



June 12, 2014

Ms. Missy Luick, Planning and Engineering Assistant
City of Traverse City
2nd Floor, Governmental Center
400 Boardman Ave.
Traverse City, MI 49684

Missy:

We have reviewed the Great Lakes Fisheries Trust grant for this project, the Final Report - *Your Bay, Your Say, the Final Report* – Traverse City Bayfront Plan, and we have looked over the Traverse City Master Plan. We have visited the site, discussed the project with you, and our team understands the importance of fishing opportunities associated with this project as well as universal accessibility and education.

We believe we are uniquely qualified for the Traverse City Public Pier project. Spicer Group recently designed an open-water, unprotected pier on Lake Huron. Our team has worked on past Great Lakes Fisheries Trust grants. We have in-house Structural Engineers with Great Lakes design experience and in-house Surveyors with Bathymetric capabilities. We have in-house Architects with waterfront design experience to bring creativity and useability into the design picture. Our project team surveyor is a registered Great Lakes fishing charter captain and a member of the Grand Traverse Sport Fishing Association with a distinct interest in this project. We have also included on the project team an in-house watershed engineer permitting specialist as well as a former MDNR permit reviewer and Environmental expert.



A pier on the Great Lakes requires many special design considerations. Many past piers have not been able to withstand the test of time and the forces of nature attributed with the Great Lakes system. We have looked at your conceptual ideas, we have read area planning documents and offer the following Key Considerations for your project:

1. Pier Foundation design – What will withstand the forces, allow for permitting and enhance the user's experience?
2. Ice Forces
3. Wave Forces
4. Water Depths – We need to make sure we design with fluctuating water levels in mind.
5. Connectivity to Land – How will the pier interact with the edge?



6. Where are the Best Fishing Opportunities?
7. Permitting- No easy task and much to address.
8. Bottomland Survey – We will need to secure a Bottomlands survey and a bottomlands easement from the State.
9. Optimal design width – What is it and what can the project afford.
10. Deck material – User’s experience versus long term maintenance.
11. Constructability – From land or water or both
12. Realistic Cost Estimating – Miss this and you have a potential disappointment. We have real costs from recent experience.

Our team is excited about the possibility of working with your committee. So much so that the proposed project Architect developed an initial conceptual 3D model as a catalyst for discussion. We look forward to future discussions!

Respectfully,



Robert R. Eggers, AICP
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QUALIFICATIONS TO PROVIDE
CIVIL ENGAGEMENT, DESIGN, PRELIMINARY ENGINEERING,
STUDIES, AND CONTRACT CONSTRUCTION DRAWINGS
FOR THE
TRAVERSE CITY PUBLIC PIER

SUBMITTED BY | SPICER GROUP, INC.
JUNE 12, 2014



Spicer
group

TR TRUSCOTT ROSSMAN

“The opportunity to design a landmark structure along a Great Lake rarely ever comes around. When it does, you have to design it so our great-great grandkids will enjoy it some day.”

- Rob Eggers, AICP
Spicer Group
Senior Project Manager
for the Oscoda Township Pier Project

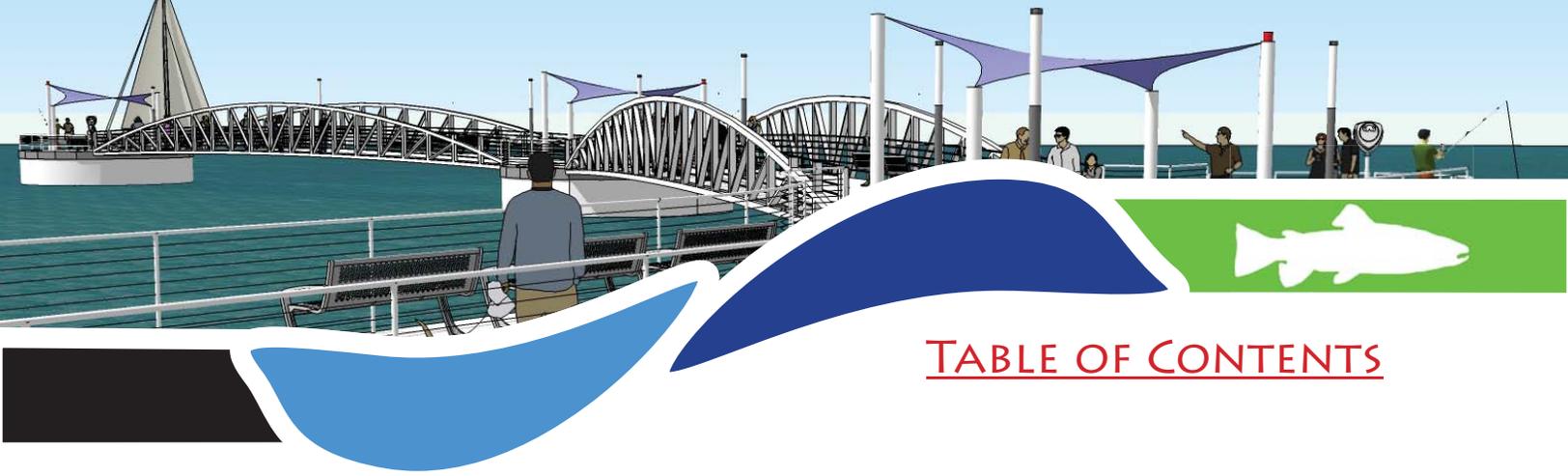


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COMPANY BACKGROUNDS

SPICER GROUP, INC.

We have been providing solutions to municipal clients for over 70 years. We specialize in engineering, surveying, community planning, and architectural services. We have office locations in Manistee, Saginaw, Benton Harbor, Holt, Monroe, Belleville and St. Johns. In addition to designing several public-accessible recreation structures along waterways across Michigan, we are excited to have been involved with two recent high-profile and complex projects along our Great Lakes' shores—the Oscoda Township Pier on Lake Huron and the 3,000-foot-long shipping dock in Bay City on Saginaw Bay. These two projects required the knowledge of many different in-house professionals from engineers, to surveyors to architects. And, the reason both projects ended with a high degree of success was our ability to seamlessly tap into the expertise of our in-house 160 professionals.

LEAD CONTACT
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SUBCONSULTANT

We will be using Truscott Rossman for assistance with the Public Engagement tasks of our Project Approach. Truscott Rossman is Michigan's premier strategic communications firm. Truscott Rossman specializations include media relations, digital and social media, crisis communication, community relations, corporate social responsibility, grassroots initiatives, issues management, litigation communication, government affairs and ballot initiatives. Their award-winning team specializes in helping clients achieve public communication goals. From communications and policy experts to accomplished journalists and digital media specialists, no organization is better equipped to help you achieve your public communication goals.



SO WHILE THERE ARE MANY FIRMS WHO HAVE THE QUALIFICATIONS TO PROVIDE THE REQUIRED EXPERTISE FOR THIS PROJECT, WE FEEL THAT OUR PASSION FOR THE OUTDOORS, COMMUNITY AND PEOPLE IN GENERAL ELEVATES US ABOVE THE REST OF OUR COMPETITION.

Oscoda Township Pier on the shores of Lake Huron
-Designed by Spicer Group, Inc.



UNDERSTANDING OF YOUR PROJECT

Not often does an RFP come into Spicer Group's office that generates so much enthusiasm and excitement among our team members. One of our team members took the opportunity to be creative with the project and even developed an initial conceptual design. Another team member enjoys the structural aspects and challenges that the Great Lakes brings. And yet another member was excited about the potential fishing opportunities and working on a project that encourages fishing and education on the local fishery, elements that affect the fishery, and unique facts about Grand Traverse Bay.

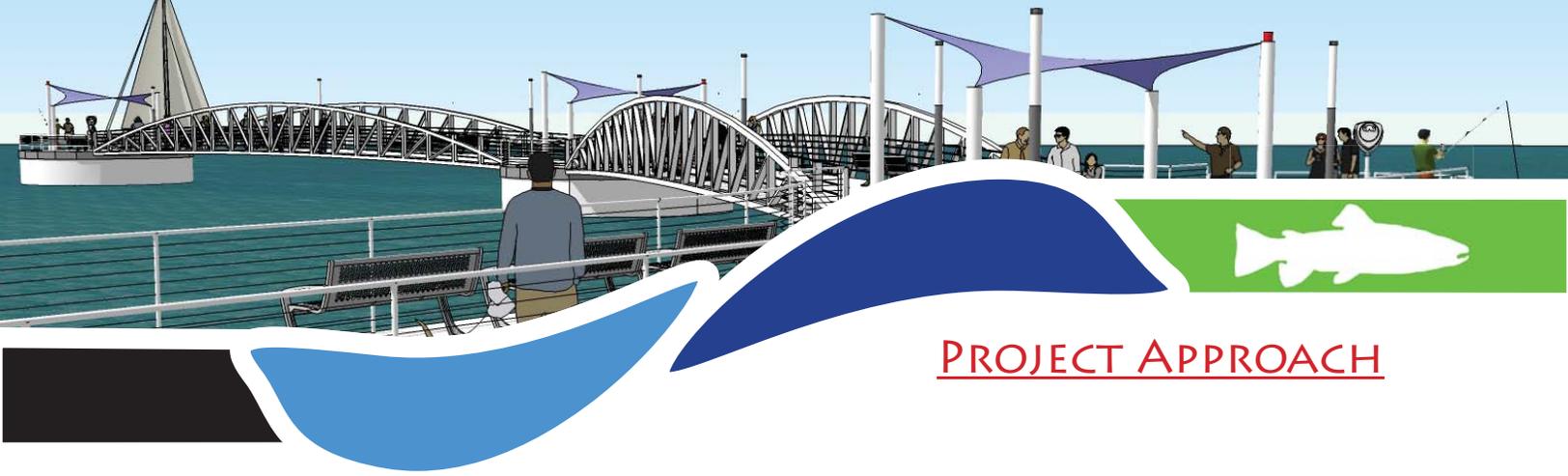
We noted that the Pier Project Study Group and Traverse City staff place a high importance on engaging the public and seeking input from stakeholders such as Charter Boat captains, so we included an outstanding public relations firm as part of our team. We then went about learning about what you want to accomplish and took the time to read the background studies and plans, *Your Bay, Your Say*, *the Traverse City Bayfront Plan*, the Traverse City Master plan and the Great Lakes Fisheries Trust grant application—as well as the award letter.



We understand that you want to engage the public, study the area, prepare preliminary plans, identify required permits, secure permit approval, design the pier and its land connections, continue to inform the public, develop final plans and specifications and a realistic estimate of cost and when completed—be ready to bid the project.

We know that before any real plan development occurs, we must first address the connection with the Boardman River and how the Pier will interact with the land connection. We will need to secure a joint application permit from the Army Corp of Engineering and the MDEQ. We will also need to conduct a bathymetric survey of the lake bottom and secure a bottomland easement.

We believe we are uniquely qualified for the Traverse City Public Pier project, partly because of recent involvement with the design and construction of the Oscoda Township Pier on Lake Huron. In addition, our team has worked on past Great Lakes Fisheries Trust grants, we have in-house structural engineers with Great Lakes design experience, and in-house Surveyors with Bathymetric capabilities. We have in-house Architects with waterfront design experience to bring creativity and useability into the design picture, and our project team surveyor is a registered Great Lakes fishing charter captain and member of the Grand Traverse Sport Fishing Association with a distinct interest in this project. We have also included on the project team an in-house watershed engineer permitting specialist as well as a former MDNR permit reviewer and Environmental expert.



PROJECT APPROACH

We have broken our approach to your project into seven strategic objectives. This approach was laid out based on our understanding of the project and past experience with similar projects. Our elements include the following:

- » Public Engagement
- » Design
- » Topographic and Bathymetric Survey
- » Addressing Universal Design
- » Safety-Ensured Uses
- » On-site Resource Education
- » Asset Maintenance

PUBLIC ENGAGEMENT

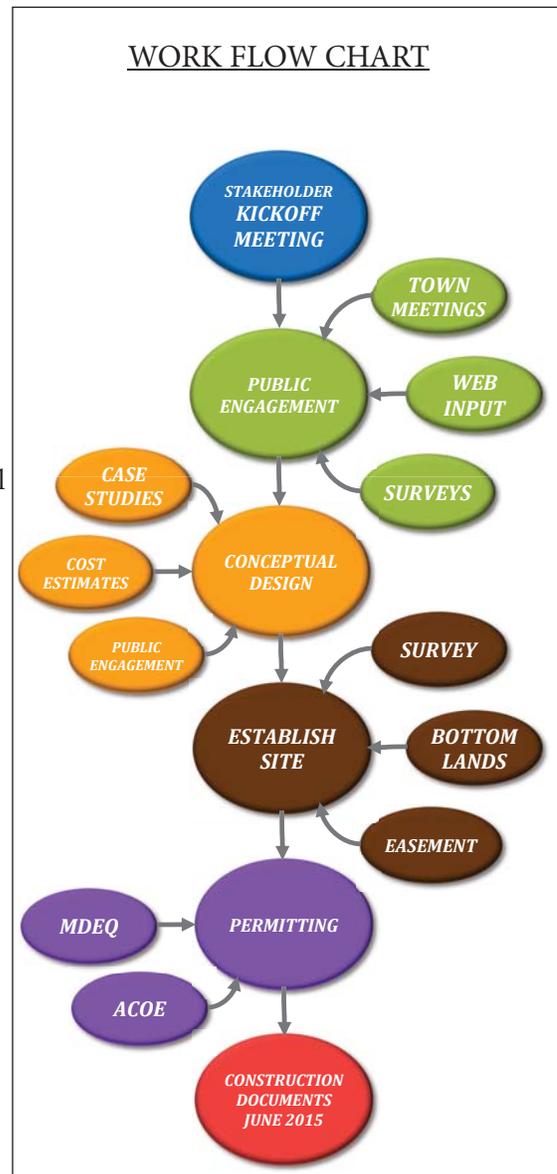
The construction of a public pier at the mouth of the Boardman River will be a highly visible project that has the potential to greatly expand how this area of Grand Traverse Bay is utilized. Undoubtedly, there are many stakeholders that will want to weigh in on the project, and their buy-in will be critical to ensuring the project is viewed as a success. This will require engaging key organizations and incorporating their input into the final design.

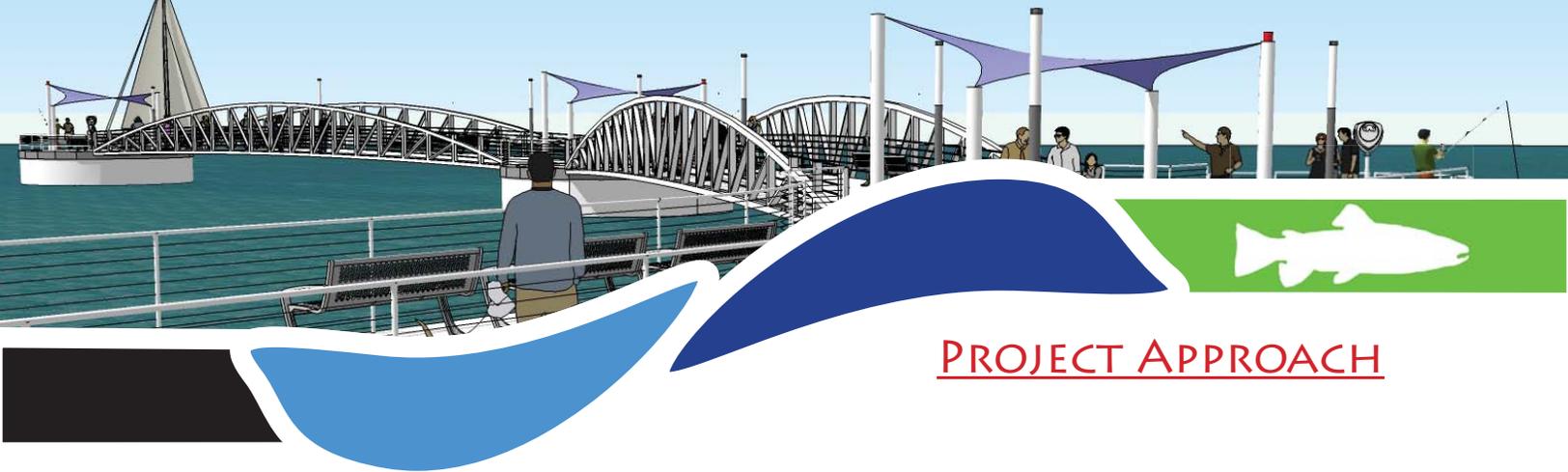
Truscott Rossman will implement a seven-step approach for the communications of projects. This ensures that our efforts are always strategic and goal-oriented. The following steps outline that process and how each phase relates to the planning for the proposed pier.

APPROACH TO STRATEGIC COMMUNICATIONS

1. Background/Situation Analysis

The situation analysis will provide a comprehensive analysis of the study group's needs from a strategic communications perspective and the internal and external forces that impact whether the project will be viewed as a success. All strengths, weaknesses, opportunities and threats will be identified in and referred back to throughout the communications campaign.





PROJECT APPROACH

2. Goals & Objectives

Truscott Rossman will work with the city of Traverse City and the Public Pier Study Group to identify overall goals and clear communications benchmarks that will be necessary to achieve success.

3. Research

Research is key to an effective communications campaign. Truscott Rossman will conduct all necessary research to develop the strongest communications strategy possible. This may include public opinion surveys, focus groups, community engagement meetings or a website where people can voice their opinion on the public pier.

4. Target Audiences

Truscott Rossman will identify the appropriate audiences that must be reached to ensure communications goals are met as well as any and all key influencers of those audiences. This will likely include the Chamber of Commerce, Convention and Visitors Bureau, Boardman Neighborhood Association, area civic clubs, conservation organizations, etc.

5. Key Messages

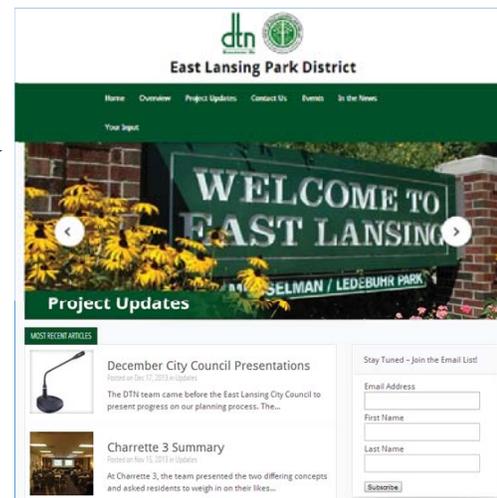
It's critical that all of your communications channels are consistent in emphasizing the key messages you want your audience to know and remember. At this point in the process of planning the public pier, the key messages will likely revolve around wanting to ensure all voices are heard and that the final design incorporates a community vision developed by all key stakeholders. Once messages are finalized, they will be the bedrock upon which all of our communications work will stand.

6. Communication Tools, Tactics and Timing

Once goals, research, audiences and messaging are clear, Truscott Rossman will then identify the appropriate tactics that will most effectively advance the community engagement efforts. These will likely include a combination of community meetings/events, media relations activities, social media and web development.

7. Monitoring and Evaluation

Close attention will be focused on results because everything we do must produce the greatest ROI possible. If objectives are not being met, communications strategies and tactics will be amended to maximize chances for success.





PROJECT APPROACH

DESIGN

We see an unbelievable opportunity for the Traverse City Pier for tourism and recreation for all ages. We guarantee that the final design will be a true representation and balance of public input, aesthetics, function, safety, longevity, permitting and costs. It's important to note that in order for a project of this nature to be a success, all stakeholders have to be aware of any limitations or unrealistic possibilities.

For example, it's easy to develop a conceptual design based on public opinion and stakeholders goals, but you also have to focus on what it will take to implement a conceptual idea or plan into reality. That's where we stand out from our competition because we remain side-by-side with our clients throughout the preliminary design stage, and we alert them immediately if we feel that their ambitions may be met with negative results.

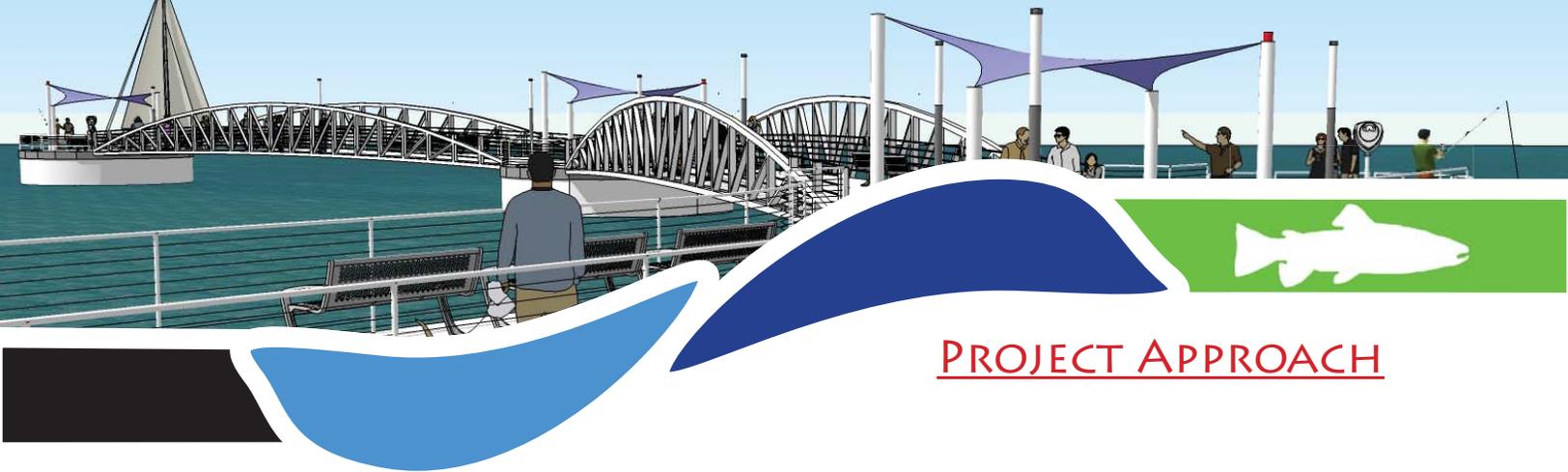


So, while we understand that public input will be key to creatively designing this landmark structure, we want to point out that we integrate a Technical Basis of Design Parameters into our Creative Design approach. Even with all the elaborate design options that are available, there is still essential hard-engineering standards that must be met. In other words, there are two key components to our design approach: Technical Design and Creative Design. We have detailed those below, and these are essential in constructing a pier that will be long-lasting, permitable and an icon that will be enjoyed long into the future.

Technical Basis of Design Parameters (Technical Design)

1. Functional Parameters

- a. Site Environmental
 - Shoreline Littoral Drift
 - Fish Migration/Habitat
 - Lake/River Elevations and Fluctuations
 - Historic Ice Information (Thickness, Ice Jams, Ice pile up and locations)
 - Wind and Waves



PROJECT APPROACH

- b. Boater Safety – Navigation
- c. Use of Pier (fishing, picnics, entertainment, events, education, exercise, viewing, docking, etc)
- d. Universal Access
- e. Emergency Access

2. Safety, Longevity and Permitting Parameters (Governing Agencies and Standards)

- a. Establish governing design standards (Army Corps, Michigan Building Code, etc.)
- b. Geometric Safety Features (rail type, height, restrictions etc)
- c. Structural Safety and Longevity Design Parameters (Superstructures and Substructures)
 - Establish Design Life
 - Material Types to Address Design Life and, Costs
 - Establish typical design loadings and scour (ice, waves, emergency vehicles, maintenance vehicles, pedestrian)
 - Establish Extreme Loadings – Vessel or Vehicle Impact, Extreme Ice, Waves at Extreme Lake Levels
 - Establish Soils Information
- d. Environmental Permitting – Establish environmental impacts and evaluate alternatives to counter impacts with enhanced environmental benefits. Example: Natural Stone Riprap may need to be added to solve potential scour issues along the foundations but the added stone will also enhance fish habitat and spawning.



Creative Basis of Design Parameters (Creative Design)

Fishing opportunities will be an obvious use for this pier, however it can be used for so much more. We will incorporate the following creative design features which will celebrate the new Traverse City Pier experience, enhance recreation and add another reason why Traverse City continues to lead the state on peoples' lists as the place to visit—and keeps them coming back.



PROJECT APPROACH

- Fishing opportunities along the Boardman River and pier structures for all ages and abilities.
- We will explore opportunities to incorporate charter fishing activities into the pier design.
- Interpretive signage to educate users of the Great Lakes Fishery and the history of their surroundings while visiting the pier.
- Children's activities incorporated into the walking surfaces for games or learning experiences.
- Exercise station opportunities for the active pier user.
- Scenic views of both the Traverse City shoreline and Grand Traverse Bay.
- Shaded areas for the artisan or casual user.
- Casual day or night time strolls for all ages.
- Accommodation of existing community events such as the Cherry Festival or Craft Fairs into the pier design to enhance a visitors experience.
- Incorporation of a possible trading post, bicycle parking and possibly rentals into the pier design.
- Comfort and rest station for non-motorized path visitors.

TOPOGRAPHIC AND HYDROGRAPHIC SURVEY

We are able to complete a topographic and bathymetric survey to support the design phase of the proposed pier structure. In addition to traditional surveying equipment and techniques to complete all on-shore topographic surveying, Spicer Group also regularly performs single-beam and multi-beam bathymetric surveying for all offshore surveying and lake bottom bathymetry.



Our single and mutli-beam echosounding sensors consist of survey grade GPS and/ or Inertial Measuring Units (IMU) for measuring vessel motion in real time to obtain highly accurate lake bottom elevation data. This data is critical for supporting the design of pier structures, as accurate plan view and elevation view construction plans can be developed with accurate quantity estimate, in turn accurate preliminary estimates of construction costs.

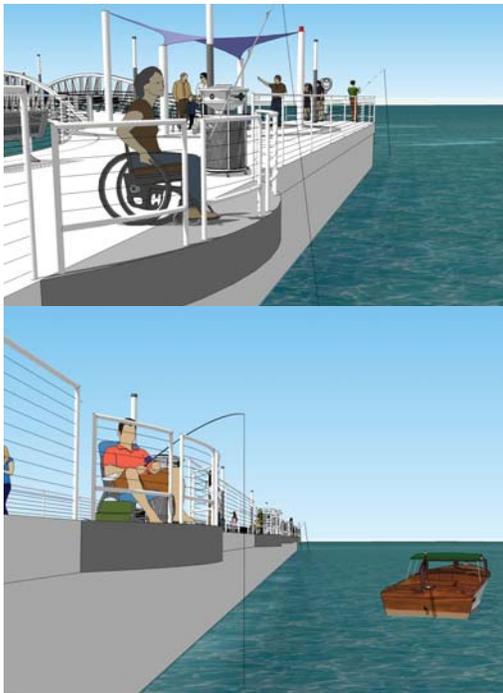
The combination of accurate ground surveying data coupled with accurate bathymetry data is the foundation to a successful pier project which begins on land and spans several hundred feet offshore. Spicer Group utilizes the latest in surveying technology to find the right technology to prepare the base survey information to support all subsequent design development, including but not limited to robotic total station, survey grade RTK GPS, single and multi-beam echosounders and even land or marine mounted mobile LiDAR systems.



PROJECT APPROACH

ADDRESSING UNIVERSAL DESIGN

On October 3, 2012, the Access Board issued a final rule titled Final Accessibility Guidelines for Recreation Facilities. The final rule, which is an amendment to the Americans with disabilities Act Accessibility Guidelines (ADAAG, 36 CFR Part 1191), includes guidelines for fishing piers. This rule will be used to design the new Traverse City Pier and its amenities.



The railing design strongly affects an angler's ability to fish from a pier. To address safety issues, designers often use specifications that conform to the MBC, which requires railings to be a minimum of 42 inches high and vertical elements spaced such that a four-inch sphere cannot pass through any opening. However, these specifications can render a pier almost useless for the purpose of fishing. For children, persons in wheelchairs and even many adults standing at a railing, a height of 42 inches is too high to cast over and retrieve lines, and it can be very difficult to bring fish over such a high railing.

Many people like to sit in a chair while they are fishing, but a 42-inch railing makes this very difficult and unenjoyable. It is not always necessary to construct railings to MBC specifications if the proper exemptions are obtained. Exemptions from the Michigan Building Code (MBE) can be obtained for the purpose of constructing a functional fishing pier and to meet ADA requirements. The most

common example is the need to obtain an exemption from the code specifying a minimum railing height of 42 inches, which is too high for fishing piers. We will include the following features to enhance the fishing experience according to the Americans with Disabilities Act Accessibility Guidelines so that all visitors may enjoy the new Traverse City Pier:

- The integration of rod holders will be included.
- A minimum of 25% of the railing will be 34 inches and dispersed throughout areas where fishing is possible (i.e. wherever there is a suitable water depth).
- To make landing fish easier, there will be a gap in the railing that is free of any obstruction. A minimum gap of 9 inches and spaced no more than 4 feet apart is recommended.
- Parking areas and access routes will be clearly indicated. Signs listing pier use and current fishing regulations will be posted as well.



PROJECT APPROACH

SAFETY-ENSURED USES

Past Spicer Group projects have included Great Lakes piers, boardwalks, observations decks, docks and recreational platforms. Each of these project types have their own safety concerns to consider individually with aspect to the intended user type, activities and location. Spicer Group addressed many of the same issues while working with Oscoda Township to design their pier. We will work with Traverse City to address these issues while designing the new pier structure. We will design these key safety considerations into the new Traverse City Pier:

- Guard rail systems have to be designed to deter rambunctious visitors from jumping off into the water.
- ADA accessibility must be designed into the guard rails for fishing while maintaining safety.
- Pier width along with bench and amenity placement must be designed to ensure emergency personnel passage in emergencies.
- Controls must be considered to limit access to the pier from unauthorized vehicles.
- Aesthetically pleasing lighting must be designed to ensure safe travel along the pier while considering night sky effects.
- Markers must be considered to ensure pier visibility to mariners at all times of the day and night.
- Aesthetically-pleasing and appropriate signage must be considered to inform users of the rules of the pier and potential hazards.
- Video monitoring should be considered for the protection of pier users as well as a deterrent of incidents of vandalism and acts towards pier users.



ONSITE RESOURCE EDUCATION

The learning and education opportunities associated with a project of this nature are tremendous! The Great Lakes offer an enormous level of very exciting facts about their inhabitants and history—and people enjoy learning about them.

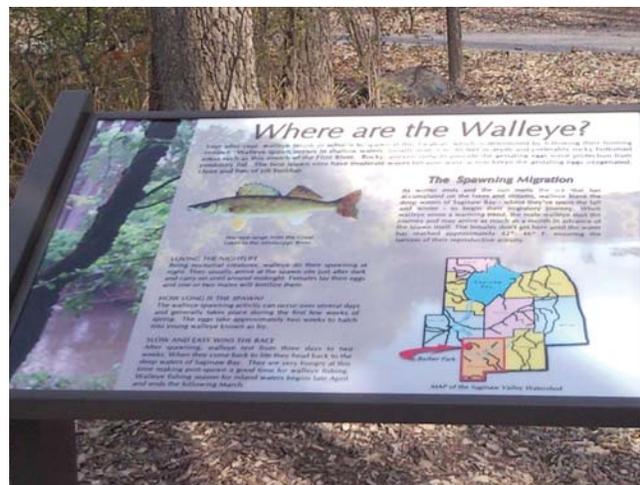
In past projects, Spicer Group has been very conscientious in incorporating “the experience” into our designs. For example, at Port Crescent State Park we designed wildlife platforms with viewing



PROJECT APPROACH

scopes that each had interpretative signs explaining the types of birds that are common in the area including both migratory and year-around residents. We believe that viewing natural wonders are only half of the equation, learning about them is the other. Interpretive signs of various designs are a great way to add to the “experience” and we foresee having signs related to the following topics as being key to completing the enjoyment for visitors to the pier.

- Common fish species that call Grand Traverse Bay home including facts surrounding each fish species
- Various tactics to catch fish that one might encounter in the area.
- Seasonality of the fishery
- Unique facts about the Bay and Great Lakes
- How to become good stewards of the watershed



ASSET MAINTENANCE

Providing a client with the initial cost to bring a project to fruition is a task on every project manager’s radar. However the life-cycle costs to maintain that project once built is typically forgotten once the equipment is gone and the project is put into use. Spicer Group considers lifecycle costs on every project to ensure the owner is getting the best value and use from the design. We provide our clients choices along with the long-term benefits and drawbacks that come with each decision. When the crews are finished and visitors are enjoying the pier, Spicer Group will have already provided you with an operation and maintenance budget that reflects the costs and life expectancy that is tailored to your project. We will address these key items for operation and maintenance of the new Traverse City Pier:

- An enduring foundation design that can withstand seasonal forces of the Great Lakes.
- Dependable structure designs with long lifespan.
- Constructability and ease of future maintenance access.
- Finishes that will require little to no maintenance.
- Lasting walking surface selection and design.
- Low maintenance material selections that are aesthetically pleasing.
- Lasting walking surface selection and design.
- Reduction of long term of environmental impacts such as sand drift.
- Energy efficient lighting.



KEY PROJECT TEAM

IT'S GOING TO BE HARD TO BEAT OUR TEAM. WE HAVE TAKEN THE SAME TEAM MEMBERS WHO WORKED HAND-IN-HAND FROM CONCEPT TO CONSTRUCTION FOR THE OSCODA TOWNSHIP PIER PROJECT AND JOINED THEM WITH ONE OF THE TOP PUBLIC RELATIONS FIRMS IN THE STATE.

WHAT DOES THIS MEAN FOR YOU? THIS MEANS THAT YOU TELL US WHAT YOU WANT, AND WE WILL DO ALL THE GRINDING NECESSARY TO GET THIS PIER DESIGNED AND CONSTRUCTED AT A LEVEL THAT EXCEEDS THE EXPECTATIONS OF TRAVERSE CITY.

THE END RESULT WILL BE BETTER THAN YOU EXPECTED WITH NO SURPRISES!

The following are brief descriptions of each key project team member including their qualifications and their expected role on this project. Detailed resumes can be provided immediately upon request.

SPICER GROUP - Robert R. Eggers, AICP - Senior Project Manager

- 23 years of experience
- Served as the senior project manager for the Oscoda Township Pier.
- Has extensive experience overseeing projects related to enhancing water-related recreation activities across the state
- Received awards for his involvement with recreation designs including the integration of universal access
- Vice President of the Great Lakes Bay Regional Trail Board

SPICER GROUP - David A. Boersma, AIA - Architect/Creative Design

- 20 years of experience
- Fulfilled an integral role of the design of the Oscoda Township Pier project
- Has a knack for developing group-friendly and community-oriented designs
- Works well with structural engineering staff to ensure a seamless final product is delivered in a timely manner
- He is extremely familiar with universally-accessible design standards
- State-registered code official/Historic Architect

SPICER GROUP - Stu Kogge - Certified Wetland Scientist

- 25 years of experience
- Former MDEQ employee responsible for wetland issues
- Former owner of Wetland Coastal Resources, Inc.
- Specializes in coastal studies and fisheries habitat
- Proficient in stream restoration and habitat reconstruction and improvements



KEY PROJECT TEAM

SPICER GROUP - Mark A. Latsch, P.E., Structural Engineer/Technical Design

- Has 28 years of structural engineering and design experience.
- He is Spicer's key advisor for structural-related solutions
- Served as the key structural engineer for the Oscoda Township Pier and Saginaw Bay/River \$20 million shipping dock projects
- He is particularly knowledgeable of the U.S. Army Corps of Engineers design standards for structures in the Great Lakes as well as the U.S. Coast Guard navigational specifications

SPICER GROUP - Pat Bently, P.S. - Survey

- Licensed surveyor since 2001 and a licensed charter boat captain on Lake Michigan since 1998
- Member of the Manistee County Sport Fishing Association and served on the board of directors for 6 years (2008-2013).
- Worked with local and regional MDNR fisheries biologists to ensure fish habitat was not disturbed and for several water improvement projects.
- Has worked with Tim Ervin and the Manistee County Alliance for Economic Success (AES) on several water access projects - Explore the Shores being the main one.

TRUSCOTT ROSSMAN - Josh Hovey - Public Engagement

- Previously managed constituent communications, created community outreach strategies and developed environmental and economic policy initiatives for Lansing Mayor Virg Bernero's administration.
- Nationally accredited public relations counselor (APR)
- Works with clients throughout all stages of the communications process and specializes in media relations, message development, strategic planning, and community relations.

TRUSCOTT ROSSMAN - Sharon Emery - Public Engagement

- A seasoned journalist and writer with more than 20 years' experience covering and editing Michigan government and business news.
- Won a Knight-Wallace Journalism Fellowship to the University of Michigan, one of 12 awarded annually to mid-career journalists nationwide.
- She draws on her extensive journalism career to assist clients with issues management, media relations, and strategic counseling in specialty areas including health care, education, human services, and disability and senior issues.



PROJECT EXPERIENCE

OSCODA WATERFRONT PIER



Spicer Group assisted Oscoda Township by designing a new waterfront recreation and fishing pier on Lake Huron. The public can now enjoy the new 8-foot wide, 150-foot-long wooden boardwalk that leads to a 14-foot-wide, 320-foot long pier. Some of the amenities incorporated into the design were accessible fishing areas, new ADA benches as well as lighting that gives the pier identity in the evening hours. The pier creates a link between the existing Oscoda Beach Park Boardwalk and the Lake Huron waterfront. Funding for the project was provided through a DNR Trust Fund Grant, Great Lakes Fisheries Trust Grant, a Coastal Zone Grant, and local matching funds.

REFERENCE:
 Jim Baier
 Oscoda Township Supervisor
 admin@oscodatwp.com
 (989) 739-3211



PROJECT EXPERIENCE

CONSUMERS ENERGY SHIPPING DOCK



Spicer recently worked with Consumers Energy on a \$21-million-project at the mouth of the Saginaw River that consisted of installing a new 3,000-foot-long shipping dock to accommodate fully loaded 1000-foot-long ships to moor and unload. The new dock was designed to both blend in with the natural aesthetics of Bay City and withstand the extremely harsh conditions of the Saginaw Bay that are common throughout the seasons. The new sheet pile sections that were installed are the largest manufactured in the world and were shipped to the site via barge and rail. The tie-back system used was designed using high-tension (250,000 pounds each) grouted anchors extending through 70 feet of soft clay and embedded 30 feet into hardpan/sandstone. Spicer was responsible for completing the initial evaluation of the dock as well as the final design for the new dock. Spicer also provided construction inspection assistance throughout the entire project. *This project was presented with an engineering excellence award from the American Council of Engineering Companies for its unique and innovative engineering solutions.*

REFERENCE:
 Gary Davis
 Consumers Energy
 Senior Manager for Construction
 gmdavis@cmsenergy.com
 989-231-8630



PROJECT EXPERIENCE

SAGINAW RIVERFRONT IMPROVEMENTS

Spicer Group worked with the City of Saginaw to design and implement major improvements along the Saginaw River near the Old Town and Ojibway Island areas by providing an attractive and welcoming area along the Saginaw River where residents and visitors could enjoy spending time. The City also wanted to provide better fishing and boating access.



Three separate 8-foot-wide floating piers, which totaled nearly 1,000 feet in length, were designed and constructed at previously undeveloped property along the Saginaw River between the Court Street Bridge and Holland Avenue Bridge. These floating docks are hinged and designed to rise and lower with fluctuating river levels and allow for individuals in wheelchairs to ascend and transcend up and down the dock to and from their boat. It also creates an area in the Old Town district for the public arriving by boat to dock or moor their vessels.

On the Ojibway side, a 108-foot-long floating pier was constructed. It is made up of three sections—a 30-foot by 8-foot section, a 68-foot by 10-foot section, and a 30-foot by 10-foot end. Four 30-foot by 40-foot finger piers were attached to the main section to provide additional boat dockage. The floating docks were also designed to rise and lower with the river's fluctuating levels. These docks are handicap-accessible and provide access to the fishing pier and the rest of the park's existing recreational resources. The docks float at a height that is below or even with the gunnels of most boats, which allows easier access for disabled persons.

REFERENCE:
Phil Karwat, P.E.
Saginaw Public Works Director
pkarwat@saginaw-mi.com
(989) 759-1728



PROJECT EXPERIENCE

PINCONNING PARK SAGINAW WATERFRONT IMPROVEMENTS

Pinconning Park is located along the shoreline of the Saginaw Bay and offers visitors many recreation opportunities including camping, fishing, wildlife watching, and hiking. One of its main issues was that accessibility to these opportunities was very limited. Bay County hired Spicer Group to design improvements that made the park more universally-accessible, and oversee actual construction of the improvement tasks. Key universally-accessible amenities that were included in the designs included the following:

- Accessible walking path
- Boardwalk through wetland area
- Accessible path to Pinconning River
- Access to waterfront
- A floating fishing platform
- Playground area
- An archery range
- Interpretive signs
- A fishing platform on the Pinconning River
- Design of cabin improvements, that include concrete pad, picnic tables and beds
- Elevated observation tower overseeing Saginaw Bay and marshlands

REFERENCE:

Rick Pabalis
Bay County Superintendent of
Buildings and Grounds
PabalisR@baycounty.net
(989) 895-4097





PROJECT EXPERIENCE

SEBEWAING'S SAGINAW BAY ACCESSIBILITY IMPROVEMENTS



Spicer Group assisted Huron County by designing improvements to a 20-acre park located at the mouth of the Sebewaing River along Lake Huron. Additional improvements were also designed for an adjoining 12-acre island which was previously only accessible by boat. The original state of this popular park had made access to fishing opportunities difficult due to the steep and overgrown banks.

The new design included the construction of three new universally-accessible fishing platforms, bank stabilization and recreation pathways that now help visitors easily traverse the steep grade of the banks to the river. A new universally-accessible bridge was also installed to allow access to the island which provides excellent fishing, hunting and wildlife viewing opportunities.



PROJECT EXPERIENCE

PORT CRESCENT BEACH ACCESS AND WILDLIFE VIEWING



Located at the tip of Michigan's Thumb, the 600-acre park contains three miles of sandy shoreline along Lake Huron. Spicer Group worked with the Michigan Department of Natural Resources to design Access to Recreation improvements that allow universal access to the park's many features. Spicer Group was responsible for providing schematic design, final design, bidding assistance and construction administration.

Notable improvements include an elevated boardwalk through a natural dune ecosystem to the Birds of Prey Observatory Platform and an educational and interpretive trail through the dune environments. Several different interpretive signs were designed and installed at various points of interest along the path to highlight particular uniqueness about each area.

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:

Robert R. Eggers
(Signature)

Robert R. Eggers,
SENIOR PROJECT MANAGER
(Name & Title - print)

989-754-4717
(Telephone Number)

SPICER GROUP, INC.
(Company Name)

230 S. WASHINGTON AVE., SAGINAW, MI 48607
(Company Address, City, State, Zip Code)