February 4, 2022

STATEMENT OF QUALIFICATIONS

DESIGN SERVICE - PAVEMENT MANAGEMENT PHASE IV, V, VI

Submitted to:

BRAD SONTAG
City of Valdez
P.O. Box 307
Valdez, Alaska 99686

Submitted by:

BRAD MELOCIK, PE, PH
DOWL
4041 B Street
Anchorage, Alaska 99503

DOWL

February 4, 2022

City of Valdez, Alaska
Brad Sontag, Project Manager
P.O. Box 307
Valdez, Alaska 99686

Subject: Design Service - Pavement Management Phase IV, V, VI | Project Number 22-310-1115

Dear Selection Committee:

The City of Valdez (City) is working to implement a Pavement Management Plan that will replace pavement and utilities in a variety of areas across the City. DOWL is proud of the firm's part in developing the plan and is eager to continue supporting the City in progressing through the different phases of this project. This proposal describes our qualifications to provide services on the Design Service-Pavement Management Phase IV, V, VI project. We hope the following will stand out as reasons to select DOWL to complete these next phases of this important project.

- **A proven team.** The DOWL team includes familiar faces from previous phases of this project, including Contract Manager Bradley Melocik, PE, PH; Quality Control Lead Naomi Hobbs, PE; Utility Engineer Irene Malto, PE, PMP; and Construction Lead Eric Voorhees, PE from DOWL; and Lighting Design Lead Davin Blubaugh, PE, LEED AP from RSA Engineering. Each of these team members had a role in the successful completion of Cottonwood Drive during Phase II and they are committed to leading the next phases. DOWL has added Project Manager Brad Doggett, PE, LEED AP and experienced Project Engineer Nick Conway, PE, to deliver these projects between 2023 and 2025.

- **Understanding of project challenges.** DOWL understands that designing and constructing a project in a small, urban Alaska community is different than a larger population hub. With fewer roads and options for detours and less utility infrastructure, construction phasing for access and reliable water and sewer service is necessary to minimize adverse impacts to local homes and businesses. We have added Coffman Engineers' Brian Gastrock, PE to the team to consider trenchless solutions where possible to reduce surface impacts. We are committed to crafting a plan that will keep businesses open and accessible by locals and visitors.

- **Support in reducing budget through cost-saving solutions.** DOWL's goal on design projects is to look for opportunities for cost savings without compromising the integrity of the design. We know these projects are being constructed using funds provided by the City and that any savings goes to additional projects that improve the lives of your residents. Brad Doggett has extensive experience on Value Engineering studies with the goal of adding efficiencies to street projects. He will work with the team to identify cost savings through minimizing utility impacts, reusing materials, and other methods that improve the bottom line without sacrificing quality.

You have my pledge that I will dedicate the DOWL resources necessary to make this project a success. I am authorized to make representations and bind the firm and can be reached at the contact information shown below.

Sincerely,
DOWL

Bradley M. Melocik, PE, PH
Contract Manager
907.865.1223
bmelocik@dowl.com

I. EXPERIENCE & TECHNICAL COMPETENCE OF KEY PERSONNEL

INTRODUCTION & FIRM OVERVIEW

DOWL is a multi-disciplined consulting firm that has been providing civil engineering and related services in Alaska for 60 years. DOWL maintains in-house expertise in all of the services needed to complete this project - from front end environmental services to construction administration (CA) support and everything in between.

In Alaska, DOWL has offices in Anchorage, Fairbanks, and Juneau. For this contract, our 100% Alaskan staff will be working out of the Anchorage and Juneau offices, with travel as needed to Valdez for face-to-face meetings and site visits. Urban or rural, it would be difficult to find a location in this state where DOWL does not have a footprint. Many of our proposed staff have recent relevant experience in Valdez and with other clients.

We value our working relationship with the City of Valdez (City) and strive to be the City's consultant of choice for capital improvement projects. After completing multiple projects with the City and in the area, we have a clear understanding of how to work effectively and efficiently on your behalf.

DOWL is pleased to provide this proposal in response to your solicitation for pavement engineering, permitting support, and public outreach. DOWL has assembled the most qualified team to meet the City's needs.

DOWL has carefully selected a team of key professionals to be involved in this important contract because of their:

- Technical expertise in their fields
- Experience working with regulatory agencies
- Geographic familiarity with Valdez's unique remote-urban setting
- Commitment to Valdez's success
- Professional enthusiasm and outside-the-box thinking
- Experience on similar projects

EXPERIENCE WORKING WITH REGULATORY AGENCIES

DOWL is experienced at working with regulatory agencies like the Alaska Department of Environmental Conservation (ADEC) and our experience will help keep the City's project on schedule and on budget. DOWL's proposed water, sewer, and stormwater drainage engineer, Chris Maus, PE, is experienced in getting projects constructed through the ADEC approval process in an efficient manner. He will include ADEC early and often, so their concerns and comments can be incorporated into the 95% design submittal.

This method has proven effective as many of our projects are approved for construction well before the 30-day review period is up. For projects like the Anchorage Regional Landfill Maintenance Facility, ADEC approved construction less than a week after the 95% design was submitted!

RELEVANT SIMILAR PROJECTS WITHIN SEVEN YEARS

Valdez Pavement Management Phase II - Cottonwood Drive

Valdez, Alaska

DOWL provided topographic survey, utility systems investigation, permitting, public outreach, conceptual design, and final design for Pavement Management Phase II. The project limits included Cottonwood Drive between Klutina Street and Copper Drive and included five cul-de-sacs adjacent to Cottonwood Drive. This is part of the Black Gold Subdivision and includes 74 lots and 4,600 linear feet of road improvements.

DOWL worked closely with stakeholders after clarifying scope, schedule, and budget with the City. The project included pavement and curb replacement, sidewalk, lighting, and storm drain system replacement. North Waterfall Drive cul-de-sac was extended into the park strip and the park strip path was tied into the cul-de-sac sidewalk.

The survey crew mobilized to collect the necessary data for a detailed design while DOWL investigated existing as-builts and conducted on-site investigations with utility owners.

DOWL provided public involvement (PI) and gathered more information to help facilitate a smooth construction season. DOWL fine-tuned the roadway profiles to accommodate an improved storm drain system which resulted in driveway and yard elevation adjustments. This was a challenging balancing act with such a flat area and multiple intersections.

The phasing plan was critical to the success of the construction because a neighboring project would be constructed at the same time. DOWL provided a detailed schedule and phasing plan to maintain safe resident and pedestrian access during the busy construction season.

Project Similarities	Project Information
▪ Rural Alaska ▪ Coastal Location ▪ Similar Project Scopes ▪ Municipal/Public Project	**Project Size:** $4.1 million (construction cost) **Reference:** Nate Duval, Scott Benda, City of Valdez, 907.835.5478 **Key Personnel:** Brad Melocik (Contract Manager), Naomi Hobbs (Project Manager), Willie Stoll (Survey), Eric Voorhees (CA)

Eco Valdez Site Development

Valdez, Alaska

This warehouse/office building and 12-lot residential subdivision of single-family houses was a design-build project with a very aggressive development schedule. Design began in January 2017 and the first group of completed buildings were turned over to the owner in December 2017.

The development required design and construction of new roads, water and sewer utilities, storm drainage facilities, and lot grading. The 770 feet of new roadways, Keno Circle and Chilkat Circle, were designed to City standards for local neighborhood roads including paving, curb and gutter, cul-de-sacs, and storm drainage. The project also required 950 feet of new water main including fire hydrants and 850 feet of new sewer main. The water and sewer mains were reviewed by the City then permitted through ADEC. Water and sewer services were provided for each building.

The houses were elevated above the surrounding grades to the extent practical to provide positive drainage away. At the same time, we limited driveway grades to less than 5% to maintain reasonable access in winter conditions. The southern section of the subdivision was set aside as green space to provide snow storage quality treatment.

Project Similarities	Project Information
▪ Rural Alaska ▪ Coastal Location ▪ Similar Project Scopes ▪ Municipal/Public Project	**Project Size:** $180,000 design (construction cost not disclosed) **Reference:** Luke Blomfield, Davis Constructors, 907.562.2336 **Key Personnel:** Brad Doggett (Project Manager), Nick Conway (Design Engineer), Willie Stoll (Survey), Eric Voorhees (CA)

Cordova City Street Improvements

Cordova, Alaska

The City of Cordova listed seven projects constituting 10,850 linear feet of reconstruction on city streets. DOWL was contracted to survey all the roads and design as many as possible within the $2.2 million budget. Each project had different priorities for curb, gutter, and drainage improvements. It was determined that it would be better to break the street package into two construction seasons and the City of Cordova identified three additional priority streets for design the following construction year.

Working closely in consultation with the City of Cordova, certain streets were identified that could qualify for additional federal grants. DOWL accelerated the work schedule to deliver designs for these sub-projects to meet the grant application deadlines and to secure funding for the planned construction schedule. DOWL tailored these designs to meet the City of Cordova's needs as well as to qualify (score high enough) for the federal grant funds. Additionally, DOWL assisted with the technical portions of the grant application.

Project Similarities	Project Information
▪ Rural Alaska ▪ Coastal Location ▪ Similar Project Scopes ▪ Municipal/Public Project	**Project Size:** $2.2 million (construction cost) **Reference:** Samantha Greenwod, City of Cordova, 907.424.6200 **Key Personnel:** Naomi Hobbs (Project Manager), Willie Stoll (Survey), Eric Voorhees (Civil/ Construction Engineer)

Valdez Flood Mitigation

Valdez, Alaska

DOWL provided revetment dike design and CA services for the City along the Alpine Woods/Nordic Subdivision on the Lowe River.

DOWL assisted the City in the preparation of plans, specifications, estimate, permitting, Stormwater Pollution Prevention Plan (SWPPP) documents, and CA for multiple locations of dike extension and renovation along Glacier Stream, Mineral Creek, and the Lowe River. The projects involved the review of previous studies, scour analysis and riprap sizing, design, and collaboration with resource agencies (Alaska Department of Natural Resources [DNR], United States Army Corps of Engineers [USACE], Alaska Department of Fish and Game [ADFG], and ADEC) for permit approvals.

DOWL prepared gravel extraction plans for Mineral Creek, Glacier Stream, and the Lowe River and worked with the agencies for permit approvals. Currently, these permits have resulted in over 75,000 cubic yards (CY) of excavation from Mineral Creek and Glacier Stream.

> I wanted to thank (DOWL) for your time, effort, and energy working on the plans for Adams Avenue. We would not have gotten the grant without you. Adams and Browning are beautiful... Thanks again for all of your help, it's hard to describe how great of an improvement the sidewalks are to Cordova. Pictures really don't do it justice.
>
> ***Samantha Greenwood, City of Cordova***

DOWL has provided on-site assistance during construction on multiple flood mitigation infrastructure projects. Eric Voorhees was on-site for approximately 10 days during fall 2014. He determined that an older (2010) survey was out of date and design modifications were needed. Eric and Brad Melocik worked together to find a workable field solution that met the design intent while maintaining the contractor's schedule. Recent flooding has not compromised the dike, confirming the present designs are effective. Projects have been completed on budget and on schedule with some revisions to accommodate additional scope or unexpected work. Eric provided quality control (QC) oversight during the last round of flood mitigation infrastructure on the Lowe River and oversaw the constructability review of the project and the review of the specifications. His diligence in review contributed to the smooth construction of the project.

Brad has been responsible for the flood mitigation from design and permitting to presentations to City Council and the Flood Mitigation Task Force. Brad was the Engineer of Record of the recent flood mitigation infrastructure maintenance project on the Lowe River. His knowledge of local contractors and the community guided the successful design and the construction of the project. The project ultimately revitalized the previously failing flood mitigation infrastructure and increased the height of the dike to meet the Federal Emergency Management Agency's freeboard requirement. Brad's ability to coordinate a mutually beneficial solution has been the keystone to many successful DOWL projects in the Prince William Sound area. DOWL has shown the ability to provide survey, geotechnical, engineering, and environmental services for the City and stay on schedule and on budget.

Project Similarities	Project Information
▪ Rural Alaska ▪ Coastal Location ▪ Municipal/Public Project	**Project Size:** Various - $40,000 to $4 million (construction cost) **Reference:** Nate Duval, Scott Benda, City of Valdez, 907.835.5478 **Key Personnel:** Brad Melocik (Project Manager), Willie Stoll (Survey), Eric Voorhees (CA)

TEAM RESUMES/BIOGRAPHIES

Resumes for key team members are attached.

Brad Melocik, PE, PH

Contract Manager

Brad is a manager, licensed engineer, and hydrologist with over 20 years of experience in roadway, water, and planning projects. Brad's knowledge of Valdez, its people, and its engineering challenges make him an excellent choice to oversee the contract for this project. Also, his decade of involvement with Anchorage Tomorrow (Chairperson for two years) and experience with Road Bonds Yes in the Matanuska-Susitna Borough give him insights into bond propositions and working with the public to educate them on the benefits.

Brad Doggett, PE, LEED AP

Project Manager

Brad manages the Anchorage civil engineering group whose focus is on public and private sector site development projects. He has been the project manager/engineer on hundreds of projects throughout Alaska for clients that include the City of Valdez, Municipality of Anchorage, Matanuska-Susitna Borough, City of Wasilla, City of Ketchikan, USACE, United States Forest Service, National Park Service, University of Alaska System, and numerous private sector Alaska development projects. Relevant public roadway projects include the Edison Chouest Development, Diamond and Sapphire Circles in Big Lake, The downtown loop in Dillingham, Petersburg Street, Zukert Avenue, Piper Street, North Muldoon Road, Electron Drive and 104th Avenue in Anchorage and multiple residential streets on Ft. Wainwright, Ft. Greely, and Joint Base Elmendorf-Richardson.

Naomi Hobbs, PE

Quality Control Lead

Naomi serves as DOWL's Juneau office manager and has spent the last 26 years successfully developing Alaska Infrastructure as both a consultant and construction manager. Her experience includes site civil, transportation, and utility design for cities and towns all over Alaska, but especially in the Southeast. Naomi is adept at managing large projects with multiple disciplines and a wide range of tasks. Her technical design skills, project experience in coastal communities, recent experience managing the Valdez Pavement Management – Phase II project, and construction background make her well qualified to provide QC oversight on this project.

Nick Conway, PE

Project Engineer

Nick is part of the civil engineering team where his work encompasses site design, grading, utilities, and hydrology. His projects have ranged from less than one acre to 30+ acres in size and have included many different grading and stormwater control challenges. Nick has worked on projects across Alaska, including the ECO Valdez design-build project. This experience has given him a solid understanding of site and stormwater design challenges in varied environments, allowing him to find cost-effective solutions that fit within the constraints of the land and protect environmentally sensitive areas.

Commitment to Valdez

DOWL has worked on more than 50 projects in Valdez in the last decade. If selected, we are committed to bringing another successful project to the community.

Irene Malto, PE, PMP

Project Engineer/Utilities/Permitting

Irene is an experienced transportation engineer and project manager with the ability to lead multi-disciplinary teams to produce quality deliverables. She has over a decade of experience in developing plans, specifications, and estimates, as well as coordinating with local utility companies to identify and mitigate utility conflicts and prepare utility agreements. Irene has worked on several roadway reconstruction projects in Kodiak and southeast Alaska with similar climate and issues as Valdez. Outside of coastal Alaska, Irene has worked on numerous pavement preservation projects and is currently leading a team designing road improvements at over 30 locations damaged by the 2018 Earthquake. Her organizational skills and proficiency in coordination make her especially qualified for this role.

Chris Maus, PE

Water/Storm/Sewer Engineer

Chris is a rural water and wastewater engineer. He has authored preliminary engineering reports, technical memoranda, master plan documents, technical specifications, estimates, and contract documents and has expertise in the design, operation, and testing of pilot water systems. His rural and small-community water systems experience spans Montana to Kansas, and more recently small Alaska communities such as Bethel, Kotzebue, and Ketchikan.

Jeremiah Holland, PE

Geotech/Pavement Design

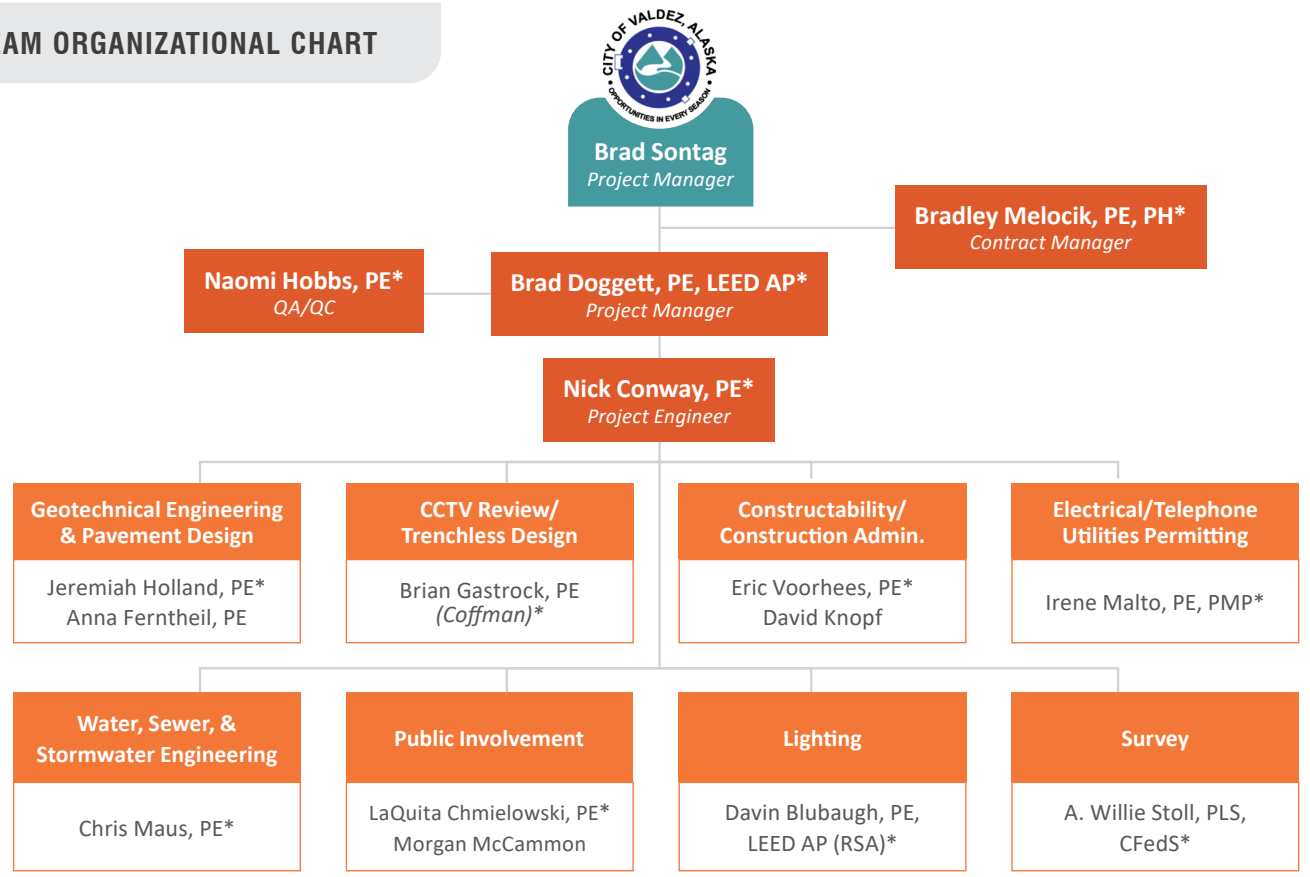
Jeremiah has extensive experience leading projects related to transportation, infrastructure, land development, mining, and oil and gas. Jeremiah has expertise in geotechnical engineering, arctic ground conditions, rock and soil mechanics, engineering geology, software modeling (including SLIDE, Settle3D, and Phase2), and construction materials testing.

Eric Voorhees, PE

Constructability/Construction Administration

Eric has been with DOWL for 13 years, and before that he worked in residential and commercial construction for seven years. During his time with DOWL, he has focused on infrastructure and transportation projects across Alaska – from Ketchikan and Wrangell to Nome and Valdez. Eric's strong working knowledge of construction and his technical background as an engineer give him the edge as a very effective task lead.

TEAM ORGANIZATIONAL CHART



** Resumes attached*

LaQuita Chmielowski, PE LEED AP
Public Involvement

LaQuita is DOWL's land use planning manager. She is a licensed civil engineer with 22 years of experience as a planner and civil engineer in Alaska. LaQuita has a unique set of skills that sets her apart from most planners and will be vital to this project; she is not only well versed on community outreach, but understands engineering design. This perspective can assist her in working with various stakeholders as she balances the technical components with stakeholder input and the overall project goals. Her work includes PI, planning, code analysis and feasibility studies, site grading and drainage, water and wastewater systems, roadway design, and permitting for municipal, commercial, and military facilities.

A. Willie Stoll, PLS, CFedS
Survey Lead

Willie is versatile and highly experienced surveyor who has traveled throughout Alaska performing surveys for municipal governments, local entities, and state agencies. Willie has led DOWL's land survey sub-practice area for nearly a decade and has more than 20 years of experience conducting and managing a wide range of survey projects, including rural road and highway projects. His experience in Valdez includes work on Cottonwood Drive, Lowe River, Mineral Creek, and many civil development projects. He is intimately familiar with this corridor and visits Valdez often.

SUBCONSULTANT:

RSA Engineering, Inc.

RSA Engineering, Inc. (RSA) is an Alaska consulting firm specializing in mechanical and electrical engineering in cold climates. RSA is an employee-owned firm and focuses on applying their technical expertise in a client-centered manner by ensuring their projects are sustainable, affordable, and maintainable for the owner, as well as sensible for the project location. Their staff has provided the full range of consulting services for a wide-variety of projects throughout Alaska for 33 years. This experience includes facilities for local governments, federal agencies, and private industry.

Davin Blubaugh, PE, LEED AP
Lighting Design Lead

Davin brings 15 years of design and construction experience to the team and will provide electrical engineering services as needed. Davin has worked with the City for the past nine years and has developed a respected reputation with the City's personnel. Davin's Valdez experience includes projects at the Valdez container terminal, small boat harbor, airport, all three schools, the hospital and clinic, city hall, various well houses, lift stations throughout the city, and the recently completed fire station.

SUBCONSULTANT:

COFFMAN ENGINEERS

Coffman Engineers is a multidiscipline engineering firm with more than 42 years of experience working in Alaska.

Brian Gastrock, PE
CCTV Review/Trenchless Design

Brian has more than 20 years of experience performing condition assessments on existing water, sewer, and storm drain piping systems in Alaska. His experience on over 350,000 feet of piping projects has helped provide evaluations and recommendations of trenchless solutions, helping clients realize the benefits of trenchless solutions where applicable instead of traditional open cut installations. Brian has worked with multiple consultants through the design phases on both traditional and trenchless construction options.

TEAM TIME COMMITMENTS

As demonstrated in the following chart, DOWL's proposed team has ample time to accommodate the City's proposed work for the Pavement Management Phase IV, V, VI project.

Percent of Time Committed to All Clients/Contracts

Staff	2022		2023	2024	2025
	Q1-2	Q3-4			
Brad Melocik, PE, PH	50	45	25	10	10
Brad Doggett, PE, LEED AP	65	50	40	30	25
Naomi Hobbs, PE	60	60	20	10	0
Nick Conway, PE	50	45	25	25	25
Irene Malto, PE, PMP	55	45	20	15	15
Chris Maus, PE	60	40	20	0	0
Jeremiah Holland, PE	70	50	20	10	10
Eric Voorhees, PE	70	50	40	25	15
LaQuita Chmielowski, PE	65	40	30	30	20
A. Willie Stoll, PLS, CFedS	45	35	30	30	30
Davin Blubaugh, PE *(RSA)*	65	50	40	35	30
Brian Gastrock, PE *(Coffman)*	55	50	40	20	10

ii. PROJECT APPROACH & ABILITY TO MANAGE PROJECT SUCCESSFULLY

COMMUNICATIONS WITH THE DESIGN TEAM

Brad Doggett will be the project manager for this project and the main point of contact for the City. He will hold regular progress meetings, telephone coordination, and email updates with Brad Sontag, City of Valdez Project Manager, and other City officials, so that progress and upcoming milestones and events are understood and coordinated. Brad and Nick will be readily available to meet with Brad Sontag in Valdez or by phone/video conference if direction is needed, if work needs to be reviewed, or public presentation support is desired. Work on this project will be completed from both our Anchorage and Juneau offices, with Anchorage-based RSA providing electrical support. Brad will invite project engineers to partake in project meetings and communications with the City on an as-needed basis.

Communication amongst the design team will be maintained through email, face-to-face meetings, and video conferencing capabilities. Our project organization chart (on page 4) illustrates the clear lines of authority and responsibility for work under this contract. Depending on project demand, Brad will typically host weekly check-in meetings with project staff to follow-up on deliverable progress and keep an eye on the critical path. He will coordinate with the project engineers assigned to the various project elements and they will continuously work and communicate with the design team daily.

HANDLING PROJECT DEMANDS FROM DESIGN REVIEW THROUGH CLOSE-OUT

The project scope of work is to provide bid-ready plans, specifications, and an engineer's cost estimate for the proposed road and utility improvements for construction in 2023, 2024, and 2025. We propose dividing the work into the following phases, each concluding with a distinct deliverable:

Phase 1

Survey

We understand the goal of these projects is to minimize design survey needs and to expedite the schedule for design while maintaining quality. We will do that by working closely with our design team to make sure we collect needed data and nothing more. This involves our design team visiting the site and inspecting project needs. Upon notice-to-proceed (NTP) we can immediately mobilize to the site to initiate the projects. Our experienced survey team will perform the horizontal and vertical control as well as topographic survey. We will search for and tie property corners for local subdivisions adjacent to the roadways to establish the right-of-way (ROW), property lines, and easement lines. We will also set a minimum of three control points within the ROW for use during construction. Control points for this project will be 5/8-inch rebar with aluminum caps unless otherwise directed. DOWL will base project elevations on local benchmarks near the project. We will perform differential leveling with a digital level and bar-coded rods to control the project vertically.

DOWL will perform a ground-based topographic survey of the project area. Initially, our plan is to extend the survey laterally to the face of structures on both sides of the street. Survey limits may be adjusted based on engineer's site visits and discussions with the City project manager, but the intent will be to get all of the survey data we need in a single mobilization. We will do the work with a combination of RTK GPS and conventional methods with a total station. Hard features such as pavement, concrete, and building corners will be located with a total station instrument.

Our surveyor will collect existing planimetry information including roads, building corners, utility poles, trees, and other visible objects. Sufficient spot elevations will be collected in order to develop one-foot contours within the survey area. Overhead wire and ground elevations will be collected at the centerline of roads and the low point of each span crossing the ROW.

We will locate underground utilities and as-build them to determine size and type of pipe, invert elevations, and direction of flow. We will request locates for buried utilities through the Alaska Dig Line center and identify those that are marked on the ground.

The results of the field survey will be reduced by computer and entered into an AutoCAD file to create base maps. These files will be used as the basis for the design documents.

Opportunities to reduce costs include using LiDAR or truck mounted GPS for topographic survey data collection. LiDAR is accurate to a few tenths, and truck mounted GPS is accurate to about a tenth; both of these methods will substantially reduce the survey efforts (25% or less of traditional methods) and have the added advantage of improving safety for field survey. Mobilizing to complete the survey for all three project areas at once would also be a cost savings.

Deliverables: Basemap for project design extents including existing roadway, utilities, and pertinent features.

Phase 2

Geotechnical Investigation

DOWL will begin the soils investigation by obtaining and reviewing existing information about the site from the City and by reviewing our extensive in-house soils library. We have completed investigations for several developments in Valdez and these reports indicate that soils in the City generally tend to consist of several feet of gravelly material over silty sand or sandy silt.

We propose a field exploration program consisting of boreholes distributed around the three proposed project areas. Boreholes will be advanced 15 to 20 feet in depth.

A DOWL geologist/engineer will log boreholes. Boreholes will target the worst areas of the road that will likely require a dig out to properly repair. Scheduling will be done to minimize impacts to traffic, and to minimize impacts to residents. Upon

completion of the field investigation, samples will be shipped to our partner laboratory in Anchorage for testing. The testing performed will be determined in part by the samples retrieved, but typically includes moisture content and particle size analyses. Once the laboratory testing has been completed, we will issue a technical memorandum outlining the results of our exploration and lab testing, and provide geotechnical engineering and pavement recommendations for the paved traffic areas. Pavement sections will be developed using the Alaska Flexible Pavement Design program and the USACE's pavement design program, PCASE.

A DOWL engineer visited the sites during the preparation of the Pavement Management Plan and assessed the damage for all of the road segments included in phases IV through VI. All roads were noted as having some level of surface distress from minor cracking and raveling to sizable open cracks, alligator cracking, and potholes. Additionally, areas of damaged curb and gutter, preventing proper drainage, and damaged sidewalk were identified. In locations without deep utility upgrades, replacement of the pavement and underlying base is likely adequate to address the pavement conditions. Full reconstruction of the roadway subbase is assumed in areas with deep utility replacement. Replacement of curb and gutter to establish or maintain proper drainage and reconstruction of sidewalks to provide Americans with Disabilities Act-compliant pedestrian facilities will also be necessary.

We anticipate being able to begin work within four weeks of receiving NTP, depending on drilling contractor availability. We will work with contracted drillers to facilitate mobilization to Valdez once for efficiency, if approved by the City. Fieldwork is anticipated to take three to five days. A draft report will be issued within six weeks of completion of field work. The report can be finalized within two weeks of receiving comments from the client.

Deliverables: Geotechnical recommendations report and soils data resulting from boreholes.

Phase 3

Concept Design

The Concept Design phase will include plan views, conceptual designs of the road improvements, and any utility replacement alignments for review and feedback. These concept designs will be supplemented with a brief engineer's report detailing preliminary engineering recommendations on project specific decisions, such as water and sewer main material type, and burial depth. The engineer's report also will provide important background information for ADEC Approval to Construct applications. The engineer's report will be accompanied by an engineer's estimate.

The concept designs will be produced with input from the City and stakeholders. The intent of the conceptual designs is to gather feedback and put those ideas into a format that can be conveyed into the design phase. Most importantly, at this point various alternatives can be evaluated that will allow DOWL to put together a cost evaluation for the City's consideration. We recommend a meeting in Valdez to review the concepts and budgets so final designs move forward quickly.

When determining the appropriate bond amount, these estimates will provide valuable input to how many projects should be considered for construction, and if additional areas are palatable to residents and City Council.

We plan on starting as soon as we have NTP. After the kick-off meeting, and while the survey and geotechnical investigations are taking place, we will begin developing and compiling concepts using existing LiDAR and aerial photos.

Deliverables: Development of conceptual plans at a 35% design level and cost evaluation of alternatives.

Phase 4

Plans, Specifications, and Estimate

Prior to the final design submittal, DOWL will submit for review and discussion an informal pre-final submittal, near the 95% design completion, to finalize design components. This will be an over-the-shoulder review intended to be efficient and accommodate comments from the City. The team could include a cost-benefit analysis for Phase IV, V, or VI projects if the City is interested.

Pioneer Drive & Meals Avenue

The roads in this phase have cracking and ruts up to half an inch deep. The Core Area Utility Assessment indicates the water and sewer systems are in generally good condition but nearing the end of their service life. The storm drain system was described as in poor condition. We will work with City staff to evaluate the condition of water, sewer, and storm drain facilities in the specific improvement areas and make recommendations as to which features should remain in service and which should be considered for replacement with the pavement improvement work. The roads function as collectors providing vehicular and pedestrian connections to the grocery store, the high school, a church, and the hospital. Traffic control and construction phasing plans will be developed to maintain access to these important community facilities during construction.

Meals Avenue Cul-de-Sacs

These roads are residential cul-de-sacs with water and sewer services to the various residents and storm drain facilities within the streets. Each cul-de-sac has a sidewalk on one side of the street providing pedestrian connections to Meals Avenue. The pavement condition varies from isolated minor raveling to severe raveling and alligator cracking. Additionally, some areas of curb and gutter are cracked and broken. These roads would typically see lighter, residential scale traffic and may be good candidates for limited surface improvements to the paving and base. Residents will likely have concerns over access, hours of operation/construction noise, on-street parking restrictions, and impacts to solid waste collection. The team's coordination and communication with the residents throughout the design and construction activities will be critical.

West Pioneer Drive

This phase includes both collector and local, residential streets. Pioneer Drive provides access to residential neighborhoods and the elementary school while the remaining streets are residential. Pavement conditions range from moderate raveling to potholes and isolated areas of alligator cracking. Sections of potentially inadequate drainage along the south side of Pioneer Drive were noted in the Pavement Management Plan and should be addressed with these improvements.

Deliverables: Development of 95% design plans for review. Finalization of special provisions, estimate, and Issued for Construction Plans.

Phase 5

Permitting

A critical path for most water and sewer improvement projects is usually obtaining ADEC Approval to Construct. Technically, ADEC has 30 days to review and comment on engineered plan systems, but we have found 30 days is not realistic without significant involvement before the submittal and request for review. We will begin meeting with ADEC as soon as we have schematic designs complete, to brief them on our design proposal and seek early feedback. At the 95% level we will organize a pre-application meeting with them to go over our request for approval to construct and explain any separation waiver requirements. In the past, we have had success with expediting a review, by involving ADEC early on as a team member, instead of a regulatory hurdle.

At approximately 95% design completion DOWL will prepare and submit applications to the ADEC for Approval to Construct the proposed water mains. With early coordination, this design review by ADEC typically takes approximately 30 days to complete, but can move much quicker with pre-approval procedures. The ADEC design review is a regulatory requirement.

Deliverables: Approval to Construct Submittal and ADEC Approval.

Phase 6

Construction Administration

DOWL is available to provide assistance during all phases of the construction project, including bidding the project and selecting a qualified and cost-effective construction contractor and providing CA during the construction.

On-site Inspection

Depending on the size and phasing of the proposed project, DOWL will work with the City to determine an appropriate level of oversight. Historically, DOWL has provided construction oversight for many City projects, including on Cottonwood Drive on Phase II of this project and the 2016 City Streets project. DOWL's construction oversight can be tailored to each project and typically includes construction field staff providing inspection and observation of the contractor's daily activities, with a focus on making sure the contract documents are followed, identifying and quickly resolving any conflicts that arise during construction, and overall protecting the interests of the City. DOWL's staff focuses on working with the construction contractor to proactively identify critical path items and facilitate their completion, such as making sure permit commitments are followed, approved materials are used for construction, and Traffic Control Plan requirements are implemented. DOWL will document progress using inspections reports submitted regularly to the City project manager.

We are experienced in providing Owner's Representative services and can oversee this portion of the project with a third-party inspection team.

SWPPP Inspection

Agency requirements for the SWPPP inspection and reporting are becoming a more important part of the construction of projects. Without thorough, detailed documentation all involved parties can be held accountable for fines. DOWL can write SWPPP documents, provide SWPPP inspections through our field inspector, or assist the City with other reviews as needed.

Pay Request Preparation/Pay Item Reporting

DOWL can assist in the review of contractor pay requests and reporting of pay quantities as needed by the City. DOWL field staff have monitored pay quantities on federally funded projects, which are known to have some of the most stringent reporting requirements. DOWL staff have monitored pay quantities for non-federally funded projects and are able to save local staff time when preparing progress estimates for contractors.

KEEPING PROJECT ON TIME & WITHIN BUDGET

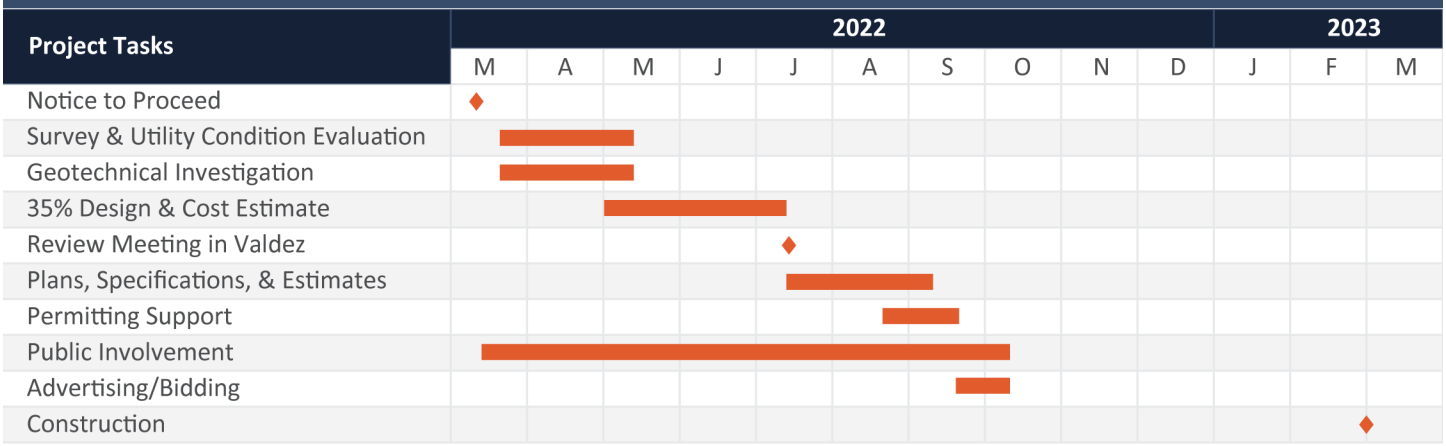
The first five phases of the work conclude with distinct milestones. Brad's primary responsibility will be to manage the DOWL team to keep these milestones on schedule. The DOWL team will follow strict administrative and operational structure to maintain schedules, realistic budgets, and conduct quality assurance (QA) and QC.

As project manager, Brad will keep the project on track and hold all team members accountable for project assignments using the following tools:

- Monthly progress meetings/phone calls with the City project manager followed by brief email notes
- Monthly internal progress meetings to discuss deadlines
- Provide agendas and meeting notices with proper time allotted for the City project manager's review
- Milestone meetings with City staff at key points of the project
- Conduct internal DOWL QC reviews to make sure products are fully vetted before being submitted to the City project manager

PRELIMINARY PROJECT SCHEDULE

Schedule based on Phase IV with March 2022 NTP. Other phases can be completed simultaneously for a cost savings to the City with efficiency of mobilizing survey, geotechnical, and other services just once.



As the project manager, Brad will be the City's single point-of-contact, assign resources to each task, establish and monitor the schedule, and track the budget. Throughout the project, staff changes may be required, and Brad will communicate these changes to the City. Changes will be seamless from the City's perspective. We have been in business in Alaska for 60 years thanks to excelling in a market where workloads fluctuate greatly. Our process has been developed through years of project management experience. We look forward to completing this project for the City.

DELIVERABLES

Phase 1 *Survey*	▪ Concept design and estimate ▪ Survey control drawings
Phase 2 *Geotechnical Investigation*	▪ Geotechnical memorandum highlighting recommendations for roadways
Phase 3 *Concept Design*	▪ Concept design and estimates ▪ Agenda/minutes documenting chosen alternatives ▪ Engineer's report
Phase 4 *Plans, Specifications & Estimate*	▪ Bid-ready drawings, special provisions, and engineer's estimate
Phase 5 *Permitting*	▪ ADEC Approval to Construct application

METHODS OF PUBLIC OUTREACH & STAKEHOLDER COORDINATION

Effective PI is crucial to developing a project that meets the community's goals and vision. DOWL is committed to a close working relationship with Valdez stakeholders to successfully design and assist with construction of the Pavement Management Phase IV, V, VI projects.

DOWL's first task will be to prepare a project-specific list of key stakeholders for the project, including the Community Strategic Plan group, Valdez City Council, Planning and Zoning Commission, and local residents and business owners. LaQuita, with support from Morgan McCammon, will use her community outreach experience to identify appropriate public outreach methods that will maintain an effective dialogue between the project team and stakeholders about project objectives, challenges and opportunities, and the schedule for project implementation. LaQuita has extensive experience leading community outreach related to public and private projects. Through this experience, she is well versed in working with local government agencies, industry, stakeholders, and the public. Throughout this project, LaQuita will support DOWL's project manager, Brad Doggett, to provide an effective outreach process and make adjustments, if needed, for effective project messaging and communication.

iii. PUBLIC OUTREACH

ASSISTING WITH BOND PROMOTION

DOWL understands the importance of successfully promoting bond propositions for project funding and is prepared to assist the City with these efforts however possible. A coordinated strategic communications campaign emphasizing the benefits of the work funded with the bond will minimize oppositional arguments and be critical to success. Even more important is creating adequate public awareness about the problem being solved by the project before the bond proposition is considered. Proactive communication that relies on consistent stakeholder engagement, a recognizably transparent public process, and clear understanding of the public benefit brought by project completion will set the City up for a successful bond proposition campaign. LaQuita's understanding of issues and stakeholders coupled with Morgan's ability to reach the public where they are through proactive, strategic, and creative PI will support project goals as well as bond promotion.

Strategic communications will play a crucial role in building consensus among different stakeholder groups and mitigate opposition risk. Regarding the promotion of public bonds, success will rely on developing key messages as well as identifying local champions and power brokers to advocate for the bonds using those messages. DOWL will work with you to develop a strategic communications plan specifically for this project in coordination with the City.

GATHERING CONSENSUS OF CITIZENS DIRECTLY IMPACTED BY THE PROJECTS

DOWL will employ a three-tiered approach to stakeholder engagement and consensus building.

1. LaQuita will establish and manage a project Advisory Group made up of representatives from each of the discrete stakeholder groups. This group will meet regularly throughout the duration of the project. The primary purpose of these meetings will be to create a forum for information sharing and discussion. The path to consensus is built on compromising and must include an opportunity for dissent; the Advisory Group will play a critical role in generating consensus as the vehicle for that negotiation.
2. Regular and up-to-date project information will be shared via a project website, public meetings, mailing and advertising, and social media to educate the public about the project's public purpose, goals, and current status.
3. Public feedback will be gathered for consideration by the Advisory Group and project team using an interactive web-based mapping tool, Social Pinpoint. The goal is to make sure the public feels heard, and that people understand clearly what the impact is for them if the project does and does not happen.

We know that stakeholders will likely be concerned about both corridor-wide and intersection-specific matters, including:

Pedestrian/Non-motorized Facilities

Residents and visitors regularly walk and bike through these areas and communicating temporary traffic routing will be important.

Construction Impacts

Work on the roadway will likely coincide with the summer tourist and fishing season in Valdez. Coordination and effective communication will help to address these challenges. Access to the schools, hospital, and residential homes will need to be maintained.

Truck Traffic/Detours

Partial road closures and appropriate construction phasing will allow residents and businesses continuous access through the corridor and adjacent side streets. If full closures are necessary for utility repairs detours will be in place to allow access.

Utility Impacts

Connections to water and sewer utilities can be lifelines for residents and businesses. We will design temporary connections to reduce impacts while the contractor is replacing these utilities.

MEANS & METHODS TO PROVIDE UPDATES TO THE COMMUNITY

LaQuita will prepare a detailed Public Involvement Plan (PIP) that will combine traditional and innovative methods, building on prior outreach (where effective) so all interested voices are heard and documented. Methods include:

Mailing & Email Lists

DOWL will develop and maintain a mailing list of interested agencies, organizations, and individuals, including all residents, business owners, organizations, and property owners adjacent to the Phase 1 areas. This list will include both postal and email addresses to provide meeting and project milestone notices (printed flyers and door-hanger) to stakeholders.

Advertising

Flyers and public meeting advertising will be distributed using the online version of the Valdez Star, Post Office, Valdez City Library, City Council, and Safeway. Door hangers will be distributed prior to public meetings and prior to construction.

Website & Interactive Map

A website link will be set up on the City's website (www.valdezak.gov), which will contain background information, Phase IV, V, and VI project areas, schedule/timeline, meeting information, links and documents and contact information for the project team. In addition, the project team will use Social Pinpoint, an interactive mapping tool to engage stakeholders and gather input. The interactive map will be accessible via the City's website.

Social Media

Morgan will work with the City's public information team to craft and schedule project-specific content for the City's Facebook page and Twitter feed. Social media advertising campaigns will be initiated in advance of the public open house meetings. Morgan is adept at using social media for public outreach, which has saved agencies money when stakeholders are in remote locations or have mobility challenges that make it difficult to attend open house meetings.

Public Participation

The project team will host at least two meetings open to the public. The first meeting will be held during concept design activities. The second meeting will be held following design and evaluation and prior to anticipated construction.

PI will be ongoing throughout the design process. However, specific outreach will be conducted when the preliminary design is complete. Specifics of the PI effort will be finalized through consultation with the City.

COVID-19 Impacts

Depending on state and local health mandates and social distancing guidelines, these meetings could be hosted on-line with a virtual host explaining the project and answering questions submitted online and over the phone. Since the pandemic has changed "business as usual," DOWL has been very successful in engaging community stakeholders via virtual and online public meetings.

Bradley Melocik, PE, PH

Contract Manager

Education

Bachelor of Science
Environmental Engineering
University of Florida

Licenses

Professional Engineer:
Alaska #11098-CE

Professional Hydrologist
#09-H-1912

Years of Experience

22

Professional Affiliations

American Institute of Hydrology · American Society of Civil Engineers · Geoprofessional Business Association

Professional Experience

Brad is a manager, licensed engineer, and hydrologist with over 20 years of experience in roadway, water, and planning projects. Brad's knowledge of Valdez, its people, and its engineering challenges make him an excellent choice to oversee the contract for this project. Also, his decade of involvement with Anchorage Tomorrow (Chairperson for 2 years) and experience with Road Bonds Yes in the Matanuska Susitna Borough give him insights into bond propositions and working with the public to educate them on the benefits.

Project Experience

Valdez Flood Mitigation, Valdez, Alaska. DOWL developed gravel extraction plans to provide the City of Valdez guidance on sustainable river mining practices and locations for annual gravel mining operations in the Lowe River, Mineral Creek, and Glacier Stream. DOWL also has provided plans, specifications, and estimates to the City of Valdez for various revetment and dike extensions and upgrades. DOWL assisted in obtaining the necessary permits and coordinating with other stakeholder agencies. Brad is the project manager, and first point of contact, and often leads discussions of the flood task force.

Akutan Harbor Access Road Engineering Design and Survey Services, Akutan, Alaska. DOWL designed a new, two-mile road connecting Akutan with a U.S. Army Corps of Engineers-constructed boat harbor. After evaluating several alignments, a shoreline alignment was selected to improve constructability and cost effectiveness. The project schedule was aggressive, and successfully completed in 15 months. Brad prepared hydrologic and hydraulic report, computed fetch and scour computations, determined rock sizing for revetment along roadway, reviewed designs in the field, and performed field work.

Bogard Road Extension East, Matanuska-Susitna Borough, Alaska. DOWL provided environmental, public involvement, and engineering services to the Matanuska-Susitna Borough on this $20 million project to provide an additional east-west arterial for traffic across the core area of the borough. Brad was the project manager responsible for maintaining the schedule and budget.

Forest Highway 43 Road Improvements, Prince of Wales Island, Alaska. DOWL prepared a civil alignment study in cooperation with a separate geotechnical task order for a 12-mile stretch of highway in southeast Alaska. Brad managed the design, coordinated the survey and field investigations, and prepared documentation. The project was surveyed and designed in just nine months.

Sterling Highway: Milepost 157-169 Rehabilitation, Kenai Peninsula Borough, Alaska. Brad was the project manager for this 12-mile federally funded project that rehabilitated the existing surface, replaced existing culverts with a new bridge, realigned and straightened curves, constructed passing and climbing lanes, improved intersections, and widened shoulders.

Bradley Doggett, PE, LEED AP

Project Manager

Education

Bachelor of Science
Civil Engineering
University of Alaska, Anchorage
1999

Licenses

2005/ATSSA Traffic Control Supervisor

#2000
2000/Construction Documents Technologist

Alaska 2006/LEED AP

Alaska #10360-CE
2001/Professional Engineer

Years of Experience

26

Professional Experience

Brad manages the Anchorage civil engineering group whose focus is on public and private sector site development projects. He has been the project manager/engineer on hundreds of projects throughout Alaska for clients that include the United States Army Corps of Engineers, United States Forest Service, National Park Service, University of Alaska System, Municipality of Anchorage, and numerous private sector Alaska development projects. Developments have included commercial site development, military housing, schools, libraries, stormwater management, utility design, roads, parking lots, highway rest areas, campgrounds, trails and trailheads, boat ramps, caretaker facilities, and maintenance facilities.

Project Experience

ECO Valdez Site Development, Valdez, Alaska. Brad was the project manager on this project that included a warehouse/office building and a 12-lot residential subdivision of single-family houses. The development required design and construction of new roads, water and sewer utilities, storm drainage facilities, and lot grading. The 770 feet of new roadways, Keno Circle and Chilkat Circle, were designed to City of Valdez standards for local neighborhood roads including paving, curb and gutter, cul-de-sacs, and storm drainage. The project also included 950 feet of new water main including fire hydrants and 850 feet of new sewer main. The water and sewer mains were reviewed by the City of Valdez then permitted through the Alaska Department of Environmental Conservation. Water and sewer services were provided for each building. Design began in January 2017 and the first group of completed buildings were turned over to the owner in December 2017.

Electron Drive and West Dowling Road, Anchorage, Alaska. DOWL provided topography, geotechnical engineering, and civil road design for Electron Drive & West Dowling Road. The existing road was not constructed to municipal standards and required upgrade and realignment to provide access to Chugach Electric Association's new power generation plant (currently under construction) and other adjoining industrial properties. Work included design and permitting of the roadway (including wetlands permitting) as well as various utility relocations. Brad was the designer of record for this 1,200-foot roadway realignment.

Dillingham Downtown Streets, Dillingham, Alaska. The purpose of the Dillingham Downtown Streets Rehabilitation project was to realign and reconstruct three streets and associated pedestrian facilities of approximately 3,000 feet of Main Street, D Street, and 2nd Street in downtown Dillingham. DOWL provided civil engineering design, public involvement, utility relocation and conflict analysis, and ROW appraisal, acquisition, and relocation. This project included significant coordination with business access, local residence, pedestrian access, and ROW interests, as well as project challenges associated with constructing a modern road in a congested rural community. Brad led civil design on the project.

Naomi Hobbs, PE

Quality Control Lead

Education

Docks and Marinas
University of Wisconsin
2008

Bachelor of Science
Civil Engineering
University of Fairbanks
1994

Licenses

Alaska #9959
1999/Professional Engineer

Alaska 2014/Nuclear Densometer Safety Training

Years of Experience

26

Professional Experience

Naomi is the Juneau office manager and transportation engineering manager. Her civil design experience includes subdivision, street, and road design with related site grading and commercial and retail site development, grading, drainage, sewer, and water utility design. Naomi has served as site civil engineering inspector on the installation of commercial facilities development on municipal street and utility construction, including retaining walls, and waterfront construction. She has a well-rounded background in practical design and construction methods and her direct communication style and friendly demeanor make her an effective team leader.

Project Experience

Valdez Pavement Management Phase II, Cottonwood Drive, Valdez, Alaska. DOWL provided topographic survey, utility systems investigation, permitting, public outreach, conceptual design, and final design for Pavement Management Phase II. The project limits included Cottonwood Drive between Klutina Street and Copper Drive and included five cul-de-sacs adjacent to Cottonwood Drive. This is part of the Black Gold Subdivision and includes 74 lots and 4,600 linear feet of road improvements. Naomi was project manager on this project.

Cordova City Streets Improvements, Cordova, Alaska. The City of Cordova listed seven projects constituting 10,850 linear feet of reconstruction. DOWL was contracted to survey all the roads and design as many as possible within the $2.2 million budget. Each project had different priorities for curb, gutter, and drainage improvements. Eventually, DOWL and the City decided to break the street package into two construction seasons. Design was tailored for a federal grant the City won for sections of the project. Naomi served as the project manager for this road improvement project.

Captain William Henry Moore Bridge Replacement, Skagway, Alaska. Our team developed the RCC Embankment option. The design includes a 75-foot-wide multi-plate arch to span the Captain William Moore Creek without interrupting flow. The arch will rest on foundations above ordinary high water and serve as form work for the RCC embankment. This approach enables construction without diverting the creek. A close look at the existing rock structure led us away from rock excavation on the north abutment for safety reasons and arch alignment adjustments were made early in the design process. This small adjustment reduced construction costs and eliminated safety concerns of working below an unstable rock mass. A stability analysis confirmed we could narrow the embankment footprint further reducing project costs. This project was completed last year. Naomi led the specialized design team and offered support during construction.

Hoonah Dock and Fuel Site, Hoonah, Alaska. Hoonah Trading Company/Wards Cove Packing Company hired DOWL for engineering and construction administration services to design a new marine fuel facility on the Hoonah waterfront. Services included planning, permitting, conceptual development, and design of the new Hoonah Trading Company Fuel Depot, which serves local and transient marine vessels. The work was followed by onsite construction inspection. Naomi served as the designer, project manager, and site inspector.

Nicholas Conway, PE

Project Engineer

Education

Bachelor of Science
Civil and Environmental Engineering
Virginia Polytechnic Institute & State University
2013

Licenses

Alaska #133293
2018/Professional Engineer

Years of Experience

8

Professional Experience

Nick is a part of DOWL's civil engineering team where his work encompasses site design, grading, utilities, and hydrology. His projects have ranged from less than one acre to 30+ acres in size and have included many different grading and stormwater control challenges. Nick has worked on projects across Alaska. This experience has given him a solid understanding of site and stormwater design challenges, allowing him to find cost-effective solutions that fit within the constraints of the land and protect environmentally sensitive areas.

Project Experience

ECO Valdez Site Development, Valdez, Alaska. This project included a warehouse/office building and a 12-lot residential subdivision of single-family houses. The development required design and construction of new roads, water and sewer utilities, storm drainage facilities, and lot grading. The 770 feet of new roadways, Keno Circle and Chilkat Circle, were designed to City of Valdez standards for local neighborhood roads including paving, curb and gutter, cul-de-sacs, and storm drain. The project also included 950 feet of water main including fire hydrants and 850 feet of sewer main. The water and sewer mains were reviewed by the City of Valdez then permitted through the Alaska Department of Environmental Conservation. Water and sewer services were provided for each building. Design began in January 2017 and the first group of completed buildings were turned over to the owner in December 2017. Nick was the design engineer for the warehouse/office building and assisted with the subdivision design.

Mallard Lane Design, Anchorage, Alaska. DOWL designed and permitted the realignment and upgrades to existing Mallard Lane. Improvements included design and construction of approximately 600 feet of new road with street lighting and storm drain, and a new stop controlled intersection. Design services included construction documents, drainage design, storm water pollution prevention plan, bidding services, and construction support services. Nick was a design engineer on the project performing stormwater design and support during construction.

Anchorage Solid Waste Transfer Station, Anchorage, Alaska. The 2018 SWS Integrated Solid Waste Master Plan identified the need for a new Central Transfer Station. Citing improvements to safety, customer service, efficiency, and materials management, the Master Plan recommended to build a new facility that will better meet the needs of Anchorage today and long into the future. Nick led the design effort for the Central Transfer Station campus, which included site layout and grading, water and sewer utility design, permitting, storm water modeling and layout, and support during construction.

Eklutna Site 4 Disposal, Eagle River, Alaska. Nick did the design and calculations for the project including the site layout and grading, and performing the hydrologic calculations for treatment, storage, and infiltration of snow melt runoff. He also wrote the final drainage analysis.

Irene Malto, PE, PMP

Utilities/Permitting

Education

University of Alaska, Anchorage:
M.S. Project Mgmt./2019
M.S. Civil Engineering/2019
B.S. Civil Engineering/2007

License

Alaska #12965 2011/P.E.

Certifications

Project Management Institute 2018/Project Management Professional

Alaska #1134 2012/Certified Inspector of Sediment Erosion Control

Years of Experience

14

Professional Experience

Irene has led multiple design projects as the project engineer and lead design engineer. Her expertise lies in working with transportation design, preparing estimates, and writing specifications for city and state projects. In addition to her role as a transportation engineer, Irene has coordinated with local utility companies in support of advanced utility relocations and prepared utility conflict reports (UCRs) and relocation agreements. Irene's strengths include proficiency in communication and facilitating information between the design team and project stakeholders.

Project Experience

Valdez Pavement Management Phase II, Cottonwood Drive, Valdez, Alaska. DOWL provided topographic survey, utility systems investigation, permitting, public outreach, conceptual design. and final design for Pavement Management Phase II. The project limits included Cottonwood Drive between Klutina Street and Copper Drive and included five cul-de-sacs adjacent to Cottonwood Drive. This is part of the Black Gold Subdivision and includes 74 lots and 4,600 linear feet of road improvements. Irene was one of the project engineers on the project.

November 2018 Earthquake Repairs, Anchorage, Alaska. As the project engineer in coordination with the prime consultant, Irene is working with the DOWL team to monitor, identify, and design repairs needed to address the damage caused by the November 2018 earthquake. Site repairs her team is currently designing span from the Kenai Peninsula north to the Mat-Su Borough and involve straightforward designs such as pavement replacement to more complicated full dig-outs and large diameter culvert replacements.

Seward Highway Milepost 105-107 Windy Corner, Anchorage, Alaska. As the lead design engineer and utility coordinator, Irene is working with the team to design the realignment and reconstruction of the Seward Highway as a divided two-lane highway with safety improvements. She has been coordinating with several subconsultants for the project and facilitating information from the design team and keeping in constant communication throughout the design process.

Haines Highway Reconstruction, Phase 1, Haines, Alaska. As the project engineer, Irene led a multidisciplinary design team for the reconstruction of approximately 12 miles of road including utility relocations, fish passage culverts, stream mitigation, debris flow structures, rock blasting, roadway realignments, and scenic parking areas.

Aleutian Homes Phase IV Construction Management Services, Kodiak, Alaska. Irene worked closely with the client, contractor, and design team to monitor and inspect construction activities. Her responsibilities included monitoring the installation of water, sewer, and storm drain lines, as well as field locates for services from adjacent properties. Irene coordinated construction questions between the client, contractor, property owners, and local utility companies, as well as detailed inspection reports, test results, photo logs, and plan-sheet markups. During project closeout she field located and created maps for newly installed water and sewer service lines to adjacent homes.

Christopher Maus, PE

Water/Sewer Engineer

Education

Bachelor of Science
Civil Engineering
Montana State University
2013

Licenses

Alaska #CE-156282
2020/Professional
Engineer

Montana #PEL-PE-LIC-
51155 2017/Professional
Engineer

Years of Experience

9

Training

Confined Space

Professional Experience

Chris brings nine years of experience in water and wastewater, which includes the planning, analysis, and design of municipal and rural water and sewer systems. Chris's specialty is pumps and pipes, and he has focused on municipal sewer collection systems and water transmission mains for the past few years. He is currently expanding his scope of practice to transportation and aviation projects. In addition to design work, he has authored preliminary engineering reports, technical memoranda, master plan documents, technical specifications, estimates, and contract documents. Chris is experienced in construction administration, inspection, and approaches all his design projects with a constructability mindset at the forefront. Since joining DOWL, he has worked with the water and wastewater utilities group extensively on Alaska community water systems and developing an experience base on a variety of urban transportation projects.

Project Experience

Old Steese Rd. Utility Relocations, Fairbanks, Alaska. Chris is the lead utility project engineer responsible for the relocation of water, sewer, and storm utilities where conflicts with the new road design require updates in this ongoing project.

Sitka Airport Utilities Relocation, Sitka, Alaska. Chris is the lead project engineer responsible for coordination of the design team and interface with the City and Borough of Sitka for this ongoing project to replace 2,500 linear feet of water and sewer mains, and a wastewater lift station.

Schoenbar Road Water and Sewer Improvements, Ketchikan, Alaska. Chris was the lead project engineer responsible for the coordination of storm, road, and utility design. Chris worked closely with Ketchikan Public Works and Ketchikan Public Utilities to coordinate design of new road, sidewalks, driveways, pedestrian bridge, and utilities through the highly congested corridor.

Outer Drive & West Juneau Pump Stations Improvements, Juneau, Alaska. Chris is the lead project engineer responsible for the planning, technical design, and coordination of sub-discipline for this complex wastewater pump station rehabilitation project. Chris is working closing with City and Borough of Juneau engineering, and collection system operators to achieve desirable solutions without over-complicating the legacy structures.

Channel Drive Vista Sewer Pump Stations Upgrades, Juneau, Alaska. Chris was the lead project engineer responsible for the sizing, technical design, and coordination of sub disciplines for this wastewater pump stations replacement project.

Homer Raw Water Transmission Main Replacement, Homer, Alaska. Chris was the lead project engineer responsible for the technical design, and coordination of subconsultant disciplines for 4,000 linear foot 12-inch transmission main replacement and pump station upgrade.

Ketchikan Raw Water Transmission Main Replacement, Ketchikan, Alaska. Chris played a lead role in the planning, technical design, and coordination with Ketchikan Public Utilities for this critical 42-inch transmission main replacement.

Jeremiah E Holland, PE

Geotech/Pavement Designer

Education

Bachelor of Science
Geological Engineering
Colorado School of Mines

Master of Science
Geotechnics
Missouri University of Science and Technology

Licenses

First Aid CPR AED

MSHA: Alaska #032549

Professional Engineer:
Alaska #12636
Colorado #40723
Washington #44483
Arizona #63497

Wilderness and Remote First Aid #GT5U7S

First Aid CPR AED: Alaska #GVWTOE

Years of Experience

20

Professional Experience

Jeremiah has extensive experience leading projects related to transportation, infrastructure, land development, mining, and oil and gas. Jeremiah has expertise in geotechnical engineering, arctic ground conditions, rock and soil mechanics, engineering geology, software modeling (including SLIDE, Settle3D, and Phase2), construction materials field and laboratory testing, and project management.

Project Experience

Haines Highway MP3.5 to MP25.3, Haines, Alaska. DOWL provided environmental documentation for the Haines Highway project. The project dealt with wetland and fisheries effects, wildlife habitat issues, cultural resources, and many other sensitive environmental resources. Jeremiah evaluated rock slopes using DIPS, WEDGE, and RocTopple software and provided geotechnical engineering recommendations for approximately 26 rock cut slopes up to 110 feet high with rock stabilization.

Meadow Street Reconstruction, Anchorage, Alaska. Jeremiah managed a geotechnical site investigation and prepared geotechnical engineering recommendations for this project, which included drainage and an insulated road section.

Angoon Road Projects, Angoon, Alaska. Jeremiah managed two preliminary geotechnical site investigations and design recommendations for three miles of proposed road in the remote village of Angoon. Recommendations included identifying suitable quarry sites, mapping deep peat areas, and typical road sections.

King Cove Access Road, Cold Bay, Alaska. Jeremiah performed a geotechnical site investigation along the proposed beach-side road and for several material resource-borrow sites. Boreholes along the beach were inclined 45 degrees and used a casing-advanced underreamer ODEX-type drilling system.

Manokotak Heights Road, Alaska. Jeremiah performed a field evaluation of the current condition of Manokotak Heights Road and potential material resource sites. This was a Federal Highway Administration (FHWA) project and the evaluation, sampling, and report followed FHWA guidelines.

31 Road Intersection Improvements, Grand Junction, Colorado. DOWL developed the final road design and provided construction-ready plans and specifications for this intersection improvement project. This intersection had been identified as a dangerous section of roadway that carries heavy truck traffic and services the County Landfill and Composting Facility. Improvements included laying back the slope of the roadcuts, lowering the roadway elevation, and widening the intersection to accommodate acceleration and deceleration lanes. Jeremiah was the lead geotechnical engineer, providing slope stability analyses and soil strength parameters for road, retaining wall, and slope grading design, as well as specific site development considerations for the road improvements.

Willie Stoll, PLS, CFedS

Survey Manager

Education

Bachelor of Science
Civil Engineering
University of Alaska
Anchorage
2004

Licenses

Alaska #12041
2008/Professional Land
Surveyor

Alaska #1509
2011/Certified Federal
Surveyor

Alaska #223 2020/MSHA

UAV Pilot License

Years of Experience

20

Professional Experience

Willie is DOWL's land survey sub-practice area leader. He oversees all the management, staffing, training, and equipment purchases for the group. He joined DOWL in 2000 as a crew surveyor while attaining his bachelor's degree in civil engineering and has since obtained his professional land surveyor registration, and his certification as a federal surveyor. He has traveled throughout Alaska performing surveys for municipal governments, local entities, and state agencies, and has worked on numerous contracts with the United States Army Corps of Engineers and State of Alaska Department of Transportation and Public Facilities, amongst other clients.

Project Experience

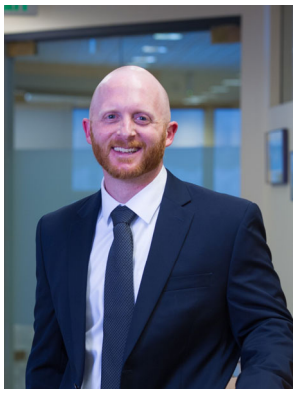
Valdez Pavement Management Phase II, Cottonwood Drive, Valdez, Alaska. DOWL provided topographic survey, utility systems investigation, permitting, public outreach, conceptual design, and final design for Pavement Management Phase II. The project limits included Cottonwood Drive between Klutina Street and Copper Drive and included five cul-de-sacs adjacent to Cottonwood Drive. This is part of the Black Gold Subdivision and includes 74 lots and 4,600 linear feet of road improvements. Willie was the survey manager on the project.

South Central Firing Range, Chugiak, Alaska. The Municipality of Anchorage contracted DOWL to provide planning, platting, 100% design and construction documents, bidding, and construction administration support services for a new law enforcement shooting range in the Birchwood area of Chugiak. The 34-acre subdivision involved many similar functions anticipated under this contract. This project required retracing original Bureau of Land Management surveys, Alaska Native Claims Settlement Act surveyed lands, and private subdivision lands.

Dan Creek placer Mine, McCarthy, Alaska. Willie performed a boundary retracement and Record of Survey for a remote Mineral Survey near McCarthy Alaska. Willie successfully searched for evidence of Wood posts set over 100 years ago, and boundaries not visited in decades. This remote survey required flying into the remote site staying in a dry cabin and working around both National Park Service boundaries, and an active Mine site. Willie completed this project under budget and ahead of schedule for Bill Ericksmoen of Dan Creek Placer Mining.

Eagle River Traffic Mitigation, Eagle River, Alaska. Under contract with the Municipality of Anchorage, DOWL is providing Right-of-Way mapping, design surveying and utilities surveys to support our in-house design of traffic alternatives. The project includes a dense highly utilized traffic corridor in a commercial and residential mixed area. Our survey team, led by Willie, has provided the surveying data required for the study and design of alternatives.

Eric M Voorhees, PE



Civil & Construction Engineer

Education

Bachelor of Science
Civil Engineering
South Dakota School of Mines and Technology

Licenses

Professional Engineer: Alaska #12961

Certified Inspector of Sediment Erosion Control: Alaska #1315

ATSSA Traffic Control Supervisor: Alaska #401215

Years of Experience

14

Professional Experience

Eric has been with DOWL for 14 years, and before that he worked in residential and commercial construction contractor for seven years. During his time with DOWL, he has focused on design and construction oversight of infrastructure and transportation projects across Alaska - from Ketchikan and Wrangell to Nome and Valdez. Eric is a strong communicator and is extremely organized which all make him excel in his role at DOWL. Eric's strong working knowledge of construction and his technical background as an engineer give him the edge for construction phase services and will serve the City of Valdez extremely well to support their construction projects.

Project Experience

Valdez Pavement Management Phase II, Cottonwood Dr., Valdez, Alaska
From the preconstruction meeting through completion, Eric led CA and inspection of this road and utility construction project for the City of Valdez. As the construction project manager, Eric led the CA efforts by managing the services DOWL provided to the project and confirming DOWL fulfilled our obligation to the City. This project replaced a 40-year-old infrastructure by upgrading over a half mile of new storm drain systems, 1,000-cubic-yards of concrete (curb and sidewalk), and ~2,500-tons of asphalt. Additional upgrades to underground utilities, above ground lighting, and pedestrian and vehicle traffic signage/markings were also completed.

2016 City Streets Improvements, Valdez, Alaska. DOWL was hired by the City of Valdez to administer this construction project and provide on-site inspection and materials testing. As project manager, Eric worked closely with DOWL's on-site inspector and the City of Valdez to effectively manage this project and enforce the contract documents. There was an above-average amount of change (requests for information, change orders, etc.) on this project during construction. Eric led the team to proactively manage changes for a successful completion.

Lowe River Dike Repairs, Valdez, Alaska. DOWL assisted the City in the preparing of plans, specifications, estimate, permitting, SWPPP documents, and construction inspection for approximately 500 feet of dike renovation along the Lowe River. Eric was on-site for approximately one week during construction. In addition to enforcing the contract documents, Eric worked with the ADF&G for modifications to permits during construction. Having an on-site representative helped make sure the project was built per the contract documents and expedited permit changes to avoid schedule delays and potential claims.

Aleutian Homes Utility Improvement Projects, Phases II, III, IV, V-A, V-B, and VI, Kodiak, Alaska. This multi-year construction project focused on upgrading deteriorating utilities in a residential subdivision in Kodiak. Eric supported these projects as quality control reviewer and construction management services lead. Eric reviewed temporary water plans, temporary sewer plans, traffic control plans, submittals, requests for information, and other construction questions to promote compliance with the contract documents. He spent months on-site in Kodiak as a project engineer/field inspector during construction. In addition, he provided construction coordination with local utility companies.

LaQuita Chmielowski, PE, LEED AP

Public Involvement Lead

Education

Bachelor of Science
Civil Engineering
University of Nevada, Las Vegas · 1999

Licenses

Alaska #11124-CE 2004/Professional Engineer

Alaska 2007/LEED AP

Years of Experience

22

Professional Affiliations

Alaska Engineering Education Foundation (Board Member) · American Planning Association · American Society of Civil Engineers · MatSu Transportation Advisory Board · Society of Women Engineers ·

Professional Experience

LaQuita is a civil engineer with 22 years of experience as a planner and civil engineer in Alaska. LaQuita has a unique set of skills that sets her apart from most planners; she not only can implement the community outreach aspect of the project, she understand the technical components of the project. This allows her to approach projects on a global scale while considering the engineering details that assist in developing solutions that take into consideration the community input and meet the project goals. Her work includes public involvement, planning, code analysis and feasibility studies, site grading and drainage, water and wastewater systems, roadway design, and permitting for municipal, commercial, and military facilities.

Project Experience

Anchorage Solid Waste Transfer Station, Anchorage, Alaska. The 2018 SWS Integrated Solid Waste Master Plan identified the need for a new Central Transfer Station. LaQuita is the land use planning lead for this project and is responsible for the entitlement process and community outreach. LaQuita has worked closely SWS staff to provide a brand for the project, which includes consistent formatting for presentation, reports, and project messaging. LaQuita was responsible for presenting the project monthly project updates to the Abbott Loop and Taku/Campbell Community Councils and before the Urban Design Commission and Planning and Zoning Commission. She also led meetings with the adjacent property owners to further answer their questions about the project and concerns about impacts to their businesses.

Chugach Way Area Transportation Elements, Anchorage, Alaska. LaQuita was the project manager for this project. The goal was to determine a multi-modal transportation alternative that would support the current and future development in the area. LaQuita was responsible for managing the team to gather and summarize all existing information related to the corridor. This includes traffic data, comprehensive plans, and studies that included the corridor, land uses, current and future development, environmental considerations, and other available data. She is also responsible for overseeing the traffic and alternatives analysis. Community outreach is a key element for this project since there are several large landholders in the area along with numerous residents and an active community council. LaQuita worked with her team to obtain input from the community through virtual open house forums, updates to the community council, and a survey.

LaMex Parking Variance, Anchorage, Alaska. LaQuita was the project manager for the planning services for the redevelopment of LaMex, located in the heart of the commercial district of Spenard. She was responsible for seeking a variance from the parking requirements to allow the redevelopment of LaMex into a food hall. She was also responsible for developing a site plan for the parking that maximized parking while considering Title 21 requirements, site circulation, and pedestrian connectivity. This required garnering the support of the Spenard Community Council and Municipality of Anchorage reviewers. LaQuita presented the variance request to the Spenard Community Council and the Urban Design Commission to obtain approval.

DAVIN BLUBAUGH, P.E., LEED AP

Senior Electrical Engineer

Davin brings nine years of electrical design and construction experience with nine years at RSA. He has provided detailed design services for numerous projects which include fish processing plants, remote power plants, remote lodges, residential, and infrastructure services. His responsibilities include system conception, layout, code compliance, design analysis, technical specifications, equipment sizing and selection for these projects, as well as site inspections. Prior to joining RSA, Davin spent six years working in the construction industry as an electrical field engineer on heavy-industrial type facilities, which is his primary area of expertise. His time spent in construction has allowed him to apply practical experiences and first-hand knowledge when it comes to designing the electrical systems for various projects.

REGISTRATION

EE-13893, Alaska
6201067184, Michigan

EDUCATION

B.S. Electrical Engineering, Michigan Technological University, 2006
Emphasis on Power Generation, Transmission and Distribution

REFERENCES

Doug Helem
Lead Project Manager
Sitka Electric
907-747-8887
doug@sitkaelectric.com

Nate Duval
Capital Facilities Director
City of Valdez, Capital Facilities
907-835-5478
NDuval@valdezak.gov

Kevin Barry
Project Manager
Silver Bay Seafoods
907-885-3751
kevin.barry
@silverbayseafoods.com

EXPERIENCE

Valdez Pavement Management Phase II
Davin provided lighting design services for this contract as a sub-contractor to DOWL. Contract included pavement, curb, gutter, walkway, drainage, fire water, and lighting improvements along various streets in Valdez. Davin's design services include new LED fixtures and poles within the area of work, new electrical services, and underground power distribution to power the streetlights, photocell controllers for automatic or manual control of new lighting, and coordination with the various utility companies in the project area.

Valdez Fire Station Replacement
Davin provided electrical design services and construction administration services for the new Fire Station. Davin's design included coordination with local utilities for electrical and telecommunications services, electrical distribution, lighting, telecommunications, fire detection and alarm system, and a fire alerting system.

Valdez Clinic Generator Addition
Davin is finalizing construction services for this project, which included adding a new diesel generator to provide standby power to the existing Clinic in Valdez. Davin's electrical design included sizing the generator to carry the full load of the clinic, a new automatic transfer switch, and a new automatic load bank permanently connected to the generator to allow for routing tests and generator base loading.

Valdez Container Terminal and Small Boat Harbor LED Lighting Upgrades
Davin provided electrical design and construction administration services to replace high mast fixtures with new LED fixtures. Lighting calculations were performed to ensure the existing high mast poles could be reused for ultimate cost savings. Nearly 150 fixtures on 20 existing high mast poles were successfully replaced to provide even illumination throughout the sites and reduced energy consumption.

City of Valdez Airport West End AHU Replacement
Davin worked with the City to replace the air handling unit (AHU) serving the west end of the airport. Care was taken during the design to ensure that the replacement unit could be installed without damaging the existing intake, supply, and return air systems. Electrical scope was limited to mechanical support to disconnect equipment to be demolished and provide new electrical connections to the new mechanical equipment.

COFFMAN ENGINEERS

BRIAN GASTROCK, PE

Senior Engineer, Trenchless Technologies

Years of Experience: 21

Education

BS, Civil Engineering, University of Wyoming

MBA Business Administration, Alaska Pacific University

Professional Licenses

AK, Civil, #11532

Professional/Community Activities

American Society of Civil Engineers

Pacific Northwest Chapter NASTT

Published Author and Presenter on Trenchless Technologies and Rehabilitation

Professional Experience

Brian brings more than 20 years of civil engineering experience working on condition assessment, design, and construction management projects. He has more than 350,000 feet of water, stormwater, sewer, and conduit piping experience for more than 75 projects around Alaska. Brian will provide trenchless evaluations and recommendations using condition assessment and design of existing and new buried utilities. He has extensive experience implementing trenchless solutions, helping clients realize the cost and construction impacts of trenchless alternatives where applicable instead of traditional open cut installation methods.

Project Experience

Eareckson Water Distribution | Eareckson Air Station, AK

Brian served as civil engineer and project manager on this project to use pipe bursting on the existing 6 and 8-inch asbestos cement and cast-iron pipe on one half of the water system on a remote western Alaska Island. The project consists of development of construction documents to allow for replacement of 29,000 feet of water pipe. The site has multiple utility crossings; parallel utilities were evaluated for potential damage due to bursting, along with construction staging areas and contaminated soils impacts.

AWWU CCTV Inspections 2021 | Anchorage, AK

Brian was the project manager and senior civil engineer of more than 41,000 feet of sanitary sewer condition assessment for AWWU in midtown Anchorage. The project including reviewing and evaluating existing pipe conditions of concrete, ductile iron, PVC, and asbestos cement pipe. The project was completed in less than two months and identified critical segments of pipe requiring immediate repairs.

City of Homer Sanitary Sewer Upgrades | Homer, AK

Brian was responsible for preparing a design-build project to inspect and upgrade sanitary sewer lines. The construction work included a CCTV inspection of 34,000 feet of sewer main. Brian reviewed the CCTV data and made recommendations to upgrade 13,000 of the sewer system using CIPP trenchless lining methods.

Experience Overview

TYPE OF WORK	FOOTAGE	# of PROJECTS
Condition Assessment	322,400	77
CIPP (Sewer)	74,100	22
CIPP (Water)	32,200	8
Pipe Bursting	38,000	11
Sliplining	20,300	7
HDD	15,400	12


DOWL