an approximate 30 degree angle, facing upstream, to deflect the current and provide stream bank protection. After the base logs were installed, top logs were added and pinned to the base logs so that the top logs were exposed above the normal water level. Since project completion it appears that these structures are functioning as intended to redirect the stream flow away from the reconstructed bank and towards the center of the stream.

The project, which also included removal of a significant amount of sediment and cobbles that were deposited into the stream bed as a result of the flooding, began in July 2014 and was completed in August 2015. It has been nearly nine months since work to repair flood ravaged sections of Pleasant Stream in the Loyalsock State Forest District has been completed and the measures taken appear to be a huge success.



During project construction, root wad deflectors and multi-log vane deflectors were installed in the embankment

Project Capsule

<i>Project Number:</i>	<i>FDC-020-7975</i>
<i>Project Coordinator:</i>	<i>Anthony Giacobbe, PE</i>
<i>Civil Designer:</i>	<i>Andrew Orlovsky, PE</i>
<i>Construction Manager:</i>	<i>Anthony Giacobbe, PE</i>
<i>Construction Inspection:</i>	<i>Tim Bucci</i>
<i>General Contractor:</i>	<i>Fox Hollow Construction, LLC</i>
<i>Construction Cost:</i>	<i>\$165,178.00</i>
<i>Fund:</i>	<i>FEMA, Key</i>

FDC Division Chief Delivers Presentation at Dam Safety Conference

James Kalp, LEED AP



In addition to project design, FDC's Chief of the Division of Design, Ray Zomok, is responsible for the safe operation, maintenance and inspection of the DCNR's dams. For most of his career, Ray Zomok served in positions at DEP focusing on dam and levee safety issues as a regulator. Currently serving as the owner and operator of DCNR's high hazard dams has provided a new perspective on dam related issues. During the opening general session of the 2015 Association of Dam Safety Official's Northeast Regional Conference on May 12, in Ocean City, Maryland, Ray Zomok presented "Dam Operation, Maintenance and Regulation...a Dam Owners Perspective."

The presentation provided state dam safety regulators from northeastern U.S. and Canada with a new and different perspective on the dam projects that they regulate...the dam owner's point of view. Operating and maintaining a large recreational dam requires a trained staff, proper equipment, quality materials and dedicated funding to make all this work. On any given day, a dam owner's staff, priorities and funding are stretched in many directions. In comparison with state regulatory dam inspections, dam owner inspections are considerably ramped-up, requiring specialized training and gear needed to reach difficult and dangerous areas. Timely response is needed from state dam safety regulators reviewing proposed dam repair and rehabilitation projects to prevent loss of funding and to take advantage of the best weather and site conditions to accomplish the work.

The presentation was well received. It was suggested that a break-out session be dedicated to additional presentations from a dam owner's perspective at a future dam safety conference.

Annual Spring Bureau Meeting 2015 - Kings Gap Environmental Education Center



The bureau's annual Spring Training Meeting offered a variety of presentations by industry experts on such subjects as retirement planning; Pennsylvania bats; construction change orders; American shad restoration efforts; oil and gas drilling; tick safety and geocaching.

Organized by the bureau's training committee, this meeting is one of the few times each year in which the bureau's entire staff has the opportunity to get together.



New Fuel Tanks Installed At Presque Isle State Park Marina

John Jaskolka, PE and Denise Kelly, PG

Presque Isle State Park hosts close to 4 million park visitors per year and is one of the busiest parks in the Pennsylvania state park system. Presque Isle is a day use park located adjacent to the City of Erie that provides year-round recreational opportunities.

One of the main activities at Presque Isle is boating; both non-powered craft and registered motorboats are permitted in the park. Additionally, there is a marina with almost 500 slips that can accommodate boats up to 42 feet in length.

The marina has a park concession that offers both gasoline and diesel fuel. Both of these fuels had been stored in separate 12,000 gallon, underground storage tanks (USTs) that were installed in 1990. The tanks developed leaks and had to be closed so the decision was made to replace them with two 10,000 gallon aboveground storage tanks; one tank for gasoline and one for diesel fuel.

The project began in the fall of 2014 after closure of the marina for the winter. The project began by excavating the two existing tanks. The excavated tanks were then cleaned by certified personnel and properly disposed of at a salvage yard. There was no fuel found in the excavation – the leak was contained in the interstitial space of the double walled tanks.

Once the tanks were removed the excavation was graded and a concrete slab was poured which provided the foundation for the two new aboveground tanks. After the new tanks were installed a retaining wall was built around them on three sides to prevent the sandy soil from accumulating around the tanks. Architectural surface treatment (AST) was used on the retaining wall to make it more aesthetic in this visible park setting. Additionally, a mural was incorporated into the wall featuring an anchor, sailboat, fish and turtle. On the retaining wall corner facing the marina entrance the marina sign was stamped into the concrete and then stained to look like a traditional routed wooden sign.

The contractor worked efficiently throughout the winter and the project was completed in the spring of 2015, prior to the May 1 start of the marina season.



To support marina operations, two 10,000 gallon, aboveground storage tanks were installed



The protective, 3-sided retaining wall was is constructed of stained, reinforced concrete to resemble stone construction

Project Capsule

<i>Project Number:</i>	<i>FDC-220-7114</i>
<i>Project Coordinator:</i>	<i>Scott Schaffer</i>
<i>Designer:</i>	<i>Scott Schaffer</i>
<i>Construction Manager:</i>	<i>Scott Schaffer</i>
<i>Construction Inspection:</i>	<i>Ron Carney</i>
<i>General Contractor:</i>	<i>Horizon Construction Group, Inc.</i>
<i>Construction Cost:</i>	<i>\$432,300.00</i>
<i>Fund:</i>	<i>Key 93 (EPW Project)</i>

Works in Progress

(The following photographs represent some of FDC's active construction efforts throughout DCNR)



*FDC-128-7334 - Kinzua Bridge State Park
(DGS 130-1 Phase 2) New Office/Visitors Center
Workers erect structural steel framing members*



*FDC-128-7334 - Kinzua Bridge State Park
(DGS 130-1 Phase 2) New Office/Visitors Center
Masons lay cmu for the maintenance building*



*FDC-214-100667 - Ryerson Station State Park
(DGS 142-3) De-Silt Lake*

Removal of silt continues at the north/west area of the lake bed



*FDC-214-100667 - Ryerson Station State Park
(DGS 142-3) De-Silt Lake*

Dredging is complete at the south/east area of the lake bed



*FDC-007-100568 - Bald Eagle State Forest
Rehabilitate Mid-State Trail Bridge & Tunnel at Penns Creek
Steel reinforcing is placed and prepped for trail*



*FDC-007-100568 - Bald Eagle State Forest
Rehabilitate Mid-State Trail Bridge & Tunnel at Penns Creek
Wood safety railing is installed on the bridge structure*

Works in Progress

(The following photographs represent some of FDC's active construction efforts throughout DCNR)



*FDC-429-1810 - Lackawanna State Park
Rehabilitation of Swimming Pool Complex
Installation of exterior building finishes continue*



*FDC-429-1810 - Lackawanna State Park
Rehabilitation of Swimming Pool Complex
Workers place concrete for the swimming pool*



*FDC-417-6756 - Ricketts Glen State Park
Replace Dam Control Tower
Geothermal loops are exposed/protected during lake drawn*



*FDC-317-101023- Little Buffalo State Park
Replace Pool Liner
Workers install a new pvc liner to the swimming pool*



*FDC-010-100364 - Sproul State Forest
District Office Paving Parking Areas and Loop
Workers place bituminous paving at the maintenance area*



*FDC-001-6191 - Michaux State Forest
Michaux Ranger House Install New Septic System
Workers construct a sanitary sand mound*

Precast Comfort Stations Offer Quick Facility Upgrades

Victor Li, PE

Regions 4 and 5 have recently finished installation of seven vault restroom structures. They are located in French Creek State Park (2 units), Promised Land State Park (1 unit), Ricketts Glen State Park (1 unit), Swatara State Park (1 unit), and Forest District 18 Roaring Creek Tract (2 units). Of the seven units, two units were designed and produced by Carr Concrete Corp., the remainder five units were provided by Park and Restroom Structures, Inc.

The pre-engineered and manufactured, precast concrete units were purchased under the state procurement contract. FDC Region 4 prepared the site plans and secured the Labor and Industry building permits. The bureaus had the opportunity to choose their favored colors and textures once building permits were obtained and before the production order to the manufacturers were issued. Region 4 swing crews prepared the site for installation for the state park units. Forest District 18 finished the site work with its maintenance crew. The precast units were delivered and directly offloaded from the tractor trailer with a crane and set in place the same day. The delivery and installation were carefully coordinated between FDC Region 4, swing crews, Parks and Forestry, L&I inspectors and the manufacturers.

All the pre-manufactured non-flushing vault restrooms are located in remote areas in state parks or forests. Water supply and sewer distribution system to facilitate a potable water supply in such remote locations is impractical and economically infeasible. They are designed to provide minimum public needs with ADA accessibility. On other hand, vault restrooms are cost effective and require low maintenance.

Project Capsule

<i>Project Number:</i>	<i>Various</i>
<i>Project Coordinator:</i>	<i>Victor Li, PE</i>
<i>Designer:</i>	<i>Victor Li, PE</i>
<i>Construction Inspection:</i>	<i>Victor Li, PE</i>
<i>General Contractors:</i>	<i>Park and Restroom Structures, Inc. Carr Concrete Corporation</i>
<i>Construction Cost:</i>	<i>\$204,568.00</i>
<i>Fund:</i>	<i>Various</i>



This precast comfort station is one of two units, installed at Weiser State Forests Roaring Creek Tract



This precast comfort station is one of two units, installed at French Creek State Park



This precast comfort station was installed at Ricketts Glen State Park

Bidding Summary March 2015

FDC-005-7212.1 – Rothrock State Forest Structure Replacement: Bridge No. 05-0001: Thickhead Mountain Road over Sinking Creek			
Bid Price:	\$290,875.00	Apparent Low Bidder:	Redrock Construction, Inc.
FDC-005-101025.1 – Rothrock State Forest Stone Creek Road Reclamation			
Bid Price:	\$159,095.50	Apparent Low Bidder:	Scott Grannas Construction, LLC.
FDC-002-7208.1 – Buchanan State Forest Bridge Rehabilitation: Bridge A-Structure #02-0003 & Bridge B-Structure #02-0004			
Bid Price:	\$313,283.60	Apparent Low Bidder:	George S. Hann & Son, Inc.
FDC-133-101433.1 – Bald Eagle State Park Upper Greens Run Road Rehabilitation			
Bid Price:	\$134,298.00	Apparent Low Bidder:	Scott Grannas Construction, LLC.
FDC-004-7325.1 – Forbes State Forest Structure Replacement: Lick Hollow Road: Bridge A, No. 04-0001 & Bridge B, No. 04-0016			
Bid Price:	\$455,554.00	Apparent Low Bidder:	Gregori Construction, Inc.
FDC-009-100997.1 – Moshannon State Forest Bridge Rehabilitation: Lost Run Road over Mosquito Creek			
Bid Price:	\$24,449.00	Apparent Low Bidder:	Solveson Contracting Inc.
FDC-020-101013.1 – Loyalsock State Forest Dry Run Road Reclamation			
Bid Price:	\$150,066.00	Apparent Low Bidder:	Recon Construction Services
FDC-016-3854.1 – Tioga State Forest Structure Replacement: Bridge No. 16-0001			
Bid Price:	\$400,087.00	Apparent Low Bidder:	LTT Trucking, LLC.
FDC-010-100708.1 – Sproul State Forest Pipe Culvert Replacement: Structure No. 10-0065			
Bid Price:	\$249,811.50	Apparent Low Bidder:	LTT Trucking, LLC.

Bidding Summary March 2015 (Continued)

FDC-010-3853.1 – Sproul State Forest Structure Replacement: Bridge No. 10-0029: State Line Road over Beauty Run			
Bid Price:	\$207,142.00	Apparent Low Bidder:	LTT Trucking, LLC.
FDC-007-100159.1 – Bald Eagle State Forest Repave Poe Valley Road and Millhiem-Siglerville Pike			
Bid Price:	\$780,465.25	Apparent Low Bidder:	Glenn O. Hawbaker, Inc.
FDC-012-7374.1 – Tiadaghton State Forest Structure Replacement: Bridge A: Structure No. 12-0038 & Bridge B: Structure No. 12-9000			
Bid Price:	\$582,501.00	Apparent Low Bidder:	Lycoming Supply, Inc.
FDC-427-101398.1 – Ridley Creek State Park Rehabilitate Road Residential Lease Access			
Bid Price:	\$299,940.00	Apparent Low Bidder:	Polaris Construction
FDC-434-101130.1 – Evansburg State Park Rehabilitate Skippack Creek Road Phase 2			
Bid Price:	\$243,300.00	Apparent Low Bidder:	Barwis Construction
FDC-226-7778.1 – Pymatuning State Park General Construction: Rehabilitate Dam			
Bid Price:	\$6,226,000	Apparent Low Bidder:	Clearwater Construction, Inc.
FDC-226-7778.4 – Pymatuning State Park Electrical Construction: Rehabilitate Dam			
Bid Price:	\$79,660.00	Apparent Low Bidder:	A & MP Electric
FDC-123-7755.1 – Sinnemahoning State Park General Construction: George B. Stevenson Dam Rehabilitation			
Bid Price:	\$2,952,750	Apparent Low Bidder:	K C Construction Company
FDC-123-7755.4 – Sinnemahoning State Park Electrical Construction: George B. Stevenson Dam Rehabilitation			
Bid Price:	\$327,932.00	Apparent Low Bidder:	Dave Kronenwetter

Bidding Summary April 2015

FDC-319-4517.1 – Susquehannock State Park
Pave Main Park Road

Bid Price:	\$222,590.00	Apparent Low Bidder:	Long's Asphalt, Inc.
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FDC-020-6635.1 – Loyalsock State Forest
Structure Rehabilitation: Rock Run Road over Loyalsock Creek

Bid Price:	\$179,293.00	Apparent Low Bidder:	Lycoming Supply, Inc.
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FDC-401-100691.1 – Frances Slocum State Park
General Construction: Environmental Education Center Rehab

Bid Price:	\$1,367,277.55	Apparent Low Bidder:	D & M Construction Unlimited
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FDC-401-100691.2 – Frances Slocum State Park
Mechanical Construction: Environmental Education Center Rehab

Bid Price:	\$184,500.00	Apparent Low Bidder:	Spotts Brothers, Inc.
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FDC-401-100691.3 – Frances Slocum State Park
Plumbing Construction: Environmental Education Center Rehab

Bid Price:	\$71,400.00	Apparent Low Bidder:	Don Cooper Plumbing & Heating
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FDC-401-100691.4 – Frances Slocum State Park
Electrical Construction: Environmental Education Center Rehab

Bid Price:	\$187,289.00	Apparent Low Bidder:	Leber Electric, Inc.
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FDC-001-6193.1 – Michaux State Forest
General Construction: 5-Bay Storage Building Big Flat Maintenance HQ

Bid Price:	\$159,000.00	Apparent Low Bidder:	Black Bear Construction, LLC
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FDC-001-6193.4 – Michaux State Forest
Electrical Construction: 5-Bay Storage Building Big Flat Maintenance HQ

Bid Price:	\$23,300.00	Apparent Low Bidder:	Shaw's Electric
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Bidding Summary March-April:

March Total Bids:	18
March Total Bid Value:	\$13,877,209.85
April Total Bids:	8
April Total Bid Value:	\$2,394,649.55

Tick Awareness – Safety Reminder

James Kalp, LEED AP

With construction season in full swing on state parks and forests across the state, the bureau wants to remind all its employees to be vigilantly aware and take the necessary safety precautions to minimize risk of bodily injury while on the job site. Hard hats, appropriate foot wear, clothing and safety glasses are all precautions to minimize your risk of injury. But with the continuing increase of tick populations, it is important to safeguard and protect yourself from the risk of injury associated with disease from tick bites. Tick bites are DCNR's number one annual injury claim. There are eight known diseases associated with tick bites, many of which can be extremely debilitating without adequate medical treatment.

Here are some tips to minimize your risk:

- If possible – avoid tick infested areas;
- Wear light colored clothing, long sleeve shirts, pants; tuck pants in socks – this aids in identifying ticks on your person;
- Where hip boots or waders when working in tall grass and brush;
- Use Repellent sprays with DEET;
- Shower soon after being outdoors;
- Throw clothing into dryer, set on high heat;
- Check for ticks frequently;
- Use Permethrin on boots, clothing, camping gear; (do not use Permethrin on skin);
- DCNR provides tick repellent to employees to help prevent tick bites;
- Have a co-worker inspect your back and other difficult to see areas; and
- Use a tacky lint roller over clothing to aid in removing ticks.

If you suspect you may have been infected by a tick bite, seek medical attention for professional evaluation and treatment as soon as possible. Be an active participant in protecting your health!

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.state.pa.us/facdes/Current_Proposals/index.htm

Be sure to check back frequently for updates

Employee Profile:**John Van Riper**

John Van Riper is a Senior Civil Engineer for the Bridges and Road Management Section. John assists in helping maintain the bridges across the state by design, design coordination and bridge inspection.

John graduated from Colorado State University-Pueblo in 2010 and took a job with PennDOT in 2011 as a transportation construction inspector after working as an intern with them the previous 2 summers. From there he went into the civil engineer trainee program and later was a civil engineer in the Bridge Section in District 8-0 in Harrisburg. In May 2014 John took a promotion as a senior civil engineer at DCNR.

John has lived all over the United States including Colorado, New Hampshire, Virginia, North Carolina and Louisiana but currently resides in Harrisburg with his wife Brooke and 2 dogs. In his free time he enjoys travelling, cooking, running and fixing stuff.

We're on the Web!

Visit us at:

www.dcnr.state.pa.us/facdes

Bureau Activities & News

- Congratulations to Craig Fetterhoff. Craig recently received his Professional Engineer license. Craig is a Senior Civil Engineer in the Division of Design.
- New Employee:

On April 13, John Dubaich began as FDC's first electrical engineer. John has extensive electrical engineering design and permitting experience from his many years at DPW and DGS. Along with developing in-house electrical designs for DCNR buildings and related site work, John has been focusing on conversions to full service campground hook-ups and improved emergency generators for treatment plants serving state parks.

Questions - Comments?

We value our reader's feedback. Send your questions or comments to:

Chief Editor: Jim Kalp, jakalp@state.pa.us

Contributing Editor: Denise Kelly, dekelly@pa.gov

Birthdays:

- ☺ Jim Sowerbrower-June 10th
- ☺ Tony Giacobbe-June 15th
- ☺ Jason Horst-June 28th
- ☺ Darlene Grimes-August 4th
- ☺ Lawrence R. O'Shell-August 12th
- ☺ Renea Bruch-August 20th
- ☺ Ben Cassidy-August 24th
- ☺ Christian Kim-August 26th
- ☺ Melissa Wallace-August 27th

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.