



**PRINCIPALS**

George E. Hubbell  
Thomas E. Biehl  
Walter H. Alix  
Peter T. Roth  
Keith D. McCormack  
Nancy M. D. Faught  
Daniel W. Mitchell  
Jesse B. VanDeCreek  
Roland N. Alix

**SENIOR ASSOCIATES**

Gary J. Tressel  
Kenneth A. Melchior  
Randal L. Ford  
William R. Davis  
Dennis J. Benoit

**ASSOCIATES**

Jonathan E. Booth  
Michael C. MacDonald  
Marvin A. Olane  
Robert F. DeFrain  
Marshall J. Grazioli  
Thomas D. LaCross  
James F. Burton  
Jane M. Graham  
Donna M. Martin  
Charles E. Hart

**HUBBELL, ROTH & CLARK, INC.**

OFFICE: 555 Hulet Drive  
Bloomfield Hills, MI 48302-0360  
MAILING: PO Box 824  
Bloomfield Hills, MI 48303-0824  
PHONE: 248.454.6300  
FAX: 248.454.6312  
WEBSITE: www.hrc-engr.com  
EMAIL: info@hrc-engr.com

June 12, 2014

City of Traverse City  
2<sup>nd</sup> Floor, Governmental Center  
400 Boardman Ave.  
Traverse City, Michigan 49684

Attn: Ms. Missy Luick, Planning and Engineering Assistant

Re: Request for Qualifications (RFQ) -- Traverse City Public Pier

Dear Ms. Luick and Study Group Members,

Enclosed herein, please find our Qualification responses (15 copies and USB drive) to the above referenced request. For almost 100 years, HRC has been providing high quality engineering services to our clients throughout the State of Michigan and beyond. We are excited for the opportunity to work with the City of Traverse City and the various stakeholders on this project.

**Qualifications Summary:** HRC and our project partners, Landscape Architects and Planners, Inc. and Ric-Man Construction, Inc. provide a uniquely qualified team and project approach by bringing together experienced public engagement specialists and engineers with construction experts. Our team will collaboratively handle the planning, public engagement, design, and permitting of the Public Pier Project with assistance in all phases by a contractor that has an extensive marine portfolio who will address review of costs, constructability, and value engineering alternatives. This approach is supported by decades of similar project experience.

**Name and Contact Information for the Primary Contact:** It is our policy to assign all projects to a Principal of the firm to ensure the City has the full attention of the firm: George Hubbell, P.E., President, 248.454.6317, [gghubbell@hrc-engr.com](mailto:gghubbell@hrc-engr.com). In addition, we have assigned an experienced Project Manager knowledgeable in public engagement, environmental, and complex projects: James Burton, P.E., Associate, 248.454.6363, [jburton@hrc-engr.com](mailto:jburton@hrc-engr.com). If you have any questions regarding this response, please contact Mr. Burton.

**Summary:** We are thrilled at the opportunity to partner with the City of Traverse City to design the Public Pier Project. Thank you in advance for your consideration of our Qualifications herein and we hope for the chance to meet with City representatives to discuss this project, how we can meet your expectations, and share our ideas to deliver a truly remarkable project.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

George E. Hubbell, P.E.  
President

pc: LAP; B. Ford  
Ric-Man; E. Mancini  
HRC; J. Burton, Files

**9. Signature Page**

TITLE: Traverse City Public Pier RFQ

DUE DATE: June 12, 2014 at 4:00 p.m.

Having carefully examined the attached RFQ and any other applicable information, the undersigned proposes to furnish all items necessary for and reasonably incidental to the proper completion of this RFQ.

The undersigned understands and agrees that they must be licensed to do business as Professionals in the State of Michigan.

The undersigned submits this proposal and agrees to meet or exceed all requirements and specifications listed on the RFQ, unless otherwise indicated in writing and attached hereto, and acknowledges a thorough understanding of the City's Great Lakes Fisheries Trust grant agreement.

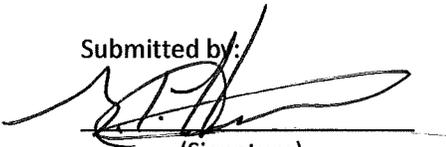
The undersigned certifies, as of the date of this RFQ, not to be in arrears to the City of Traverse City for debt or contract or is in any way a defaulter as provided for in Section 152, Chapter XVI of the Charter of the City of Traverse City.

The undersigned understands and agrees, if selected to be awarded this work, to enter into an agreement with the City to supply this work.

The undersigned understands that the City reserves the right to accept any or all proposals in whole or in part and to waive irregularities in any proposal in the interest of the City. The RFQ will be evaluated and awarded on the basis of qualifications and best value to the City. The decision criteria to be used, but will not be limited to, is qualifications, technical expertise and experience, key staff, past similar work, firm's understanding of the project scope, quality of the firm's project approach and overall capability to meet the needs of the City.

The undersigned agrees that the RFQ may not be withdrawn for a period of 60 days from the actual date of the opening of proposals.

Submitted by:

  
(Signature)

George E. Hubbell, President  
(Name & Title - print)

248-454-6300  
(Telephone Number)

Hubbell, Roth, & Clark, Inc.  
(Company Name)

555 Hulet Drive, Bloomfield Hills, MI 48303  
(Company Address, City, State, Zip Code)

## UNDERSTANDING OF SERVICE

The Hubbell, Roth & Clark Team, has the following understanding of the overall project scope of service:

Completion of the concept design(s), preliminary engineering, studies, public outreach, and construction documents including plans, specifications, and permits for the construction of a universally accessible ~550' fishing pier at the mouth of Boardman River on Grand Traverse Bay. This new pier is one of several anchors to the City's strategic plan to redevelopment the Bayfront area.

This project represents a phenomenal opportunity to provide fishing access to one of the most beautiful and visited stretches of Great Lakes shoreline. In addition to the fishing and Bay views, the Public Pier Project provides an outdoor educational classroom regarding the importance, value, and challenges of the Great Lakes fishery, environmental stewardship, historical and cultural context, and coastline and river processes and their impact.

The above described assignment must be developed to be equally aesthetically pleasing, functional, low impact, linked to other existing and planned amenities, and universally accessible. It is within these parameters that our Team excels to deliver a successful project that reflects exceptionally on the City of Traverse City, the local business community, stakeholders, and citizens.



## GENERAL PROJECT APPROACH

Upon review of all available project materials, visiting the site, and reflecting on the project scope, our Team believes that a slightly unconventional approach is warranted. First, it is our understanding the City has already initiated the solicitation of funding for implementation. This requires good estimates of costs to avoid future funding shortfalls. Second, this is a complex project. Regardless of all the investigations, studies, and design considerations, it is likely that some elements will be left to the contractor or value engineered during the construction phase. Finally, to be successful, it will not only be critical to convey the design elements through the contract documents, but also to convey the design intent, goals, and locally driven priorities.

Conventional sequential project delivery would start with public engagement, move into design, and then involve contractor(s). We are proposing to address all phases simultaneously. As discussed more in the next sections, we are proposing a strong public engagement program through the entire scope of work, with engineering occurring concurrently, and contractor involvement for scoping, estimating, and design considerations from the beginning.

By involving a contractor experienced in complex water-based projects from the beginning, we hope to:

- 1) Provide early estimates of costs, on-going verification of estimates, and more accurate final estimates of cost including definition of risks, cost drivers, and critical path definition. This is very important for both the Project Team and City to continue sourcing construction funds.
- 2) Perform reasonable value engineering before bidding. Our contractor partner will assist in evaluating construction techniques, challenges, and alternatives for final design of the most likely delivered project. This will avoid unnecessarily robust design drawings and specifications to address a wider range of construction possibilities, contractor variance, and change order potential.
- 3) Assist with design intent. As the design concepts are developed, our public engagement leaders and design management can rely on our contractor to help evaluate ideas, incorporate select aesthetics, and provide that "gut check" for constructability issues and cost impacts.

**FIRM AND TEAM INTRODUCTIONS**

**HUBBELL, ROTH & CLARK, INC. (HRC)  
PROJECT MANAGEMENT AND ENGINEERING**

HRC was founded in 1915 in Detroit, Michigan. Since then, we have grown to become one of the state’s leading consulting engineering firms with recognized expertise in civil and environmental engineering. We currently have approximately 140 staff members, with over 50 registered professional engineers, architects, and land surveyors.

HRC has represented over 60 Michigan counties, cities, villages, and townships as well as county road and drain offices, universities, and state agencies such as MDOT. We are currently providing engineering services to approximately 30 Michigan governmental agencies. The majority of HRC’s projects have been performed in the State of Michigan. However, many projects have been completed throughout the United States.

HRC has been selected as the **American Council of Engineering Companies of Michigan (ACEC/M) 2014 Large Firm of the Year**, and has been recognized as a **Top Work Place** by the *Detroit Free Press*. HRC is a **Top 50 Trenchless Technology Design Firm**, and an **ENR Top 500 Design Firm**.

Mr. James Burton, P.E., Associate, will serve the City as Project Manager as well as the RFQ representative. Mr. Burton’s contact information is as follows: Direct Phone (248) 454-6363, Fax: (248) 454-6312, e-mail: [jburton@hrc-engr.com](mailto:jburton@hrc-engr.com), Website: [www.hrc-engr.com](http://www.hrc-engr.com), and Twitter: @HRCengr. Our address is listed below.

HRC has offices located in Bloomfield Hills, Detroit, Howell, Delhi, and Grand Rapids, Michigan. This project will be serviced from our Bloomfield Hills office located at:

Hubbell, Roth & Clark, Inc.  
555 Hulet Drive, P.O. Box 824  
Bloomfield Hills, MI 48303-0824

**ACHIEVEMENTS**

HRC is proud of its many engineering achievements and has received numerous awards from the American Council of Engineering Companies (ACEC), American Society of Civil Engineers (ASCE),

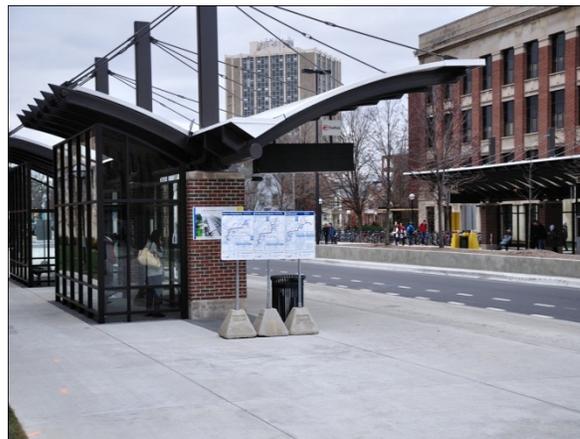
American Public Works Association (APWA), and other professional organizations for innovative and cost-effective projects such as:

**The Paint Creek Dam Removal and Stream Restoration Project** earned the American Council of Engineering Companies/Michigan *2013 Merit Award*, the American Public Works Association *2012 Project of the Year Award in the Environment Less Than \$5 Million Category*, and the American Society of Civil Engineers Michigan Section Southeastern Branch *2013 Quality of Life Award*;



*Paint Creek Dam Removal and Stream Restoration Project*

**University of Michigan Central Campus Transit Center** earned the *2010 APWA/M Project of the Year Award in the Intergovernmental Less Than \$5 Million Category* and the American Society of Civil Engineers/Southeastern Michigan Branch *2010 Outstanding Civil Engineering Project of the Year Award*.



*Award-Winning University of Michigan Central Campus Transit Center*

HRC is pleased to partner with the following firms. HRC will ensure coordination of services, budget and schedule compliance, and accountability of the Project Team.

**LANDSCAPE ARCHITECTS & PLANNERS (LAP)**  
**PUBLIC ENGAGEMENT, PLANNING, AND LA**



Landscape Architects & Planners, Inc. (LAP) is located in Lansing, Michigan and is a full service landscape architecture and planning firm. Robert Ford, President, formed

the firm in 1994 and developed an experience base spanning over 100 years. As professionals, they apply artistic and scientific principles to the research, planning, design and management of both natural and built environments. LAP's focus is client satisfaction by producing creative solutions to design challenges. LAP takes a Team approach to our projects, which allow us the ability to integrate a variety of disciplines. Staying abreast of the current trends and practices enables LAP to be successful in diversified areas of specialization.

Landscape Architects and Planners, Inc.  
809 Center Street, Suite 1  
Lansing, MI 48906  
(517) 485-5500  
[bford@lapinc.net](mailto:bford@lapinc.net)  
Web: [www.lapinc.net](http://www.lapinc.net)



**RIC-MAN CONSTRUCTION, INC. (RIC-MAN)**  
**CONTRACTOR PARTNER AND ADVISOR**



With over 45 years of heavy underground construction experience, Ric-Man Construction, Inc. is committed to improving infrastructure systems throughout the United States by adhering to its tradition of excellence and innovation. With a focus on safety and its employees, Ric-Man Construction, Inc. has positioned itself as a leader in the industry and a reliable contractor to carry out a project until completion.

Richard Mancini founded Ric-Man Construction, Inc. in 1965 and today the company is built on four generations. Ric-Man specializes in heavy underground construction throughout the Midwest and Florida and prides itself on recruiting quality people that are experts in the industry. Ric-Man is unique in that it approaches each project with innovation, taking into consideration the demands of that particular assignment. The Team invites you to explore Ric-Man's history of experience and performance, which includes construction projects of all types and sizes. Ric-Man Construction remains dedicated to the high quality standards established by its founder and an ongoing commitment to excellence.

Ric-Man Construction, Inc.  
6850 Nineteen Mile Road  
Sterling Heights, MI 48314  
(586) 739-5210  
[EMancini@ric-man.com](mailto:EMancini@ric-man.com)  
Web: [www.mancinicompanies.com](http://www.mancinicompanies.com)

**ADDITIONAL TEAM MEMBERS AS NEEDED**

The project Team may need some additional assistance such as geotechnical, lighting design, biologists, etc. depending on how the project proceeds. HRC commits to use local firms and/or individuals, if available, to fulfill any supplemental service needs.

*Request for Qualifications  
Traverse City Public Pier*

## PROJECT TEAM MEMBERS AND ROLES

### HUBBELL, ROTH & CLARK, INC. (HRC)

George Hubbell, P.E., President, will serve as **Principal-in-Charge** and will be responsible for the overall direction of HRC's project Team, in addition to providing technical expertise and direction. Should any questions, concerns or comments arise, Mr. Hubbell will be available to see that those interests are addressed expeditiously. Mr. Hubbell serves as Principal-in-Charge for general municipal/civil engineering services for Petoskey, Sylvan Lake, and Delhi Township. In addition, Mr. Hubbell oversees HRC's Environmental and Structural Departments as well as our Grand Rapids and Delhi Township offices.

James Burton, P.E. LEED AP BD+C, CFM, Associate, Environmental Engineering Department Manager, will serve as **Project Manager** and coordinate the efforts of the project Team and oversee HRC and subconsultant staff conducting the various activities. Mr. Burton's specific experience includes many water/land interface projects, innovative storm water management facilities, wetland mitigation design, lake and canal dredging projects, municipal site and individual lot plan reviews, water, sewer, road, and safety path master planning, utility rehabilitation, and design and construction of numerous recreational and public works projects. Mr. Burton has considerable experience with environmental, storm water management, ADA compliance, and attractive features such as rain gardens, bioswales, bio retention, stream bank stabilization and other best management practice implementation. Mr. Burton holds a bachelor's degree in Biosystems Engineering from Michigan State University and a master's degree in Business Administration, Integrative Management, from the Eli Broad Graduate School of Management, Michigan State University.

Fred Schreiber, P.E. Department Manager, will be the **Structural Engineer** of record. His experience includes bridge design, bridge inspection, bridge scoping, structural studies, public works engineering, commercial facility design, school design, industrial design and contract administration. Mr. Schreiber has completed numerous pier, boardwalk, and seawall projects.

Derek Stratelak, PWS, RLA, will be responsible for **River/Lake Engineering and Permitting**. Mr. Stratelak is recently rejoined HRC after 12 years at King and MacGregor Environmental, Inc. Mr. Stratelak's expertise includes a broad range of public and private sector experience in landscape architecture design, site planning, construction administration, wetland delineations, wetland restoration, and mitigation design, natural stream channel design (Rosgen Level IV), stream relocation and bank restoration and environmental permitting. He has worked on a wide variety of large and complex projects including streetscapes, beaches, parks, cemeteries, golf courses, recreational facilities, educational facilities, residential developments, commercial developments, public and private roads, including work with numerous county road commissions, county drain commissions, and the Michigan Department of Transportation. Mr. Stratelak has extensive experience in site design issue resolution, natural landscape architectural design, resource planning, and land planning for private and public interests.

### LANDSCAPE ARCHITECTS & PLANNERS (LAP)

Robert Ford, L.A., Principal, will lead the Team's **Public Engagement** efforts. Mr. Ford has over 39 years of experience in the areas of land planning, site design, public involvement, project management, streetscapes, and residential and commercial design. Mr. Ford has extensive experience with conducting and Teaming to provide public charrettes for large and small scale projects related to urban issues, visioning sessions as well as design workshops to help provide the framework of collective thinking relative to design and land uses issues. He participated with Mr. William Lennertz in the National Design Charrette for the Lansing / East Lansing "Michigan/Grand River Corridor" in October 2013. He is presently leading the Red Cedar Renaissance Charrette (2014) underway for a major regional development on the border of Lansing / East Lansing along the Red Cedar River. This project has many environmental challenges and is controversial but is well managed and has received many accolades from the MSU / Lansing / East Lansing community. He is also co-leading the Capital Complex project which involves facility planning processes and charrettes with the management Team.

Matt Hull, will assist with **Design and Graphic Artist** services. Mr. Hull has been involved in the design process from conceptualization to implementation and has a strong and well grounded ability to bring together the client's needs into a creative and thoughtful design. Matt has participated in the National Design Charrette for the Lansing / East Lansing "Michigan/Grand River Corridor" in October 2013 as well as the Red Cedar Renaissance Charrette currently underway for a major regional development on the border of Lansing / East Lansing along the Red Cedar River. Matt has in-depth experience with charrettes and has produced quality designs, perspectives and details. He is currently involved with the Capital Complex project with the complete streets along Allegan and with Wayfinding and Branding of the Capital Complex.

Jessica Wendlandt, ASLA, Associate, will assist with **Public Engagement and Landscape Design**. Ms. Wendlandt holds an undergraduate degree in both Landscape Architecture and Urban and Regional Planning. Her professional and educational experience includes ecological restoration, horticultural design, stormwater/watershed management, urban design and economic development planning. She recently received first place in the 9th Biennial Big Ten Design Charrette to re-envision part of Downtown East Lansing. Since joining LAP in 2013, Jessica has applied her diverse range of skills to help bring projects from concept to completion - from preliminary sketching and design development to digital rendering techniques and presentation graphics.

#### **RIC-MAN CONSTRUCTION, INC. (RIC-MAN)**

Steven Mancini, President and CEO, will serve as **Construction Advisor** lending over 30 years of heavy construction experience to the Team. Mr. Mancini manages Ric-Man's Michigan construction operations and has been personally involved with all corporate projects in Michigan and Florida from conception through construction. Mr. Mancini's expertise is in large tunnel, shaft, and structural projects.

Edward Mancini, Vice-President and CFO, will assist with construction services and lead project **Cost Estimating**. Mr. Mancini coordinates all business and financial aspects of the corporation since 1985. Mr. Mancini's experience is in all phases of underground, including open cut and tunneling methods of utility, drainage, and roadwork.

Duane Mullica, COO Michigan, will review the project for **Constructability, Safety, and Value Engineering**. Mr. Mullica is responsible for leadership and manages the day-to-day effective and efficient operations of the corporation. He provides continuous improvement and expansion of the company's accomplishments and maintains and administers a sound organizational strategy. Mr. Mullica has worked in the construction industry since 1970.

Lloyd Lambrix, P.E., Senior Estimator will preform all **Cost Estimating**. Mr. Lambrix has a M.S. and B.S. in Construction Management from Eastern Michigan University, Ypsilanti, Michigan.

**COMPLETE RESUMES ARE AVAILABLE UPON REQUEST.**



## SCOPE OF WORK

The RFQ states that a specific scope of work will be negotiated with the consultant or consultant Team once a recommendation is made to the City. Further, the Application for the Great Lakes Fishery Trust funding for Access to the Great Lake Fishery outlines a series of Outcomes and Activities. The HRC Team has reviewed these tasks and believes they represent a sound and rational basis for negotiating the final scope of services and fee. The Project Team commits to completing the activities listed. However, as stated previously, we propose to complete some of these tasks concurrently, not sequentially. Additional comments, clarifications, and Team proposed scope is as follows:

### **Outcome A: Final Scope of Services and Contract**

- Team Goal: Work collaboratively with the City, Study Group, and stakeholders to determine the final scope of work, schedule, deliverables, communication protocols, and fee.
- Deliverables: Contract, work plan, file sharing site, project success metrics.

### **Outcome B: Existing Data Collection**

- Team Goal: Become more familiarized with previous studies, reports, and outreach results.
- Deliverables: Identification of data gaps.

### **Outcome C: Public Engagement Strategy Plan**

- Team Goal: Design a process to fully engage stakeholders and the public to promote understanding of the need, options, process, design considerations, and design construction/processes. We propose to initiate this process immediately.
- Deliverables: Engagement strategy summary and schedule.

### **Outcome 1: Field Investigations**

- Team Goal: Complete on-site, environmental, historic, marine, and other studies to address the previously identified data gaps.
- Deliverables: Field reports including survey and geotechnical.

### **Outcome 2: Shoreline Studies**

- Team Goal: Complete on-site, environmental, historic, social, and other studies to address the previously identified data gaps.
- Deliverables: Study reports.

### **Outcome 3: Public Outreach**

- Team Goal: Implement our City approved process to fully engage stakeholders and the public to promote understanding of the need, options, process, design considerations, and design construction/processes.
- Deliverables: Facilitation, presentations, renderings, educational sign plan

### **Outcome D: Engage Permit Agencies**

- Team Goal: Identify and engage all prospective permit agencies in frank and detailed discussions regarding permit application information, design preferences, and construction constraints.
- Deliverables: Identification of permit process and permit agency partnerships.

### **Outcome 4: Design Development**

- Team Goal: Review various pier types such as caisson (Oscoda), backfilled steel sheet piling (Charlevoix), or elevated boardwalk or dock (New Baltimore), wave and ice remediation techniques, and evaluate design best practices, costs, challenges, etc. Engage local sport fishing clubs or groups to discuss design elements that will work for experienced and novice anglers alike.
- Deliverables: Preliminary design plans and documents including a basis of design report.

### **Outcome 5: Permitting**

- Team Goal: Identify permit requirements then seek and obtain all required permits to construct the pier.
- Deliverables: Permits

### **Outcome 6: Construction Documents**

- Team Goal: Completion of all necessary construction documents needed to build the construction project upon funding.
- Deliverables: Final plans and specifications for construction and short and long term maintenance recommendations.

## QUALIFICATIONS AND EXPERIENCES

- a) *Prior experience constructing a pier in a Great Lake-type environment is a prequalification requirement.*

HRC has designed and managed the construction of numerous shoreline structures including docks, marinas, and piers on the Great Lakes including Bayview Yacht Club at Conner Creek in Wayne County, the Grosse Pointe Farms Pier Park Marina, and ADA fishing pier design at the Clinton River Spillway in Mt. Clemens. Ric-Man has constructed numerous marine projects in the Great Lakes area and in Florida including utility construction in Biscayne Bay, Miami.

- b) *Using effective strategies and methods to meaningfully engage the general public, including project stakeholders to obtain input in completing similar projects.*

LAP/HRC have collaborated on numerous projects involving the development of strategic public engagement and stakeholder participation. Our process involves working with the client to define the outreach goals and objectives, developing a multi-faceted plan involving conventional media outlets such as newspapers, websites, and printed materials, as well as utilizing social media. Two recent projects include the development of a 70 acre environmental and passive recreation park master plan for the City of Rochester Hills, and the update of the Filmore Park Master Plan for the Huron Clinton Metropolitan Authority (HCMA) in Livingston County.

- c) *Responding to questions, ideas and concerns expressed by the general public with regard to similar projects.*

The Project Team's normal approach to any project is to directly engage the public, and make them part of the process. Further, our approach of involving our Contractor Partner early in the process, will help facilitate the public engagement process specifically related to addressing the public. They can help answer questions regarding scheduling, equipment impacts, constructability issues, aesthetics, etc.

- d) *Identifying and using best practices to achieve successful outcomes with similar projects.*

The combined experiences of the Project Team bring a wealth of experiences and perspectives to bear on developing a cost effective solution. Bringing the public engagement, design, and construction Team together early in the process will facilitate in identifying, evaluating, and selecting best practices. This will provide value engineering on the project prior to bids. All three firms have successes in this area.

- e) *Identification of all applicable permits that will or may be required by this project and all studies and construction documents shall be developed to meet all such anticipated permit requirements.*

The project Team is very knowledgeable with all permits related to this project. Depending on final design and amenities added, USACE and MDEQ Section 10, Part 301/303/31, other environmental, SHPO, soil erosion control, local building trades, etc. permits will be needed. We propose to engage these entities as stakeholders/partners very early in the process. HRC recently completed the design of the \$12 million Clinton River Spillway project including aquatic and terrestrial habitat, sediment transport and flow conveyance, and recreational facilities in Macomb County. The design phase was funded by NOAA and was successful by working directly with MDEQ, USACE, and MDNR staff. They were provided with all project documentation, on-line file sharing, and meeting attendance. This brought the design Team and regulators closer to design decisions that were always vetted by agency staff. In addition, the Project Team has worked with local municipalities to secure all local level permits.

- f) *Completing of coastal studies and assessments that will or may be required by this project, including those required by all permits and other approvals that the respondent believes will be required for this project.*

The Project Team will engage all regulatory agencies early in the process to determine the studies needed requirements, permit constraints, etc. The Project Team will then work cooperatively with them to deliver the studies needed. The Team has completed numerous habitat, wave/current, and sediment

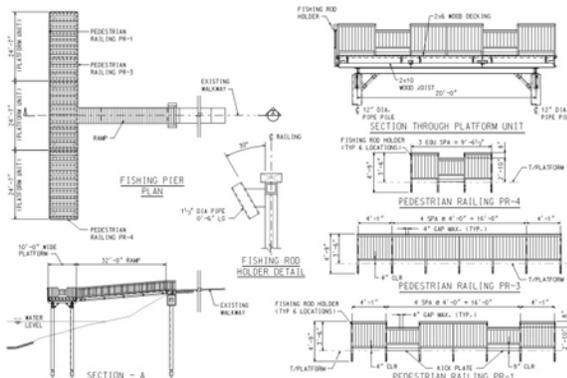
transport assessments for our marina and coastal projects, including the Grosse Pointe Farms Marina.

g) *Consideration of options in all elements of projects such as that to be addressed through this RFQ.*

Our unconventional approach to this project is geared specifically toward this goal. Further, we believe our approach will yield the most robust evaluation of alternatives making the final selection more informed. We will review options for all elements from the City, stakeholders, general public, and our own Project Team.

h) *Applying principles of universal design to ensure universal access so that people of all ages, needs and abilities can access, use and enjoy to their fullest the end product of similar design projects.*

Our Project Team is a leader in this regard. We treat universal access as our responsibility, not just a project requirement. Going beyond the Americans with Disability Act (ADA) to truly universal access will start with working with the Northern Michigan Disabilities Network and other local organizations. HRC recently elected to engage the Capital Area Center for Independent Living, a Lansing based advocacy group, to discuss and solicit feedback on universal access for a park restoration project on an island in the Grand River for the City of Eaton Rapids. Their feedback was imperative to not only focus our thoughts on areas of concern but to also prioritize solutions. The design of the fishing piers for the Clinton River Spillway is a modular design for ease of future extension but is also designed for ADA access and fishing ease (proper railings and rod holders).



i) *Assessing and ensuring that user safety is considered and addressed to reduce or eliminate risks and that facilities and facility users are readily accessible to first responders or other emergency personnel.*

LAP will initiate discussions with local emergency personnel to establish the constraints related to access. The Team will also include all reasonable factors of safety within the design, explore user impacts, and evaluate any areas of conflict between users, spaces, and design elements.

j) *Considering and designing various forms of passive and active recreation to ensure that the design reflects a menu of realistic, safe and appropriate uses and appeals to a broad range of users.*

For this to be a truly successful project, all design elements must be coordinated across a wide range of users. LAP will lead this effort as they have on numerous other projects focusing the Team's direction on sound design principles, local priorities and design appropriateness.

k) *Using various forms of media and other resources to educate and inform users of similar facilities about: proper use and care of the facility; safety precautions and procedures; how to use the facility to maximize enjoyment; such as instructions/directions about how and when to fish for various species; how users can become good stewards of the facility, Grand Traverse Bay and Lake Michigan; natural resource information about the Bay, Great Lakes, etc. so that the facility is a hub of useful and interesting information.*

Turning infrastructure and park projects into living classrooms is LAP's forte. LAP recently completed the branding of the Clinton River Trail and the conceptualization of the Water Hub: Under the Bridget project for the City of Rochester and the Clinton River Watershed Council. Both projects include the development of resources/tools to distribute information related to the facilities themselves, safety, stewardship, and other pertinent information.

- l) *Developing and assessing design and construction options for facilities such as those included in this RFQ.*

While HRC has a portfolio of similar designs, our Team's strength comes from engaging Ric-Man in this process up front. This will provide better alternatives and higher quality designs including better estimates of costs and definition of risks.

- m) *Developing design specifications and construction drawings and details in a manner that ensures the success of this and similar projects.*

We propose a two pronged approach on this. First, HRC has designed numerous similar structures and understands what it takes to produce contract documents that deliver successful projects. We focus not just on the technical issues but also the intent behind the design so contractors better understand the project intent. Second, we propose to value engineer this project up front with Ric-Man Construction to produce contract documents that are aligned better with the final project goals and have a lower risk of change orders.

- n) *Meeting project deadlines for projects that have multiple phases and include significant opportunities for public participation.*

HRC's Clinton River Spillway design was completed within budget after a significant existing conditions evaluation, stakeholder engagement process, and phasing discussion. HRC and LAP are currently working with the City of Rochester Hills to develop their 70 acre passive environmental park which includes numerous stakeholder interests, private foundation funding, donated construction services, and phasing that will likely stage the project over 5-10 years. Regarding deadlines, we recommend that the selection committee or City representatives contact our references for a first hand accounting of our ability to meet deadlines.

- o) *Identifying all future asset management costs including anticipated operation and maintenance the City to incur should the pier be constructed.*

The Project Team will include costs and scheduling for future operation, maintenance, financing, permit

reporting, etc. in a basis of design report. This will provide the City with short and long term funding needs, recommendations for who should complete the work, contractor or City personnel, and scheduling of preventative maintenance.

## INNOVATIONS AND IDEA SHARING

Here are a few ideas our Project Team has thought of to further enhance the project experience:

- Establish a project website, Facebook page, and/or Twitter account to host project information for the public and use it for photo sharing, logo competitions, and other activities to engage the community.
- Incorporate art into the design of fence sections, light standards, walk and rail engravings, etc. Invite local artisans to participate in these decisions or submit art to be included in the design and construction.
- Install a construction time lapse camera to photo document the installation to be used in telling the story of the pier itself.
- Work with the local high school to produce a video regarding the project, context, and construction.
- Develop a plan for corporate or individuals to donate to the project with a sponsor wall, engraved brick paver pavilion, or garden area.
- Create a "Adopt A Sign" program for local organizations to fund the various educational signs on the pier.
- Partner with Trout Unlimited or another similar organization for a fishing derby or kids tournament to coincide with the ground breaking and ribbon cutting ceremonies.
- Build spawning or hatchling protective structures in the lake or river adjacent to the pier to link to topside educational materials.

## REFERENCES

### **City of Petoskey**

Mr. Dan Ralley  
City Manager  
101 East Lake Street  
Petoskey, Michigan 49770  
(231) 347-2500

### **Michigan Department of Natural Resources**

Mr. Jim Francis  
Waterford Fisheries Station  
7806 Gale Rd  
Waterford, MI 48327  
(248) 666-7444

### **Huron-Clinton Metropolitan Authority**

Mr. Mike Arens  
Administrative Office  
13000 High Ridge Drive  
Brighton, MI 48114-9058  
(810) 227-2757

### **Lansing Economic Area Partnership**

Mr. Steven L. Willobee, LEED AP,  
Director of Business Development  
1000 S. Washington Ave., Suite 201  
Lansing MI 48910  
(517) 388-1947

### **National Charrette Institute**

Bill Lennertz, AIA,  
Executive Director  
1028 SE Water Ave. Suite 245  
Portland, OR 97214  
(503) 233-8486

### **Capital Area Center for Independent Living**

Ms. Ellen Weaver  
Executive Director  
2812 North Martin Luther King Jr. Blvd.  
Lansing, Michigan 48906  
(586) 999-2760

## EXPERIENCE PROFILES

Enclosed herein is a small but representative sample of projects that highlight the Project Team's experience, capabilities, and delivery of high quality projects.

## ADDITIONAL INFORMATION

### **INSURANCE**

The Project Team will meet or exceed all insurance requirements as identified in the RFQ.

### **AGREEMENT**

If selected, the HRC Team will execute the provided agreement for professional services.

**Client**

City of Grosse Pointe Farms  
90 Kerby Road  
Grosse Pointe Farms, Michigan 48236  
*Mr. Shane Reeside*  
City Manager  
(313) 885-6600

**HRC Project Number**  
20040636

**Commencement Date**  
September 2005

**Completion Date**  
June 2006

**Project Budget**  
\$4,635,000 (Construction Costs)

**Contractor**  
Faust Corporation  
22811 Greater Mack  
St. Clair Shores, Michigan 48080

**Notable Features**

- Reconfigured Marina Outer East Wall and South Wall.
- Complete updating of the electrical and potable water service for 333 slips.
- New slip arrangement with finger pier access for all boats.
- Marina is handicapped accessible.



**Grosse Pointe Farms  
Pier Park Marina**



**Project Description**

The Grosse Pointe Farms Marina had evolved over the years from a single municipal pier, to a small boat harbor, to a full fledged marina to service the City's residents. The Harbor layout was configured in 2 parts, each with its own entrance allowing wave action from the lake to enter both harbors. The small Boat Harbor did not have finger dock access and posed a reasonably significant safety issue. Both existing harbors also had limited shore power availability for the slips with almost none available in the small boat harbor. The largest slip in the old configuration was a 35' slip with an abundance of smaller slips. HRC was contracted to design and administer the construction of significant improvements.



One of the major improvements was the extension of the main outside wall to form one single unified entrance with provisions for wave attenuation. The new finger piers and docks were surfaced with Trex plasticized wood to reduce long term maintenance issues. All the steel for the finger piers and docks were galvanized to guarantee a long, maintenance free service life.

HRC worked with Grosse Pointe Farms Harbor Committee and City Council to help define the needs and requirements for the new harbor. HRC's conceptual plans were developed to allow an increase of more than 35 slips from the existing marina while maintaining recommended fairway sizes for all boats. HRC's services included providing input and participating in a Public Comment Meeting with residents on the proposed work.

HRC was active in submitting the required documentation for the MDEQ and USACE Permits. All questions were answered and permits were obtained in a timely manner to allow the construction to start.



### *Client*

Macomb County Public Works Office  
21777 Dunham Road  
Clinton Township, Michigan 48036  
Ms. Lynne Seymour, P.E.  
(586) 307-8229

### *Commencement Date*

October 2011

### *Completion Date*

June 2013

### *Estimated Project Cost*

Design – \$439,000

Construction - \$12-14 Million

### *Notable Features*

- Over 2 miles of stream/habitat restored
- Streambank stabilization
- Improved spillway function
- Riparian vegetation restoration
- Invasive species removal
- Trail and recreation enhancement
- Seven ADA Fishing Piers
- Reduced O&M costs



## Clinton River Spillway Habitation Restoration Planning & Design



### *Project Description*

In 1949, the United States Army Corps of Engineers (USACE) constructed the Clinton River Spillway to alleviate flooding in several communities in the Clinton River Watershed. In 1995, the Clinton River Area of Concern (AOC) was expanded to include the entire Clinton River Watershed and the coastal and near shore areas of Lake St. Clair impacted by the Clinton River and Clinton River Spillway (Clinton River Remedial Action Plan Progress Report - 2007).

The Spillway became symbolic of what was wrong in the AOC. Although it was effective at flood control, the spillway presented environmental problems such as fish passage, stream connectivity, sedimentation, invasives, and lack of habitat. The changes in hydrology, due to the installation of the weir, led to sediment deposition in the natural channel and down-cutting and erosion in the spillway.

In 2011, the Macomb Public Works Office (MCPWO), on behalf of the Clinton River Spillway Drain Drainage Board, was awarded \$339,500 in project funding through the NOAA Great Lakes Habitat Restoration Program for their Clinton River Spillway Habitat Restoration Planning and Design Project.

The Clinton River Spillway corridor consists of 192 acres (130 upland acres). The Clinton River and Lake St. Clair are tremendous assets to the region, specifically Clinton Township and Harrison Township and an investment in ecological restoration will provide long-term benefits to the local economies. Recent MDNR fish survey data indicates that 19 fish species were found in the channel which suggests the Spillway's restoration potential.

HRC led a multidisciplinary team of consultants and stakeholders to evaluate the Spillway restoration potential, plan and design habitat restoration features to improve the Spillway and the nearshore areas of Lake St. Clair, improve recreational access to the Spillway from trails, parking areas, and seven fishing piers, maintain flood flow conveyances, and reduce long term maintenance.

**Client**

Bayview Yacht Club  
100 Clairpointe  
Detroit, Michigan 48215  
*Mr. Mark Steffke*  
General Manager  
(313) 822-1853

**HRC Project Number**

20060140

**Construction Cost**

\$350,000



## Bayview Yacht Club Conner Creek Docks



### *Project Description*

HRC provided design services for the Bayview Yacht Club for installation of docks along the Conner Creek steel sheet pile wall that is on the west side of the Yacht Club. Conner Creek outlets to the Detroit River across the river from the Eastern tip of Belle Isle.

This project provided a unique challenge in that the Conner Creek waterway is the outlet for a major City of Detroit Combined Sewer Overflow (CSO) structure. When this CSO structure discharges to Conner Creek it provides for up to a 5 MPH current in Conner Creek. HRC's design had to take this current into account when designing these docks for the intended yachts that would be berthed there.

The Design included 3 main piers that extended into Conner Creek from the steel sheet piled wall on shore and had a "T" dock on the end and 2 tapered finger piers on each side of the main dock. The design also included a 100' long, 6' wide pier for launching and retrieving sail boats to and from a land based storage yard.

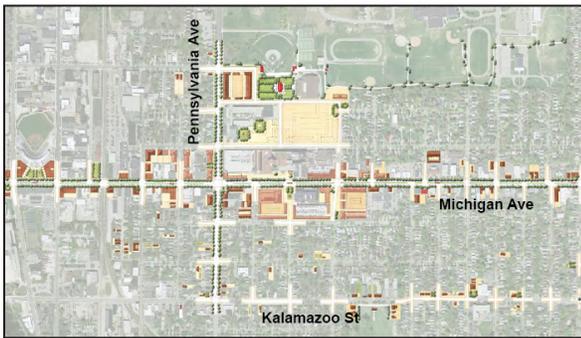
The docks superstructure was designed as galvanized structural steel supported by steel pipe piles driven into the bottom of Conner Creek. This structure was covered by facing and surface material of pressure treated wood. The Main Piers were outfitted with marine service pedestals that had power and water connections for each of the slips. 10" spring piles were also provided for adjoining slips to assist the boater in docking and tying the boat in windy conditions.

HRC processed and submitted all the required permitting with the MDEQ and the Army Corps of Engineers. Two of the three docks were installed during the winter of 2007/2008.

# CORRIDOR DEVELOPMENT & NEW URBANISM LANSING, MICHIGAN

Landscape Architects & Planners, Inc. assisted Dover, Kohl & Partners and the National Charrette Institute by providing conceptual development plans, graphics and design analysis for the Grand River Avenue corridor redevelopment plan during a planning charrette in October 2013. The corridor stretches from the Capitol to Webberville. Utilizing new urbanist principles, the plan will offer a development framework through which the various communities can foster economic growth to perpetuate the redevelopment of the Downtowns and surrounding areas as well as provide livable, walkable communities. A future Bus Rapid Transit (BRT) system became the centerpiece of the multi-modal transportation network that would provide users with affordable and sustainable transportation options within the corridor's future growth.

## GRAND RIVER CORRIDOR PLANNING CHARRETTE IMAGES SHOWN ARE PRODUCTS FROM THE MULTI-FIRM PLANNING EFFORT



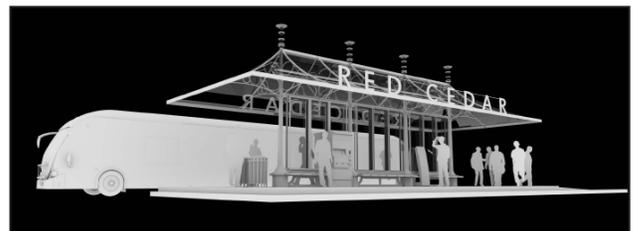
SPARROW AREA



FRANDOR AREA



MERIDIAN MALL AREA



# RED CEDAR RENAISSANCE LANSING, MICHIGAN

Landscape Architects & Planners, Inc. collaborated with Grau Interpersonal Communications by providing research, planning concepts, precedent images, sketches, posters, presentation and other necessary graphic displays to allow for transparent communication between the audience and the facilitator at three charrettes pertaining to the re-development of the City owned Red Cedar Golf Course. Outcomes included a visionary report from the citizens of East Lansing, Lansing Township, City of Lansing adjacent property owners and neighborhood organizations.

## RED CEDAR GOLF COURSE REDEVELOPMENT CHARRETTES



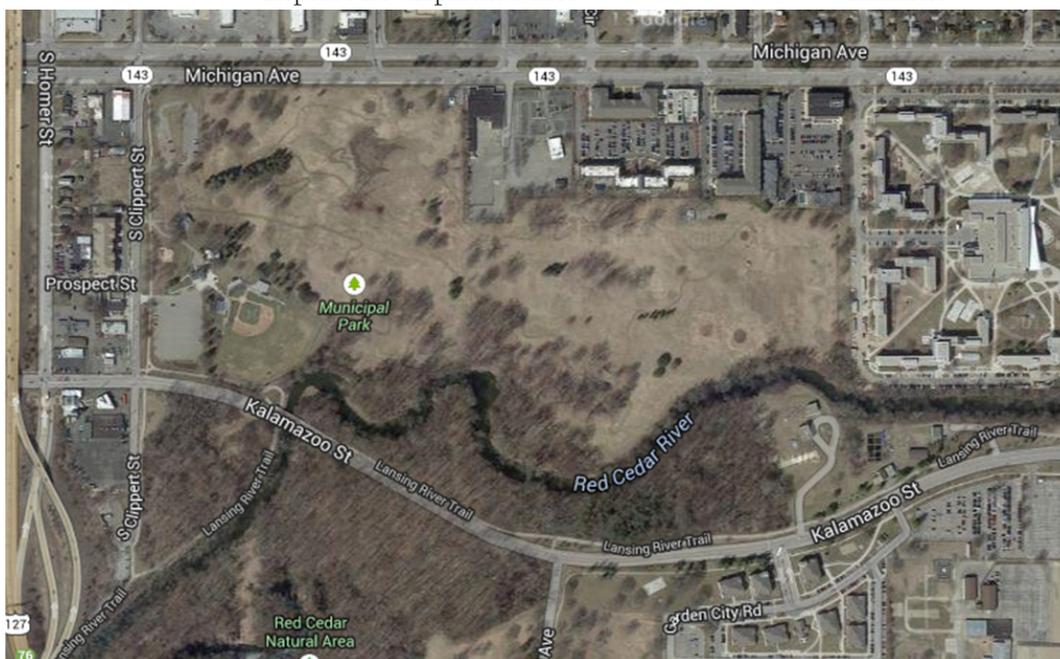
Greenspace and Access Routes



Report's Development Zones



Presentation and Conceptual Design at a Charrette



Aerial View of the Red Cedar Re-Development Area.





## Deerfield Beach Pier Hurricane Frances Damage Restoration

### *Client*

City of Deerfield Beach  
200 Goolsby Boulevard  
Deerfield Beach, Florida 33442  
*Mr. E. Dean Payne Jr.*  
*Capital Projects Manager*  
(954) 480-4270

### *Project Engineer*

Keith & Associates  
301 East Atlantic Blvd.  
Pompano Beach, FL 33069  
*Robert McSweeney*  
(954) 729-6872

### *Commencement Date*

September 2004

### *Completion Date*

July 2005

### *Project Budget*

\$256,499 (Construction Costs)



### *Project Description*

The Deerfield Beach Pier had to be repaired due to Hurricane Frances. The Pier sustained structural damage that needed to be restored.





**Client**

Miami-Dade Water & Sewer  
3071 SW 38<sup>th</sup> Avenue  
Miami, Florida 33146  
Mr. Eduardo Vega  
Assistant Director  
(786) 552-8103

**Project Engineer**

AECOM  
5000 Overlook Avenue, SW  
Washington DC 20032  
Mr. Ken Watson, P.E.  
(305) 718-4812

**Commencement Date**

April 2011

**Completion Date**

September 2013

**Project Budget**

\$55,280,266



Miami-Dade Water and Sewer  
DB10-WASD-01 ESP  
20” Water Main and  
54” Force Main



**Project Description**

Replacement of an existing 20” water main from Port Island to Fisher Island under Fisherman’s Channel and replacement of an existing 54” force main from Fisher Island to South of the City of Miami Beach under Government Cut Channel. Install a new 24” diameter pipeline; approximately 1600 lineal feet Horizontal Directional Drilling below Fisherman’s Channel to install a minimum 24” inside Diameter High Density Polyethylene Pipe (HDPE) between the Port Island and Fisher Island shafts. Replacement of the 54” sewer force main under Government Cut Channel includes providing a deep shaft on land at Fisher Island and another deep shaft in the water, south of the City of Miami Beach, micro-tunneling approximately 1200 lineal feet below Government Cut Channel to install a minimum 72” inside diameter casing between the Fisher Island shaft and the shaft in the water; installing a new 54” pipeline within the casing; tying the new 54” pipeline into the existing 54” force main.





## City of Utica River Walk Improvements

### *Client*

City of Utica  
7550 Auburn Road  
Utica, Michigan 48317  
Mr. William Lang  
DPW Superintendent  
(586) 634-7080

**HRC Project Number**  
20090725

**Commencement**  
December 2009

**Completion Date**  
October 2010

**Project Budget**  
\$500,000



### *Project Description*

HRC was retained by the City of Utica to provide design engineering for streambank and recreation enhancements at Memorial and Heritage Parks, which are owned by the City.

The location, exposure, access, and natural resources made these parks prime for improvement.

The HRC Team provided design, site plan development, permit administration, and reporting for the projects. Design included substantial toe protection, mid-bank and upland areas adjacent to the river using a combination of deep rooted vegetation, hard armoring, and bioengineering techniques.

The focal point of the project was ADA compliant pedestrian access to the shoreline of the Clinton River. Cutting a floodplain shelf back from the river and repairing existing erosion provided a pad to construct a concrete walkway. The shoreline itself is a combination of ledge rock and boulders for erosion protection and slope stability that were planted in areas for a more natural look. The walkway was connected back to the pathways surrounding the library and future pathway creating a loop or circuit for passive exercise or employee use during breaks. Additional amenities included a clock tower, interpretive signage, seating, and landscape areas, thus establishing a sense of place and destination.

This project provided:

- Reductions in river erosion and sedimentation
- Enhanced aquatic and terrestrial habitat
- Enhanced river access to the Clinton River
- Demonstration of the City's sustainable development and water quality enhancement initiatives

