

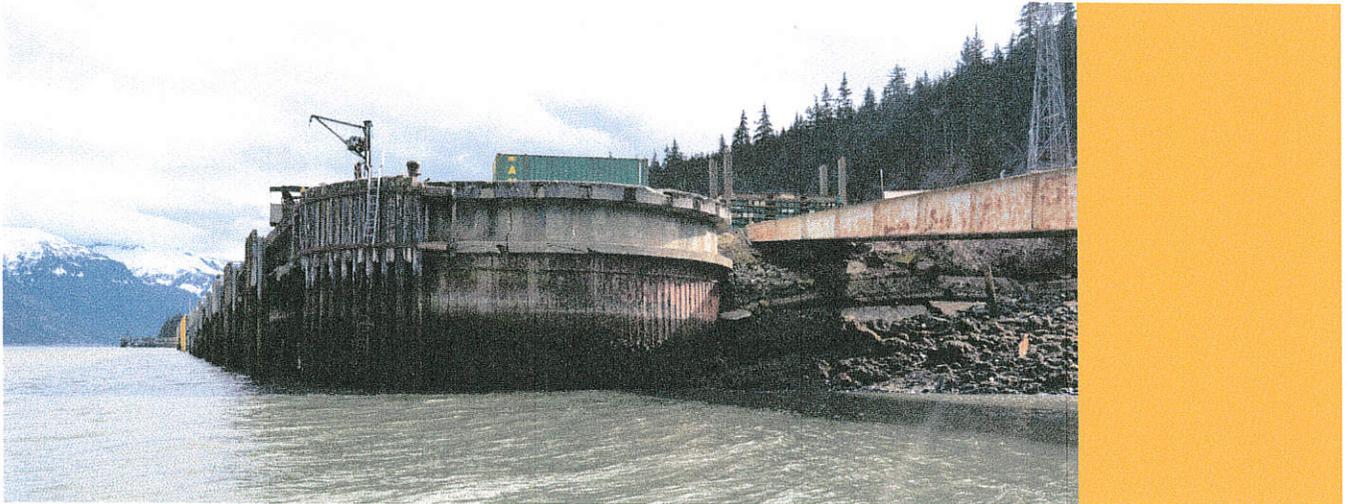
Proposal

to

Haines Borough

for

Lutak Dock Design and Development Concepts



proHNS^{*}LLC^{*}

September 2, 2016

September 2, 2016

Lutak Dock RFP Review Committee
Haines Borough
P.O. Box 1209
Haines, Alaska 99827

RE: Request for Proposals: Lutak Dock Design and Development Concepts

Dear RFP Review Committee:

Thank you for reviewing our proposal for the Lutak Dock Design and Development Concepts RFP. Please find enclosed in this package one original, one electronic copy, and five paper copies of the completed proposal in an envelope marked "Lutak Dock Design and Development Concepts Proposal." We understand the Haines Borough wishes to retain professional services for the purpose of providing conceptual alternatives for replacing or refurbishing the Lutak Dock in Haines, Alaska. This will include research, analysis, conceptual design, cost estimating, and community outreach needed to support the Haines Borough in procuring funds to complete detailed design and construction of the preferred concept.

As Northern Lynn Canal's only local engineering firm, proHNS is available to the Borough at a moment's notice, and we have unparalleled knowledge of the facility and its users. In 2015, we oversaw the demolition and replacement of the State of Alaska's side of Lutak Dock (including design and demolition of a portion of the Lutak Dock owned by the Haines Borough), making proHNS a leader in understanding the challenges that may be encountered. In addition, we have met with the Haines Borough, Alaska Marine Lines, and Delta Western several times over the past year to discuss the Lutak Dock. This preparation provides us with an in-depth understanding of stakeholder needs, and the opportunity to begin developing an approach to this exciting project.

proHNS has assembled a top-notch team that brings you a unique combination of local accountability and world-wide expertise. We are teamed with HDR Alaska (HDR) from Anchorage, the No. 6 ranked Marine and Port Facilities design firm in the United States who brings international marine facility design capabilities and public outreach expertise, and All Points North out of Palmer, to provide quality and efficient survey capabilities.

This project is more than just an opportunity for our team's continued success working with the Borough; it's an opportunity to assist our families and continue our way of life in an efficient fashion. As the Project Manager, I promise commitment in the results you and I seek. Thank you for your consideration of our proposal, and please contact me directly with any questions.

Respectfully,

proHNS



Jeremy Stephens, PE
Project Manager

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To ease evaluation of this proposal, we have provided a reference guide to show you where proHNS addressed the Evaluation Process Criteria in relation to the Required Proposal Content

Evaluation and Selection Process

1. Firm’s Overall Qualifications and Experience	Section 1, Cover Letter Section 2, pages 1-2 Section 3, pages 2-4 Section 6, pages 8-14
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2. How proHNS/HDR will Evaluate Community and Borough Needs and Tailor Conceptual Design to Meet These Needs

A functioning Lutak Dock is the primary means for handling freight and fuel for the community of Haines. The dock is approaching the end of its useful life, with advanced corrosion of the steel sheet piles in the cellular cofferdam bulkhead threatening the integrity of the structure. It is clear to the team that the dock needs to be retrofitted or otherwise replaced to maintain functionality. However, this also provides an opportunity to 1) look back on the performance of the dock regarding what worked well and what could be improved, and 2) look forward, assessing market forecasts and the expanding needs of the community to identify the operations that the dock will need to support.

proHNS literally means “for Haines.” We were created to provide quality, localized, professional engineering services to Haines and the surrounding communities. As residents, we have a great appreciation for what this dock means to our community and its future. A direct benefit to the Borough is that our project manager will be available to the Borough at a moment’s notice without the expense of costly transportation from Juneau or Anchorage. In addition, we are extremely familiar with Lutak Dock, its aging condition, facility users, and recent partial demolition during construction of the new Alaska Marine Highway System (AMHS) facility. We know that our team’s location and expertise will foster a close working relationship with the Borough, allowing us to hit the ground running.

Before we begin design, our team will evaluate the dock’s current layout and usage. By reaching out and discussing operations with the facility users, such as Alaska Marine Lines (AML) and Delta Western as well as the Haines Harbormaster and staff who are highly familiar with the dock, we can examine the pros and cons of the existing design.

We propose engaging the public and a broader audience of stakeholders, understanding that by doing so, the Borough can gather valuable public input and build community support for this project and its eventual construction. Our team will develop a high-level, right-sized public involvement plan that outlines a strategic approach for soliciting feedback regarding current and future use of the facility, keeping the public informed of pertinent information, and developing key messages for the project.

By having proHNS’ boots on the ground and ears on the street, coupled with HDR’s experienced strategic communications staff providing high-level support, our team is uniquely qualified to work with the Borough to communicate and collaborate with the community to develop the dock’s conceptual designs. Together, we can provide both schedule and cost efficiencies in valuable stakeholder engagement with the community and the Borough.

Experience with Public Meetings and User Groups

Community engagement in public infrastructure development can make the difference between a successful project and one that gets bogged down in the court of public opinion. proHNS will utilize and work closely with HDR’s team of strategic communication experts who have decades of experience in Alaska planning and executing public meetings, as well as providing credible, defensible solutions for project proponents. Julie Jessen, a senior stakeholder specialist with HDR, is backed by a team of seven strategic communications specialists who last year alone supported over a dozen public meetings, as well as countless outreach activities such as small group meetings, stakeholder interviews, participation in community events, and the use of online tools. HDR’s team also has a strong background in organizing working and user group meetings that educate and solicit feedback from a project’s most impacted stakeholders, and has done so for numerous infrastructure development and planning projects. proHNS and HDR will work closely with the rest of the project team to keep up-to-date with project issues and changes that may impact stakeholders. We will work to ensure stakeholders have the information they need to provide informed feedback, and that public expectations are managed to match the project’s schedule, regulatory, and budget realities.

Our approach to public involvement and strategic communications will be designed to carefully consider the right tools to collect, understand, and share meaningful information. Implementing a strategic communications plan at the outset of a project will protect the Borough’s reputation, build community support, and leverage Borough resources in a purposeful and meaningful way. Our strategic communications team is highly experienced with

Benefits of proHNS/HDR Team: Technical Expertise Paired with Familiarity with Lutak Dock

- *Jeremy Stephens, our proposed project manager, has historical knowledge of the project site, having provided construction administration services for the AMHS facility adjacent to the Haines Lutak dock.*
- *Jeremy, as proHNS, has worked with the Haines Borough on numerous design and construction projects, and has developed good working and personal relationships with current dock users as well as Borough decision makers.*
- *Ronny McPherson, HDR’s lead marine engineer for this project, together with Jeremy, visited with Borough and harbormaster staff at the Haines Lutak Dock to learn about project issues and concerns.*
- *Our team understands marine construction, the specific site challenges, cost/schedule mitigation strategies, as well as how to engage the public in the decision making process.*



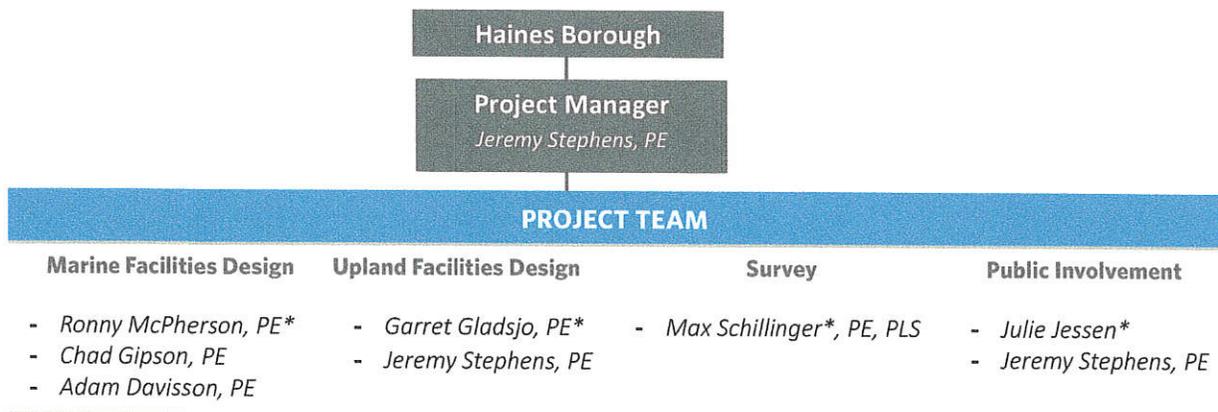
engaging stakeholders who have held public meetings in Alaskan communities ranging from small villages to the largest city. From engaging Salcha residents via meetings on construction impacts during the Alaska Railroad’s Northern Rail Extension project, to facilitating multiple stakeholder working groups in developing a comprehensive community wide strategic plan for the City of Valdez, HDR has proven experience “right-sizing” outreach efforts for Alaskan communities, and in planning and promoting meetings that result in effective communication and solicit valuable feedback. Julie and HDR also have experience with port and maritime public involvement planning, including recent work developing messaging and executing successful public meetings with commercial and impacted neighborhood stakeholders for the 2016 Port of Anchorage test pile and associated noise monitoring program.

In planning projects, thoughtful community feedback can serve as an additional “data point” that project decision makers can use to inform their decisions. Throughout the Haines Lutak Dock Design and Development Concepts process, our project team will work to proactively advance public opinion towards consent, support, and ultimately acceptance. In the end, the project benefits from decisions that reflect not only the sound technical requirements of this project, but also a partnership with the community.

3. proHNS/HDR Team and Our Ability to Meet Project Needs

Organization Chart

proHNS’ Jeremy Stephens will provide project management and be the single point-of-contact to Haines Borough. Jeremy will be directly engaged in contract performance, responsible for all technical disciplines, and accountable for project delivery. The organizational chart below outlines the levels of authority and discipline leads.



* = task lead

Capacity of proHNS/HDR Team

Our team has the capacity and availability to successfully complete this important project. Our proposed team members are committed to developing three conceptual designs and associated information for the Haines Borough. proHNS has six staff members located throughout the State of Alaska. HDR’s Alaska offices are staffed by 108 technical professionals, including three coastal/maritime engineers and seven public involvement specialists who know transportation and state standards. Additionally, HDR employs 70 full-time coastal/maritime engineering professionals nationally who specialize in delivering port and marine infrastructure projects.

As shown in the table below, our individually proposed staff members have the capacity to complete this project within the desired timeframe.

NAME	% Available	
	Q4 2016	Q1 2017
Jeremy Stephens	60%	70%
Ronny McPherson	50%	60%
Chad Gipson	40%	50%
Adam Davisson	40%	50%
Garret Gladsjo	45%	55%
Max Schillinger	60%	70%
Julie Jessen	60%	60%

Proposed Staff



JEREMY STEPHENS, PE
Project Manager, Upland Facilities Design, Public Involvement
proHNS

Education: BS, Civil Engineering, University of Kansas

Registrations:

- Professional Civil Engineer, Alaska #14863
- Alaska Certified Erosion & Sediment Control Lead (AK-CESCL) #DOT-15-017
- Nuclear Testing Equipment, Hazardous Material Certified
- Western Alliance for Quality Transportation Construction (WAQTC) #735

Years of Exp: 10

Jeremy will lead this highly qualified and efficient team, making the project schedule and open lines of communication with the Borough his highest priorities.

Jeremy is the founder and Managing Member of proHNS. His decade of experience also includes employment with Bartlett & West, the United States Navy, and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). He was the DOT&PF Project Engineer for the Haines Ferry Terminal Improvements, where he managed a combination of DOT&PF employees and consultant staff (see page 9 for project details). He also provided management and construction administration services for the Ferry Terminal Emergency Dock Repairs in Skagway (see page 9 for project details). His experience in Haines includes the 2016 Area Wide Paving project, Klehini River Bridge and Transfer project, Skyline Subdivision, and Hill Top Subdivision.



Garret Gladsjo, PE
Upland Facilities Design Lead
proHNS

Education: BS, Civil Engineering, Washington State University

Registrations:

- Professional Civil Engineer, Alaska #14469
- AK-CESCL #DOT-16-049
- Nuclear Testing Equipment, Hazardous Materials Certified
- WAQTC Technician #943

Years of Exp: 10

Garret will be task leader for upland design of the Lutak Dock concepts, including cost estimating.

Garret serves as Principal Engineer for the Juneau office of proHNS. He has worked extensively in Alaska and Washington State, gaining

significant experience in all phases of civil infrastructure projects while administering construction contracts for federal, state, and locally funded projects. He manages and trains project staff, performs design engineering and contract document preparation, and leads coordination with private entities, local agencies, and the public. He has been recognized by previous employers for his commitment to quality work products and excellence. He received the 2015 Leadership of the Year Award for DOT&PF Southcoast Region, as well as the 2014 Outstanding Construction Employee of the Year for DOT&PF Southcoast Region. Garret served as project engineer for the Amalga Harbor Road and Bridges Reconstruction and Replacement project, and the Glacier Highway and Back Loop Road Intersection Safety Improvements project in Juneau, and the Airport Runway Extension in Hoonah. He served as lead design engineer on Washington (WA) State Road 20 Metcalf to Township Lane Widening and Bicycle/Pedestrian Improvements project in Sedro-Wooley, WA, winning an award from the WA Transportation Improvement Board.



Ronny McPherson, PE
Marine Facilities Design Lead
HDR

Education: MS, Ocean Engineering, Texas A&M University
 BS, Aerospace Engineering, Texas A&M University

Registration: Professional Civil Engineer, Alaska #13591

Years of Exp: 8

Ronny will be the task leader for marine facilities design of the Lutak Dock concepts, including cost estimating.

Ronny is HDR's Coastal and Maritime Program Leader for Alaska. He works closely with other coastal and maritime program leaders throughout the company, leveraging HDR's worldwide expertise to succeed on projects in cold water. He specializes in marine facilities protection, shoreline protection design, passing vessel analysis, coastal erosion studies, sedimentation and shoreline change analyses, and hydrodynamic modeling (wave, currents, tides). He has worked all over Alaska, including Juneau, Ketchikan, Anchorage, Turnagain Arm, Tanana River, Kodiak, St. George, Nelson Lagoon, Levelock, Hooper Bay, and Elim. Ronny has served as a project manager on projects in coastal environments for more than 5 years, working with a variety of clients that include United States Army Corps of Engineers (USACE), state agencies, boroughs, municipalities, and non-profit organizations. His experience includes engineer of record for the large armor stone and concrete armor unit revetment design for the Kodiak Airport Runway Extension; lead coastal engineer for breakwater design for the St. George Harbor Improvements project; and several projects in Nelson Lagoon, including a design of shoreline protection structures to combat the community's coastal erosion issues.



Chad Gipson, PE
Marine Facilities Design
HDR

Education: BS, Civil Engineering, Washington State University

Registrations:

- Professional Civil Engineer, Alaska, Pending
- Professional Civil Engineer, OR, #85668
- Professional Civil/Structural Engineer, WA, #47920

Years of Exp: 10

Chad will serve as the marine structural engineer for the design of a replacement facility concept.

Chad provides structural engineering for ports/maritime and heavy industrial projects involving concrete, steel, and timber wharves of varying sizes throughout the Northwest. Many of these projects presented challenging design parameters and required innovative analysis methods due to high seismic loading, liquefiable soils, and lateral spreading prevalent in waterfront sites. He performed a due diligence condition and cost valuation report for the Port of Corpus Christi, Texas Authority, that would allow the Port to generate an overall bid for potential purchase of the facility. Included in the report was a section regarding the feasibility of reuse of the different portions of the facility and equipment, including maintaining its current use. He also led the comprehensive inspection of a large timber dock on the Chehalis River in Aberdeen, WA, and assisted with determining conceptual repairs and capital cost estimates to aid the client in determining suitability of leasing the dock for regional expansion. For the Port of Everett, WA, he assisted with the inspection of a concrete wharf as well as the development of the conceptual design for repair and reinforcement of the dock to significantly increase live load capacity at the South Terminal.



Adam Davisson, PE
Marine Facilities Design
HDR

Education: BS, Civil Engineering, Clemson University

Registration: Professional Structural Engineer, Alaska #104659

Years of Exp: 15

Adam will serve as marine structural engineer for the development of retrofit options.

Adam is experienced in the inspection, condition assessment, and design of waterfront facilities. He began his career as an engineer

diver, performing underwater inspections and making repair recommendations for the U.S. Coast Guard and Naval piers, wharves, and bulkheads to extend their service life or improve facility operational capability. Adam has also been involved with the detailed design of new facilities, preparing construction documents and serving as construction manager. Recently, Adam's work has focused on the design and construction of new waterfront facilities for the Georgia Ports Authority and the Jacksonville Ports Authority. This work entailed the installation of new bulkheads and pile-supported wharves to support larger container cranes and facilitate berth dredging. This will allow the ports to accommodate the larger vessels that will call on them after completion of the Panama Canal expansion project. During this time, Adam was also responsible for the design of a steel pipe pile and sheet pile combination wall bulkhead for a large recycling terminal in New York City and a conventional steel sheet pile bulkhead at a liquid bulk terminal in Savannah, Georgia, that prevented the partial collapse of a warehouse. Adam's most recent relevant project experience includes an ongoing conceptual design for two ferry terminals, heavy freight dock, and floating lay berth in Ketchikan for the Gravina Access SEIS (supplemental environmental impact statement) (see page 11 for project details).



Julie Jessen
Public Involvement
HDR

Education: MS, History (Historic Preservation), Ball State University, BA, History, Augustana College

Certification: International Association for Public Participation

Years of Exp: 21

Julie will develop and conduct public involvement services to attain the public's input.

Julie is a Planning and Public Involvement Specialist who develops and manages information programs and routinely leads large strategic planning efforts and outreach on complicated infrastructure projects. She works closely with clients to develop project-specific public involvement plans targeted to reach key agency and public stakeholder groups. Julie is trained in facilitation techniques and charrette planning. For the St. George Harbor Breakwater and Dredging Improvements project, she supported the public outreach initiative, developed newsletters and informational materials, coordinated website development and management, and provided meeting logistics and support. She provided stakeholder outreach for multi-phase, community-wide strategic plan to identify goals, objectives, milestones, and action items for the Community of Valdez that resulted in a final strategic plan document that will guide the City and Community of Valdez well into the future.

4. proHNS/HDR's Process for Background Research and Data Analysis to Inform Conceptual Designs

With any design, and especially for retrofit design, it is imperative to build a solid foundation of knowledge through background research of existing conditions, past performance, geotechnical conditions, and environmental conditions.

- **Existing Conditions:** Our engineering team will thoroughly review the Lutak Dock Structural Assessment and pull key information and conclusions from the document. Following this effort, select members of our team including a marine structural engineer will visit the site and build upon the structural assessment and continue brainstorming possible solutions.
- **Past Performance:** We understand the dock is on borrowed time, but portions of the dock are still in operation. Our team will meet with Borough staff, harbor master, and dock users (AML and Delta Western). During these meetings, we will have prepared talking points to discuss the past performance of the dock and how it impacts operations. Through these meetings, our team will also brainstorm with the stakeholders ideas on how performance could be improved with the repaired/replaced dock. Note, these meetings will be separate from the formal public meetings.
- **Geotechnical Conditions:** Knowledge of the condition and makeup of the offshore and nearshore substrate is critical for design and in some cases dictates particular designs and/or construction methods. For this initial effort, our team will utilize geotechnical work performed for the neighboring AMHS facility and past work performed for the Lutak Dock (if available).
- **Environmental Conditions:** While environmental loading (waves, current, and wind) are not expected to drive design decisions, our team will gather readily-available information on local meteorological/oceanographic (metocean) conditions and perform preliminary analysis on environmental loadings caused by tides, waves, and current.

The data acquired through the above background research will be assembled and documented in the Design Basis Report, which is a living document. All efforts and resulting conclusions will be documented and available in one place to inform conceptual design.

Scope of Work

Phase 1: Evaluate Existing and Future Site Conditions

Invariably, some of the most important project activities prove to be the initial investigations, which are critical in framing the overall determination of need. Careful consideration of the existing structure's original design criteria, current condition, and constructed details will be required for compatibility with the forward looking design requirements and to optimize those designs in the most cost effective way. Similarly, phasing of new construction and the demolition or partial demolition of existing structures will be based on careful review of details and remaining capacity of existing structures. We will determine appropriate means for safely installing the new structure and for removing the existing without unintentionally destabilizing surrounding conditions. Our team will conduct a thorough document review (as-built, permit, and condition surveys) to gain a full understanding of existing structural and utility systems, and to understand ongoing maintenance and operational concerns, as well as the requirements for maintaining operations during construction. Where concerns or potential conflicts may exist, additional stakeholders such as utility owners will also be consulted, with the involvement of the Borough, to provide adequate resolution. These interviews will be in addition to the formal community meetings discussed in more detail under "Communicate Effectively Throughout the Project."

For development of the conceptual design alternatives, we will make use of existing, readily available data and limit costly collection of new data to conserve and allocate the available funds so that as much design and public involvement can be performed as possible. proHNS has selected All Points North to perform a basic topographic and hydrographic survey to establish lines and grades needed to develop the conceptual designs.

Geotechnical data is one of the most crucial datasets for marine facility design. In later phases, site specific geotechnical investigation will be required for detailed design. However, for the initial phase, our team plans to take advantage of geotechnical work performed by Shannon & Wilson in 2002 for the "Lutak Dock Rehabilitation Project." Geotechnical findings observed by the state for the 2005 AMHS "Ferry Terminal Improvements Project" will also be utilized.

Phase 2: Define Project Requirements

Parallel to the necessary site investigations described above, proHNS and HDR staff will engage other key stakeholders through interviews to determine near and long term project operational requirements; identify potential navigational, operational, or other constraints to project construction; and assess implications of other ongoing or planned adjacent projects. It is anticipated that these stakeholders could include (at a minimum): AML and Delta Western, DOT&PF, and Borough operations and maintenance staff.

Based on the information assimilated during the site evaluation, and on input from stakeholder discussions, our team will develop a conceptual Design Basis Document that will specify key design assumptions and codes, design vessel and live load characteristics, load cases and combinations, implementation plans for construction phasing and operational concerns, understanding of permitting/environmental regulations and mitigation strategies, and other key design decisions and directives necessary for defining the project. The document will be a “living document” that will be updated and amended as necessary by the Project Manager in order to coordinate the design team efforts to document design and functional decisions made by the Borough with guidance and input from the team. A copy of the initial document, and each subsequent revision, will be provided to the Borough.

Deliverables: Design Basis Document (Draft).

Phase 3: Consider Alternatives – Select Highest Value

With the operational and performance characteristics defined, the project team will evaluate three conceptual alternatives for construction: 1) Encapsulation, 2) Demolish and Replace, and 3) a to be determined concept. Concepts will be developed based on:

- Construction feasibility, operational requirements, and restrictions
- Consideration of environmental impacts
- Relative cost and schedule

Following the site visit and to kick off the design process, key proHNS and HDR design staff will meet with the Borough to have a design workshop and to begin developing design ideas. Our team will then take these ideas and begin developing the design concepts. In addition to the nuts and bolts of marine facility design, our team will also utilize HDR’s permitting staff who have extensive experience in Alaska marine permitting requirements (e.g., Anchorage Port Modernization Program) to identify likely regulatory requirements by agencies associated with each concept. Throughout the design process, the development of the alternatives will be documented in the Design Basis Document. This will include discussing the various alternative scenarios and compare on a best value basis – constructability, schedule, cost, environmental impact and permissibility, and acknowledgement of operational constraints and requirements. For each feasible alternative presented, an opinion of cost and schedule will be developed. Based on feedback through a series of public meetings discussed in more detail under “Communicate Effectively Throughout the Project,” the alternatives will be updated. Finally, a recommendation will be provided for evaluation by the Borough.

Deliverables: 1) Design Basis Document (revised with Concept Development), 2) 35% Conceptual Design Exhibits, 3) 35% Conceptual Design Opinion of Probable Construction Cost.

Project Approach

Our team’s approach to the technical design is simple but significant: put the effort where it counts.

Our team offers highly qualified marine structures staff with extensive experience in the design of marine terminals of all types, and is supported by some of the most sophisticated design and modeling software available.

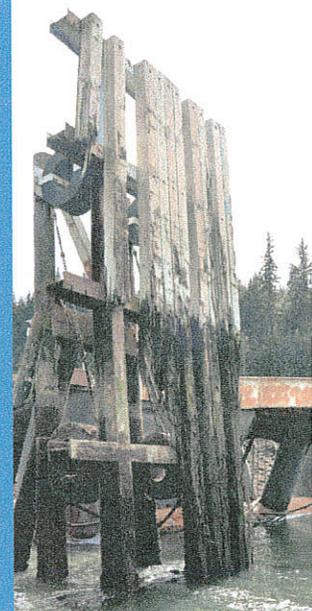
Complete understanding of the applicable codes, coupled with sophisticated structural analysis capabilities and expertise, makes the team fully capable of evaluating all of the nuances specific to marine facility design. These include complex soil-structure interactions or mooring and berthing analyses. We apply our experienced interpretation to optimize wharf design solutions, thus saving Haines Borough on material costs for any given concept.

Our team then combines this horsepower with the intimate local knowledge, providing the Borough with a highly knowledgeable design team.

Before design can be truly effective, there are four key elements that must be addressed to ensure the success of the project:

- 1) evaluate existing and future conditions;
- 2) define project needs;
- 3) consider alternatives; and
- 4) communicate effectively.

Properly incorporating these elements into the design process and providing each with sufficient level of effort will result in greater total project value – whether by obviating the need for unnecessary repairs or retrofit, or by avoiding crucial changes during construction. Most importantly, all of these elements require thoughtful involvement from the Borough, dock users, and the community to be the most efficient.



Communicate Effectively Throughout the Project

Our team understands the importance of open and effective communications during every stage of the project. Responsiveness, sustaining an open dialog, maintaining meeting and phone records, and distributing key decisions and directives to pertinent stakeholders not only streamlines the project, but it often helps avert delivery delays due to incorrect assumptions or misunderstandings. Project Manager, Jeremy Stephens, will make it a priority to provide weekly project progress updates (most likely in person) and will promptly notify Borough staff where owner involvement or information is necessary. Internally, the proHNS and HDR project team will have established lines of communications and will hold weekly progress meetings to facilitate the efficient use of resources and to identify conflicts or issues affecting the process. A key piece to project success will be strategic use of public meetings. With participation from the Borough, our team will host at least four (4) public meetings. Each meeting will have a specific purpose and function as described below:

- **Public Meeting #1** – This meeting will take place during Phase 2. The purpose of this meeting will be to engage the public on start up of the project and solicit feedback from the community on a vision for the future of the dock.
- **Public Meeting #2** – The second public meeting will provide the public with the first look at the three concepts. This will occur approximately midway during Phase 3 of the project as described above. The purpose of this meeting will be to solicit feedback from the community on the different concepts to help improve upon the designs and begin the process of elimination.
- **Public Meeting #3** – The third public meeting will provide the public with a follow up look at the preferred concept chosen during public meeting #2 and will specifically highlight changes or improvements made as a result of the previous public meeting. This meeting will be held toward the end of Phase 3. The purpose of this meeting will be to continue engaging the public on the project and continue soliciting feedback on the preferred concept.
- **Final Concept Presentation** – The final meeting, which will represent the end of the current design effort, will be a Final Concept Presentation. This meeting will present the selected alternative, which will be based on the Borough’s decision. The purpose of this meeting will be to inform the public of the selected alternative and to provide high-level design details.
- Every public meeting will be attended by proHNS’ project manager, Jeremy Stephens. Depending on the need, HDR’s strategic communication expert, Julie Jessen and/or marine design lead, Ronny McPherson who are both based out of Anchorage may attend. In all cases, Julie Jessen will be supporting Jeremy with meeting strategy, preparation, and exhibits.

5. Overall Timeline and Completion Date for Conceptual Designs

Our team is ready to hit the ground running the moment a notice to proceed (NTP) is issued. For this proposal we developed a draft work breakdown structure to help develop a potential schedule. Based on this, we feel we could easily complete this project within five months from NTP. If the Borough would like to fast-track this project, we are absolutely prepared to accommodate a shortened schedule and have adequate resources available if more engineering horse-power is required. Likewise, if the Borough would like to expand the schedule beyond what is presented, perhaps due to timing of public meetings and the holiday season, we are more than happy to accommodate. Our proposed timeline is provided below.

TASK	MONTH				
	1	2	3	4	5
1.0 Project Management	█	█	█	█	█
2.0 Data Gathering and Collection	█				
3.0 Public involvement	█	█	█	█	█
4.0 35% Conceptual Design	█	█	█	█	█

Looking for Cost Efficiencies

Our team understands that budgetary short falls often prohibit the total reconstruction of waterfront facilities, making every cost efficiency important for allowing the construction dollars to go as far as possible. Our team is prepared to sharpen our pencils and think outside the box. We will begin design with the mindset that every construction dollar saved counts. As an example of possible cost efficiency, during our visit to the facility earlier in the year, we observed that the breasting fender removed for the AMHS project appeared to be in relatively good condition. With a little more evaluation, it is possible that the mooring hardware and fendering system components could be reused, which would reduce construction costs of the refurbished facility.



6. proHNS/HDR Qualifications Statement

6.1. 6.1 Consultants' Name and Applicable Licenses

proHNS and HDR maintain the following current business and professional engineering licenses.

TABLE 1. APPLICABLE LICENSES		
LICENSES TYPE	proHNS, LLC	HDR ENGINEERING, INC.
Haines Borough Business License	Haines Borough Business License #1954, renewal date: December 31, 2016	Will obtain if required
Alaska Department of Commerce, Community, and Economic Development	AK Business License #1023043, renewal date: December 31, 2016 Business Line 54 - Professional, Scientific, and Technical Services	AK Business License #106593, renewal date: December 31, 2017. Business Line 54 - Professional, Scientific, and Technical Services
AK State Board of Registration for Architects, Engineers, and Land Surveyors	Authorized Limited Liability Company #100662, renewal date: December 31, 2016	Authorized Corporation #AECC569, renewal date: December 31, 2017
AK Professional Engineering License	Jeremy Stephens, PE, AELC #14863, renewal date: December 31, 2017; Garret Gladsjo, PE, AELC #14469, renewal date: December 31, 2017	Ronny McPherson, PE, AELC #13591, renewal date: December 31, 2017; Adam Davisson, PE, AELC, # 104659, renewal date: December 31, 2017

6.2. proHNS and HDR Years in Business and a Brief History of Each Firm

proHNS is an Alaskan and Veteran owned consulting firm offering engineering, technical, and administrative services to the residential, public, and private sectors throughout Alaska. With offices in Haines and Juneau, proHNS was established in 2015 to fulfill client needs with efficient and responsive services. Our ability to communicate, understand, and properly implement design and construction management tools solidifies our commitment to providing the very best service for our clients, no matter their size. As a small but highly flexible organization, proHNS currently employs six staff and up to 50 part-time and seasonal associates ready to begin work on projects wherever needed. Staff employed

by proHNS have the ability to work remotely from Haines, Skagway, Juneau, Ketchikan, Fairbanks, Anchorage, and Seward while maintaining a steady output of design and technical services for our clients. Our staff travels as needed to provide construction administration or management services for federal, state, local, and private entities.

proHNS has worked within the Haines Borough, as well as clients throughout Southeast Alaska, providing general civil engineering (civil, structural, marine, water resources, transportation, and environmental), drafting and detailing, construction phase services, and public involvement/participation activities.

Teamed with proHNS on this proposal, HDR is a leading marine and port facilities planning and design firm with Alaska offices in Anchorage, Palmer, and Fairbanks. HDR has been in business since 1917, and has maintained up to four active Alaska offices since 1976. The Anchorage office, from which this project will be supported, was opened in 1976.

Locally, HDR's marine engineering practice is lead by Ronny McPherson, PE. Ronny has eight years' experience working as a coastal/marine engineer, and has worked with Hooper Bay, Nelson Lagoon, St. George, Elim, Levelock, and other small Alaskan communities.

The proHNS/HDR technical staff specializes in marine terminal design and rehabilitation and have delivered projects similar to yours throughout Alaska and the Lower 48.

6.3. Experience with Similar Projects, Including Ability to Deliver Cost-Effective Solutions

Our team members have worked on internationally recognized marine structures, as well as with marine structures within the State of Alaska. Below are brief descriptions of projects similar to the Haines Lutak Dock that were completed by team members, followed by a table on page 12 that highlights a sample of our team's experience with marine dock projects.

FERRY TERMINAL IMPROVEMENTS HAINES BOROUGH, AK (proHNS)



proHNS' Jeremy Stephens provided construction administration services for this project that replaced the existing cellular sheet pile dock structure at Lutak Dock with a riprap slope, sheet pile retaining walls, and pile supported mooring dolphin fender system along with associated access structures. The work included offshore dredging to provide sufficient water depths along the face of the berth for safe vessel use. Additional upland areas were also developed to offset land area losses as a result of the removed sheet pile structures and to allow reconfiguration and expansion of the uplands for the provision of two separate vehicle staging areas. Upland work further included a new generator, storage buildings, and utility work.

Prior to construction and based on another consultant's design, we approached Haines Borough to request their interest in adding partial demolition of their portion of Lutak Dock. This included design and public involvement, which eventually led to Haines Borough Assembly approval to allow DOT&PF to proceed with design and demolition of Haines Borough's two northern most cellular structures of Lutak Dock (see paragraph 3 of the RFP Background).

Large structural changes to the project were successfully managed and negotiated between DOT&PF, local government, and public stakeholders, resulting in nearly \$1.7 million in savings.

FERRY TERMINAL EMERGENCY DOCK REPAIRS, SKAGWAY, AK (proHNS)



While performing construction administration services on Dyea Road, a distress call was received reporting that the Skagway Ferry Terminal dock was sinking. proHNS' Jeremy Stephens initiated salvage services to immediately remove all hazardous waste from the dock to help prevent discharge when submerged. He communicated quickly to Petro Marine to clear all fuel lines running to the dock, and he hired a local crane to move forklifts and other vehicles on the dock with potential pollutants that could discharge into the ocean. Jeremy then provided construction administration services for an emergency contract that included salvage and repair of the dock and transfer bridge structures.

The dock is constructed of 27 concrete cells. Salvage of the dock included the employ and operation of 27 pumps and an airlift. At low tide, the top of the dock could be accessed, and the hatches to the concrete cells were removed and pumps were started. Luckily, the dock was not damaged during the sinking and the dock floated during the subsequent incoming tide. Repairs to the vehicle and pedestrian transfer bridges, hydraulic system, waterline, fuel line, electrical, and luminaires ensued. This emergency project only cost \$750,000 of state funds, truly unheard of for an emergency marine contract in this day and age.

CAUSEWAY RECONSTRUCTION & TRESTLE REPLACEMENT, HYDER, AK (proHNS)



This project consisted of reconstructing 2,300 feet of causeway; constructing a 766-foot, two-lane concrete trestle; and expanding Harbor Island, which houses the local boat harbor and seaplane base. Most of the work occurred in the tidal zone of Portland Canal. The existing trestle, including connected structures and pilings south of Harbor Island, were demolished.

proHNS' Jeremy Stephens performed Project Engineering duties while managing consultant staff from two companies. With no cell phone service and only 100mb of daily satellite internet service, this project was successfully administered through the unforeseen pile driving difficulties. Soil conditions did not appear to provide adequate bearing to continue with trestle construction. Via additional testing conducted by one of the consultants, it was determined that allowing additional time for soil setup provided the required bearing to allow construction to continue. A claim followed due to the unforeseen conditions, delayed responses from the Juneau office (caused by extremely limited phone and internet service), and the fact that the contractor's request for \$3.8 million in damages was not agreeable. With the help of impeccable documentation during CA, the claim was settled in 2014 for actual damages of \$512,000 caused by the delay.

FERRY TERMINAL IMPROVEMENTS, ANGOON, AK (proHNS)



proHNS' Jeremy Stephens performed all construction administration duties during the demolition of all existing structures and construction of the new ferry terminal. Demolition included 100% removal of timber and steel piling, mooring structures, float, and transfer bridge. Uplands construction included new electrical, parking luminaires, and abutment reconstruction for the new transfer bridge. The new ferry terminal required all new steel pipe piling, Flexifloat system, mooring structure, transfer bridge, ramp, apron, electric actuator controls, variable frequency drives, and all utilities to operate this un-manned facility.

With no airport, Angoon relies heavily on its limited AMHS service. The contract allowed a 4-week suspension of service during construction. While maintaining constant communication with Angoon and AMHS officials via landline and limited internet, intense construction administration was solely performed and the actual suspension of services was less than 2 weeks.

PORT OF ANCHORAGE MODERNIZATION PROGRAM, ANCHORAGE, AK (HDR)



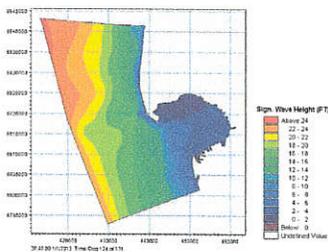
The Port of Anchorage is in the process of improving all of their marine facilities through a 5-phase approach that includes the construction/reconstruction of two petroleum, oil, and lubricant (POL) terminals, two container terminals, and the stabilization of the North Extension. The phases are designed to allow the Port to have continuous operations. HDR is performing all permitting and regulatory agency coordination, including Section 408 consultation and marine mammal observation, construction administration, and procurement services. The Section 408 consultation, led by Ronny McPherson, is a large effort due to the proximity of the federal navigation basin to the marine facilities. The USACE was concerned about modifications that may impact their dredging activities and required that complex sediment transport modeling be performed and reviewed by the USACE for the potential design. HDR worked with the Port and USACE to coordinate the complex effort to be performed by the USACE Engineering Research and Development Center. This reduced the Port's permitting cost by approximately \$1 million. HDR is also currently assisting the Port with public involvement and strategic communications tasks as the project develops.

GRAVINA ACCESS MULTIPLE DOCKS CONCEPTUAL DESIGN, KETCHIKAN, AK (HDR)



As one of the more controversial projects in the nation, the EIS was delivered in the expected timeframe with a rigor that earned praise from the Federal Highway Administration Legal Counsel for the project. The project involved both terrestrial and marine impact analysis on a scale seldom seen in Alaska. Following high-level decision making, the current project is going through an SEIS phase. The project is no longer focused on a bridge connecting Gravina Island with Revillagigedo Island but instead a combination of four marine facilities that provide multiple benefits to the community. HDR is currently supporting the DOT&PF with preliminary design of two ferry terminals, a floating layup dock, and a combined heavy freight and POL dock. Working closely with the DOT&PF, the marine facility design team, led by Ronny McPherson, developed multiple conceptual designs and honed in on solutions that met the purpose and need of the EIS and were within the allocated construction budget.

BARGE LANDING AND SMALL BOAT HARBOR CONCEPTUAL DESIGN, HOOPER BAY, AK (HDR)



The Hooper Bay community was interested in both a small boat harbor and barge dock. The community is flooded at least annually from large storms traveling north up the Bering Sea, causing damage and loss of fishing skiffs, a vital asset to the community. In addition, cargo barges moor within Hooper Bay

for extended periods and are believed to adversely affect the fishery. HDR performed an alternatives analysis and provided conceptual designs for a barge dock and small boat harbor. Tasks included assessment of sedimentation trends, numerical modeling of waves and currents using MIKE21 HD and MIKE21 SW, and design of a barge dock and small boat harbor. HDR worked with the community as it evaluated designs and examined non-traditional alternatives – such as offshore mooring with harboring from natural coastal features – that were much less expensive options to solve their issues.

NELSON LAGOON SHORELINE PROTECTION, NELSON LAGOON, AK (HDR)



The community of Nelson Lagoon is experiencing dramatic shoreline erosion that threatens many homesteads and public buildings in the community. HDR began working with the Aleutians East Borough (AEB) and the community through a Hazard Impact Assessment (HIA) project that identified major natural hazards to the community. Since then, HDR has assisted AEB and the Nelson Lagoon community acquire grants from the Coastal Impact Assistance Program and the Community Development Block Grant, as well as performing design for shoreline protection. The selected design was especially tailored to the community to utilize almost entirely readily-available natural resources and was constructed using equipment already available on site. This allowed the project to be constructed within the available budget of less than \$1 million while using local labor.

■ proHNS and HDR have extensive experience designing maritime projects with similar requirements.

PROJECT NAME, LOCATION	proHNS	HDR	Repair/Retrofit Design	Bulkhead Design	Pile Support Design (Dock, Platform, Pier, Dolphin)	Modular Construction	Maintained Continuity of Operations	Section 10/404 USACE Permitting	Vessel and Mooring Line Geometric Arrangement and Operational Studies	Berthing and Mooring Analysis	Facility Accommodates Multiple Vessel Classes/Types	Design of Mooring and Fendering Systems	Sacrificial Anodes	Opinion of Cost	Bid Phase and Procurement Services	Services During Construction
Haines Ferry Terminal Improvements, Haines AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Skagway Ferry Terminal Emergency Repairs, Skagway, AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Hooper Bay Conceptual Barge Landing, Hooper Bay, AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Ferry Terminal Improvements, Angoon, AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Causeway Reconstruction & Trestle Replacement, Hyder, AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Gravina Access SEIS, Ketchikan, AK	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Pier Charlie Replacement, Guantanamo Bay, Cuba	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
USDOT MARAD Layberth Facility Design, Beaumont, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Flint Hills 41 Dock 5 - Liquid Bulk Terminal, Ingleside, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Valero LPG Condition Assessment, Corpus Christi, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Valero Ship Dock 2 & 3 Fender Retrofit, Corpus Christi, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Public Oil Dock 14, Corpus Christi, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Cargo Dock No. 16, Brownsville, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Gulf Marine Fabricators Graving Dock, Ingleside, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
NISMO Wharf and Pier Repairs, Philadelphia, PA	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Port Miami Wharf Strengthening Program, Miami, FL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Talleyrand Marine Terminal Emergency Repairs, Jacksonville, FL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Blount Island Marine Terminal Wharf Replacement, Jacksonville, FL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
BIMT Wharf Rehabilitation and Upgrades, Jacksonville, FL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
NuStar Dock 16 Modifications, Corpus Christi, TX	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
WesPac JAX LNG Processing and Bunker Barge Berth, Jacksonville, FL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

6.4. Past Record of Performance on Similar Contracts, Including Quality of Work, Timeliness, and Cost Control. Provide Five Other Client Contacts for Reference Purposes

Past Record of Performance on Similar Contracts

Project Name	Ferry Terminal Improvements, Haines Borough
Firm	proHNS
Quality of Work	Developed creative approach to allow a contract extension for items only on the critical path. Facilitated negotiations between DOT and contractor until parties agreed to terms.
Timeliness	Met schedule. Project start was delayed 12 weeks due to issues during advertising and award.
Cost Control	Saved \$1.5M by including a portion of Haines Borough's part of Lutak Dock during demolition, eliminating an expensive retaining wall. After difficult pile driving and all other design changes, project came in just under budget.
Project Reference	David Lowell, DOT&PF Design Manager, (907) 465-4812

Project Name	Ferry Terminal Emergency Dock Repairs, Skagway
Firm	proHNS
Quality of Work	Coordinated emergency response, contractors, equipment, and terminal staff.
Timeliness	Refloated, repaired, and had terminal operational in 6 days.
Cost Control	Emergency Marine Contract for \$750,000
Project Reference	David Lowell, DOT&PF Design Manager, (907) 465-4812

Project Name	Causeway Reconstruction & Trestle Replacement, Hyder
Firm	proHNS
Quality of Work	Found state owned stockpile of piling that was readily available. This decreased the lead time for additional materials.
Timeliness	Met schedule; despite issues with pile driving, Jeremy provided a high level of organized documentation for state and contractor activities.
Cost Control	Jeremy represented the DOT&PF and provided impeccable CA documentation, which led to the claim being settled for actual damages of \$512,000 caused by the delay, instead of the \$3.8M requested by the contractor.
Project Reference	Elmer Marx, DOT&PF Bridge Design, (907) 465-6941

Project Name	Ferry Terminal Improvements, Angoon
Firm	proHNS
Quality of Work	Provided solution to piling tension anchors not holding grout. Trained all AMHS in new facility operations. Maintained assistance for 1 year after project completion.
Timeliness	Met schedule
Cost Control	Maintained a schedule and correspondence log to assure all information was received and returned promptly. Assisted AMHS contractor to transport passengers and vehicles to other facilities while AMHS facility was under construction.
Project Reference	David Lowell, DOT&PF Design Manager, (907) 465-4812

Project Name	Barge Landing and Small Boat Harbor Conceptual Design, Hooper Bay
Firm	HDR
Quality of Work	Provided conceptual design of a variety of barge landing and harbor designs with varying levels of required capital cost Worked with community to identify major needs for infrastructure Recommended cost-effective solutions to community issues
Timeliness	Met Schedule
Cost Control	Maintained schedule and coordinated with client. Delivered work product on time and in budget
Project Reference	Dave Cottrell, Sea Lion Management Group, LLC. (907)751-6800

Project Name	Shoreline Protection Design, Nelson Lagoon
Firm	HDR
Quality of Work	Provided quality work and searched for efficiencies in grant scopes to perform design tasks as soon as possible. This was key for the community, who was tired of studies and faced a threatening erosion problem. Assisted AEB and community with acquiring additional grant funds.
Timeliness	Met Schedule
Cost Control	Maintained schedule and coordinated with client. Delivered work product on time and in budget
Project Reference	Anne Bailey, AEB, (907) 274-7580

Provide Five Other Client References

proHNS and HDR are firms who take great pride in the professional reputation that each company has built. We encourage you to contact each company's references, listed below.

proHNS

1. Brad Ryan, Public Facilities Director, Haines Borough, 907.766.2256
2. Edith vonStauffenberg, Haines Ferry Terminal Manager, 907.766.2862
3. Orion Hanson, Municipality of Skagway Planning & Zoning Commission Chair, 404.307.6925
4. Lara Labesky, Skagway Ferry Terminal Manager, 907.612.0119
5. Maureen Hansen, Project Manager, 907.723.8312

HDR

1. Anne Bailey, Project Manager, Aleutians East Borough, 907.274.7580
2. Kirk Miller, Marine Design Group Chief, DOT&PF, 907.465.1215
3. David Lowell, Marine Project Manager, DOT&PF, 907.465.4812
4. Steve Ribuffo, Port Director, Port of Anchorage, 907.343.6201
5. Lisa Von Bargaen, Community and Economic Development Director, City of Valdez, 907.834.3425

6.5. proHNS/HDR's Experience Working with Communities Similar to the Haines Borough

proHNS was started with the intention of increasing the value of Alaskan's lives by providing professional engineering, construction, and administrative services to Alaska's smaller communities.

In addition to Haines, our staff has worked with several other similar communities in Southeast Alaska. Our staff has been a part of replacing entire ferry terminals in Angoon while keeping the community updated and connected to Juneau via alternate transportation. In Hyder, our staff oversaw construction of new structures, without interrupting the existing structure in use, while maintaining traffic to and from Ketchikan. While in Skagway, we took an incident that appeared to be a total loss and helped revive their ferry terminal in 6 days with minimal costs.

These are only a few examples of similar large scale projects with huge public impacts that we have been fortunate enough to assist through fruition, all of which required a high level of public involvement before, during, and after design.

HDR has worked with many smaller communities working on big issues. They provided a conceptual design for a barge landing and small boat harbor for Hooper Bay, located on the coast of the Yukon Delta. They visited and walked the site with the local native corporation and held a public meeting to get feedback regarding the purpose and need for the barge landing and small boat harbor. They found that engaging the public provided invaluable information regarding the core community issues, which included annual flooding and undesirable long-term barge moorage. They have been working with the community of Nelson Lagoon with the AEB in battling a chronic erosion issue threatening several homesteads and public buildings. They began with a small contract to identify and document natural hazards through a HIA. From there, they were able to quantify erosion hazards and worked with AEB and the community to leverage and apply for various grants. Through it all, HDR was able to design a shoreline protection solution that cost a fraction of shipping and placing armor stone that utilized natural resources. In addition, the design of the structure was tailored to the community who desired to construct it using local labor and local equipment.

In short, our team understands that working in a community like Haines means we must:

1. Work closely and collaboratively with the community and strive to design to their vision.
2. Dig deep and think outside the box to explore options to make every construction dollar go as far as possible.
3. Think big picture to not just plan but plan smart for the future

Our combined track record brings you a quality team with extensive experience in repair and retrofitting marine facilities with the expertise of public involvement specialists. We are very excited about this project and look forward to working with you on this critical piece of Haines infrastructure.

Thank you for reviewing our proposal. We are ready to go to work for you, resolving the issues and delivering innovative solutions on this project. Let's get started.