

HDR



STATEMENT OF QUALIFICATIONS

Development of Preliminary Design and Cost Estimates for 441 Ocean Boulevard West

November 25, 2024



November 25, 2024
Heather Finnell - Town Clerk
110 Rothschild Street
Holden Beach, NC 28462

RE: HDR Statement of Qualifications for Development of Preliminary Design and Cost Estimates for 441 Ocean Boulevard West

Dear Ms. Finnell,

The Town of Holden Beach (the Town) is initiating the repair or replacement of the iconic 65-year-old Pier Complex that has long been a cherished structure in the community. This decision demonstrates a commitment to both preserving local heritage and enhancing public access to treasured waterfront spaces. HDR Engineering, Inc. of the Carolinas (HDR) is proud to support your vision by providing preliminary design and cost estimates to support decision-making for the next steps in this process.

PROFESSIONAL EXPERTISE:

HDR has a deep understanding of the unique considerations and challenges involved in waterfront and marine public facility projects.

Our experience is unique as we have provided similar services for a variety of coastal structures, enabling us to tailor cost-effective, environmentally sensitive, and structurally sound solutions to meet the Town's needs for the Pier Complex. Our firm has a proven record in coastal facing construction and rehabilitation and understands the environmental considerations of such projects. We have implemented creative solutions for projects with marine structures, such as phased top-down construction to minimize environmental impacts—a method potentially suited for the careful restoration or replacement of the Pier Complex. The community of consultants that specializes in the delivery of these types of challenging projects is relatively small, and **we are proud to be among the elite providers of these services.**

MANAGEMENT & TECHNICAL EXPERTISE:

HDR's team of professionals offers recent and relevant North Carolina-based experience in the planning and design of marine structures. Wilmington-based Project Manager **Will Fuller** has been involved in numerous coastal/marine projects with North Carolina State Ports Authority (NCSPA), the North Carolina Department of Transportation (NCDOT), Carteret County, Texas General Land Office, Delaware County Water Quality Control Authority, and the State of Louisiana Coastal Protection and Restoration Authority. He will work alongside our Senior Project Manager **Bill Kincannon**, a seasoned North Carolina Professional Engineer who serves as a secondary point of contact, if needed, and has the ability to allocate the necessary resources to keep the project on track. Will and Bill are both located in Wilmington and have the ability to respond quickly to the Town. Our project management team is backed by a full-service team of task leads with the ability to perform the entire scope of services outlined in the RFQ. In addition to HDR's internal resources, we have partnered with **Collins Engineers of North Carolina (Collins)** to perform underwater inspections of the pier, **McKim & Creed, Inc. (McKim & Creed)** to conduct surveys, and **Catlin Engineers and Scientists (Catlin)** to provide geotechnical investigations, if needed. As outlined in their qualifications in this SOQ, all of our team members have the necessary technical expertise to navigate grant funded public projects of this nature.

PAST PERFORMANCE:

HDR is proud to have been supporting communities in North Carolina since 1961. For 63 years, we've touched nearly every facet of the local communities - from fishing piers to wharves to bridges. Because of our strong performance and responsiveness, we have been repeatedly selected for similar projects and on-call contracts with clients throughout North Carolina. In particular, HDR holds multiple limited service contracts for various NCDOT Units, NCSPA, City of Wilmington, NCDOT Ferry Division, and NCDOT Division 3.

POINT OF CONTACT

Will Fuller

Project Manager

 William.Fuller@hdrinc.com

 (910) 398-9035

hdrinc.com



ESTIMATING EXPERIENCE:

HDR regularly develops cost estimates to aid decision-making for the repair or replacement of marine structures. As part of our marine engineering and asset management services, we develop defensible Opinions of Probable Construction Cost (OPCC) using consistent methods and format at both project and program levels. These cost estimates help our clients understand budget requirements, prioritize repairs, and decide between repair versus replacement based on economic and functional factors. **We also have a team of economists and grant specialists that have been successful in securing over \$2B (nearly 20%) of all USDOT grant funds awarded, including TIGER, INFRA, BUILD, etc.** Fundamentally, our big picture understanding of maritime operations coupled with HDR's multi-disciplinary expertise allows us to provide a full spectrum of services.

EXPERIENCE DEVELOPING MAINTENANCE PLANS:

It is essential to align and integrate asset management with the Town's strategy and planning efforts. HDR provides a breadth of experience and knowledge across the asset management spectrum — from supporting a variety of asset management functions from strategic asset management plans (AMPs), to developing asset management-focused boots-on-the-ground support, to conducting condition assessments. **We have worked with municipalities in North Carolina and across the country to develop comprehensive asset management plans that recommend how owners should manage their assets over the next 10, 20 and 50+ years.** These plans define long-term needs, recommend funding levels, and define work strategies for new and existing assets. Further, we have assisted agencies in discerning governmental asset management regulations and mandates, to make certain their asset management programs are compliant with required standards and are aligned to any applicable local policies, procedures, and protocols. HDR will develop an asset lifecycle framework for the Town's Pier Complex, identifying replacement cycles, asset treatments, frequencies, and costs, to support long-term asset planning and budget setting. The lifecycle framework will help the Town identify needed investment for operations and maintenance to maintain current and desired service levels.

We would be thrilled to contribute to the Town's efforts to restore this beloved pier, and we are excited about the opportunity to apply our technical skills, creativity, and dedication to the project. Please feel free to contact Will Fuller with any questions or requests for further information.

Sincerely,

HDR Engineering, Inc. of the Carolinas

Bill Kincannon
Senior Project Manager

HDR led design for the Bonner Bridge Replacement (Marc Basnight Bridge) Design-Build in Dare County, which included repurposing part of the original structure into a Fishing Pier

1. Firm Information

Firm Name:

HDR Engineering, Inc. of the Carolinas

Office Location Responsible:

101 N 3rd Street, Suite 201
Wilmington, NC 28401

Firm Size and Background:

HDR is among the global leaders in providing marine and port facilities planning and design services. In North Carolina alone, we have four offices and over 600 employees. We have more than 70 full-time marine structural and coastal engineering professionals globally who specialize solely in delivering public and private marine infrastructure projects. Fundamentally, our big picture understanding of marine conditions coupled with HDR's multi-disciplinary expertise allows us to provide a full spectrum of services.

As an employee-owned company of over 13,000 professionals, we believe the way we approach your project, and the unique expertise of our firm enables us to meet your expectations of quality project delivery. Our priorities are to identify and mitigate risks, and support you in navigating a challenging construction market. We use our comprehensive technical expertise and extensive experience and understanding of marine and coastal infrastructure to partner with you to bring innovation and ideas together.

Years in Business:

107 years

Total Staff:

13,300+ Employees Worldwide



No. 6 - ENR Top 15
in Marine & Port
Facilities



4 HDR offices in North
Carolina with more than
600+ professionals

Total Staff By Discipline:

DISCIPLINE	# OF STAFF
Bridge Engineers	702
Coastal Engineers	32
Environmental	322
Estimators	34
Geotechnical Engineers	95
Marine Structural Engineers	41
Water Resource Experts	296
Value Engineers	6
Transportation Engineers	118
Surveyors	57
Specification Writers	6
Security Engineers	41
Sanitary Engineers	384
Safety Engineers	25
Research Experts	2
Reality Specialists	154
Railroad Experts	98
Public Relations Personnel	576
Procurement Specialists	163
Planners: Urban/Regional	340
Operation and Maintenance Personnel	16
Mechanical Engineers	495
Management Scientists	182
Lawyers	20
Landscape Architects	40

DISCIPLINE	# OF STAFF
Interior Designers	93
Instrumentation Engineers	52
Industrial Hygienists	1
Hydrologists	14
Highway Engineers	598
Heating, Ventilation, and Air Conditioning Experts	52
Graphic Artists	94
Geologists	59
Geographic Information Specialist	133
Fire Protection Engineers	32
Engineering Technicians	319
Electronic Engineers	3
Electrical Engineers	195
Economists	35
Econ-Financial/Feasibility Experts	2
Designers	11
Data Processing Experts	445
Construction Inspectors	475
Construction Experts	254
Civil Engineers	221
CAD/CADD Experts	713
Biologists	16
Architects/Intern Architects	700
Administrative	4084
Acoustical/Noise Experts	11
Accountants	453

2. Meet Our Team

2.1. Team Structure



- Indicates North Carolina Professional Engineer (PE)
- BOLD** Indicates Key Team Member

SUBCONSULTANTS

Collins Engineers of North Carolina PLLC (Collins)
McKim and Creed, Inc. (McKim & Creed)
Catlin Engineers and Scientists (Catlin)*

**If sufficient geotechnical investigations are needed*



For this project, we have identified two qualified individuals to serve in project management roles. Project Manager **Will Fuller** will serve as the Town's main point of contact and will drive this effort. Having performed marine/waterfront public facility work in North Carolina and other states, Will has a unique understanding of marine structural and coastal engineering design. Through his experience and local knowledge, he understands the dynamic conditions and specific needs associated with the Town's Pier Complex. As Senior Project Manager, **Bill Kincannon** will offer lessons learned from his 32 years in the industry and serve as a secondary point of contact for the Town, if needed. As a North Carolina Professional Engineer, he is able to sign and seal engineering plans, along with Marine Structures Lead, Luke Cressman. Each individual shown on the organizational chart is committed to the successful execution and completion of this project.

2.2. Key Team Member Qualifications

Our key team members have a proven record of leading or supporting marine/waterfront development or engineering terminal projects of varying complexity.

PROJECT MANAGER, COASTAL LEAD, ADA COMPLIANCE



Will Fuller, EIT

Will brings a rare blend of expertise in environmental and coastal engineering, spanning inland water resource management, onshore, and nearshore coastal applications. At HDR, he leads complex design and analysis efforts in both transportation hydraulics and coastal systems, bringing innovative solutions across diverse environments. Located in Wilmington, just 37 miles from the Town's Pier Complex, Will is a detail-oriented leader with experience working on marine/waterfront public facility projects in North Carolina.

He will coordinate with HDR's coastal, structural, and geotechnical engineers to assess the pier's current condition, perform preliminary design services to repair or replace the pier, and develop a detailed project plan with clear timelines and cost estimates. As the Project Manager, he will facilitate regular team meetings and maintain open communication with the Town to provide progress updates, gather feedback, and keep the project on track, ultimately leading to a revitalized pier that is safe, ADA-compliant, and durable for future use.

OFFICE LOCATION:

Wilmington, NC

INDUSTRY TENURE:

3 years

REGISTRATIONS:

Engineer in Training, US, No. 62325

EDUCATION:

Bachelors, Environmental Engineering,
North Carolina State University, 2016

Masters, Ocean Engineering, Texas A&M
University, College Station, 2021

RELEVANT EXPERIENCE:

Carteret County, Raymond's Gut Dredging and Permitting, Carteret County, NC. Project Manager/Coastal Engineer. HDR provided dredging permitting services for the residential canal and channel known as Raymond's Gut. HDR acquired a Coastal Area Management Act (CAMA) General permit, secured grant funding through the NC Shallow Draft Navigation Fund, and provided dredge design and verification services for Raymond's Gut. The project resulted in the removal of approximately 1,000 cubic yards of sediment from the channel to provide safe and accessible navigation through the main channel artery. In addition to his role as project manager, Will assisted the County in applying for and securing the grant funding and CAMA permit, performed the dredging design, provided post-dredging verification, developed the project technical specifications, and supported the County throughout the contractor bid process.

NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, NC. Coastal Engineer. HDR performed feasibility studies for replacing aging coastal stormwater outfalls (outletting onto beaches and into sounds) for NCDOT's Divisions 1 and 3. The feasibility studies identified potential replacement designs for each outfall location, including upstream system upgrades, reconstructions in place, and offshore extensions. Will gathered and analyzed meteorological data, conducted a bed profile elevation analysis, and contributed coastal engineering insights, all of which shaped the project's final recommendations.

NCDOT, Gallery Row Outfall Design, Nags Head, NC. Coastal Engineer. At NCDOT's request, HDR took the Gallery Row Ocean Outfall feasibility study recommendation into the design phase. Will contributed to the design by performing scour analysis and calculating wave force loadings on the piles supporting the outfall cribbing structure.

NCDOT, South Dock Feasibility Study, Ocracoke Island, NC. Coastal Engineer. HDR is performing the South Dock Feasibility Study that will relocate the current South Dock on Ocracoke Island. This study focuses on evaluating potential sites and the technical requirements to move the ferry terminal, which serves as a crucial access point for Ocracoke. One primary relocation recommendation proposes moving the terminal to an existing ferry terminal location at Silver Lake near the western end of the island. This location was the primary recommendation due in part to a sea level rise investigation finding the other prospective sites would be infeasible given expected flooding impacts. Will performed the sea level rise investigation and contributed the coastal engineering perspective for the study recommendations.



SENIOR PROJECT MANAGER

Bill Kincannon, PE

Bill has gained a broad knowledge of transportation infrastructure in his 20+ years in the industry. His primary focus has been on improving project delivery methods and processes within NCDOT. He has successfully led project development teams in design-build and conventional delivery, supervised significant construction projects, asset management, and emergency operations. He has developed unique client perspective with design-build procurement, construction, and post construction service needs. As an NCDOT Resident Engineer and Division Construction Engineer, he administered small and large-scale design-build projects as well as representing Division 2 in assisting with the selection and procurement process. While working as the NCDOT Technical Services Deputy Director, he was selected to lead the design-build process for major Division Managed projects in Divisions 2 and 4. Bill's steady leadership and attention to customer service were reflected in the successful procurements.

Additionally, Bill served 24 years in the U.S. Navy with Naval Special Warfare as well as several other commands, retiring as a Master Chief. This experience is reflected in his capability and willingness to objectively address problems and effectively lead efforts to resolve issues at all levels.

As a Senior Project Manager with HDR, Bill has the ability to allocate the necessary resources to achieve the Town's vision for the Pier Complex. Located in Wilmington, he is a professional engineer registered in North Carolina.

RELEVANT EXPERIENCE:

NCDOT Division 3. Deputy Division 3 Engineer. Bill served as Engineering Director for Division Project Development, Construction, and Maintenance programs accounting for 357 personnel within 17 field offices and the Division 3 office. His area of responsibility covered six counties in Southeast North Carolina with over 12,000 lane miles. His key focus in this role was improving program delivery while developing and mentoring staff across the division.

NCDOT Technical Services. Deputy and Acting Director. Bill performed a lead role in transforming project delivery statewide in North Carolina. This encompassed redefining project delivery processes, central and division roles and responsibilities for improvement in both conventional and alternative delivery. He directly led private engineering firm, and Central and Division personnel for the U-5713, R-5777AB project in Division 2 and the R-5720, U-5996, U-5026 project in Division 4 personnel through successful design-build procurement. This resulted in the first letting of two major highways design-build contracts by NCDOT field divisions.

NCDOT Divisions 2 and 3. Assistant Division Engineer. Bill managed the delivery program for the eight counties of Division 2. He led pre-construction on key projects such as the 10th Street Connector in Pitt County, Harvey Parkway in Lenoir County, and James City in Craven County. In addition, Bill led maintenance operations for Division 3 with six counties in Southeast North Carolina. He was responsible for a \$45M maintenance program including all Division 3 maintenance engineers, technicians, maintenance workers, and office staff in day to day and emergency operations.

NCDOT Division 2. Resident Engineer. As Resident Engineer, Bill supervised three engineers and 35 technicians in administering construction contracts in five counties in eastern NC. He was responsible for successful completion of projects ranging from \$100K to \$200M, including construction of over 100 bridges. From 2006 to 2010 he successfully administered the \$192M R-2510B Washington Bypass project, the division express design-build program, and later represented the division during design-build procurement before beginning administration of the Greenville SW Bypass project.

OFFICE LOCATION:

Wilmington, NC

INDUSTRY TENURE:

32 years

REGISTRATIONS:

Professional Engineer, NC, No. 033793

EDUCATION:

Bachelors, Civil Engineering, Florida State University, 2002

Luke Cressman, PE

Luke is a maritime structural engineer with over nine years of experience in design and planning of waterfront structures and marine/waterway navigation. He has worked on a wide variety of new construction and repair projects, including piers and wharves, bulkheads, piling, and mooring and breasting structures. He is experienced in multiple structural and foundation analysis software and his combined coastal and structural engineering background gives him specific insight into fluid-soil-structure interaction.

RELEVANT EXPERIENCE:

NCSIPA, Morehead City RORO Rehabilitation, Morehead City, NC. Design Engineer. Luke was involved in detailing the extents and contents of the demolition and designing and detailing the reconstructed ramp. He performed design calculations and developed the drawings and technical specs for the Port.

SCPA, Hugh Leatherman Terminal Wharf Extension, Charleston, SC. Design Engineer. Luke performed passing vessel analyses and led the mooring and berthing design to size the required hardware for the new wharf extension. Luke also reviewed design calculations for the structural design of crane stops, tie downs, and other miscellaneous appurtenances.

NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, NC. Design Engineer. HDR performed feasibility studies for replacing aging coastal stormwater outfalls (outletting onto beaches and into sounds) for NCDOT's Divisions 1 and 3. The feasibility studies identified potential replacement designs for each outfall location, including upstream system upgrades, reconstructions in place, and offshore extensions. Factors considered for the final study recommendations included design resiliency, hydraulic performance, water quality, maintenance impacts, and overall design costs. HDR then created a ranking matrix for scoring the various outlets to help the Divisions prioritize sequencing the different outfall sites.

NAVFAC, P568 Concept for Twin Finger Piers, Norfolk, VA. Design Engineer. HDR conducted a planning charrette consisting of a site analysis, mission programming, and requirements analysis. Using the information gathered from stakeholders, we prepared a customer concept document (CCD) and DD Forms 1391 for the construction of new finger piers at Joint Expeditionary Base (JEB) Little Creek-Fort Story.

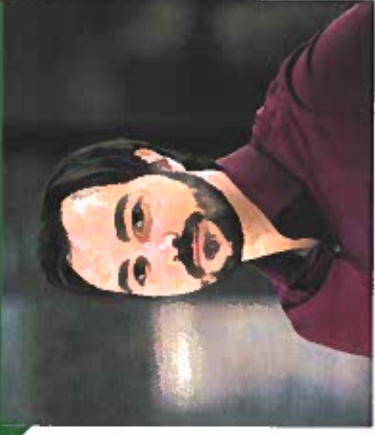
NCDOT, Hatteras & South Dock Piles, Hatteras Island, NC. Project Manager. As an assignment under NCDOT's general engineering consultant services on-call contract, HDR is designing FRP monopile replacements for their existing guide dolphins for the Hatteras and South Dock ferry terminals. HDR is leading structural and geotechnical engineering, along with permitting support.



Marine Structures

HDR's marine structural engineering services are specialized in providing robust solutions for the design, repair, and maintenance of structures exposed to marine environments. We work on a wide range of structures, including piers, docks, wharves, seawalls, and bulkheads, offering expertise in steel, concrete, masonry, and timber. HDR's team assesses the unique demands of coastal and waterfront environments, where factors like saltwater corrosion, wave impact, and marine life can affect structural integrity. Whether it's retrofitting an aging pier or constructing a new wharf, HDR's marine engineering solutions are tailored to withstand harsh marine conditions and meet both safety and regulatory standards.

MARINE STRUCTURES LEAD



OFFICE LOCATION:

North Charleston, SC

INDUSTRY TENURE:

9 years

REGISTRATIONS:

Professional Engineer, NC, US, No. 055975;
SC, No. 39818; TX, No. 132429

EDUCATION:

Bachelors, Civil Engineering, Auburn
University, 2012

Masters, Civil Engineering, Oregon State
University, 2015



COASTAL ENGINEERING



OFFICE LOCATION:

Corpus Christi, TX

INDUSTRY TENURE:

13 years

REGISTRATIONS:

Professional Engineer, FL, No. 89689,
Texas, No. 126679; Virginia, No.
0402061227

EDUCATION:

Bachelors, Ocean Engineering, Texas A&M
University, College Station, 2011

Masters, Civil Engineering, Oregon State
University, 2013

Philip Blackmar, PE

Philip is experienced in analysis, design, and construction of coastal engineering projects including shoreline protection, beach nourishment, and wetland creation. Philip has accumulated experience in the analysis of complex coastal processes, applied design, numerical modeling, data collection, and project management. Philip also has extensive experience evaluating coastal scour and forcings on bridges in the tidal environment.

RELEVANT EXPERIENCE:

City of Charleston, Ashley River Bike and Pedestrian Bridge, Charleston, SC. Coastal Engineer. Philip led the coastal hydraulics assessment of the Ashley River Pedestrian Bridge. This included numerical modeling of waves and currents using MIKE21. Philip's teams' work resulted in determination of design currents and scour, peak water levels for determining low chord elevations, and design wave conditions and resulting loadings.

NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, NC. Coastal Engineer. Philip served in a senior coastal engineering advisor role for the ocean outfalls feasibility studies. The studies assessed replacing aging coastal stormwater outfalls (outletting onto beaches and into sounds) for NCDOT's Divisions 1 and 3. Philip's contributions focused on assessing beach morphology, wave transformations, and wave loadings.

Hampton Roads Connector Partners, Hampton Roads Bridge-Tunnel Design, Hampton, VA. Coastal Engineer. Philip led the coastal engineering and hydraulics analysis for the bridges on the replacement and expansion of I-64 across Hampton Roads. The project replaces trestle bridges, widens portal islands, and constructs new tunnels. Philip led tasks for numerical modeling of various hurricanes, hydrodynamic modeling of design specific storm surge events, numerical modeling of design event waves, development of wave and current loads, and scour analysis.

Texas General Land Office, McFaddin NWR Beach Ridge Restoration, Jefferson County, TX. Coastal Engineer. Performed design and permitting for nourishment of approximately 17 miles of critically eroding shoreline on the northern Texas coast. The project will restore a natural sandy beach system to create a more resilient beach and protect the adjacent marsh. Design tasks included numerical modeling of waves and beach morphology for various project alternatives, coordination of a borrow area, and development of plans and specifications.

Broward County, Port Everglades Slip 1 Expansion, Fort Lauderdale, FL. Coastal Lead. The completed project will expand the slip by 180 feet and replace an existing 1,250-foot-long structure, which is over 50 years in age. HDR developed a cost-benefit analysis for an adaptive approach to address rising sea levels over the 75-year design service life of the project, including the ability to raise the pier's caps in two-foot increments over time as sea level rises, up to six feet total.



Coastal Engineering

HDR offers comprehensive expertise in designing sustainable coastal structures that enhance both environmental and community value. Our coastal projects serve as focal points for waterfront redevelopment, support marine commerce, and provide vital habitats for marine life. We create solutions that protect and strengthen coastal ecosystems, integrating flood and erosion protections, recreational access, and urban waterfront edges. By combining structural resilience with environmental sensitivity, we design coastal structures that not only withstand coastal challenges but also enrich coastal communities.



Ashley River Bike and Pedestrian Bridge

ASSET MANAGEMENT & LIFECYCLE PLANNING LEAD



Chip Knowlton

With nearly four decades of experience, Chip is a highly accomplished, passionate business leader with unparalleled experience in Infrastructure Enterprise Asset Management (EAM), business transformation, process improvement, and technology adoption in both private and public sector environments. This is best exemplified in the range of his experience as a waterfront engineer at Charleston Naval Shipyard to his position as Executive Program Manager for EAM at New York City Transit. He is focused on the application of best practices to improve efficiencies, reduce costs, and improve processes for the asset intensive industries that he supports.

RELEVANT EXPERIENCE:

NC DOT Ferry Division, Vessel Replacement Asset Management Plan, NC. Project Manager. Under a limited services contract, HDR supports the Ferry Division by developing and implementing comprehensive asset management strategies aimed at maximizing the lifespan and performance of assets while reducing overall ownership costs. These services encompass a wide range of functions, such as condition assessments, inventory management, and lifecycle optimization. The Vessel Replacement Plan covers criteria for each of the Ferry Division's 22 vessels and will include details regarding vessel date of service, route and division served; an assessment of vessel condition, remaining useful life, proposed vessel replacement schedule for current vessels and classes; costs and sources and uses of funding associated with subject replacements; as well as an evaluation of potential interventions and costs to extend the life of each of the vessels in service.

OFFICE LOCATION:
North Charleston, SC

INDUSTRY TENURE:
40 years

EDUCATION:
Bachelors, Marine Engineering, United States Merchant Marine Academy, 1985

NAVFAC Pacific, Shipyard Installation Optimization Program, VA. QA/QC Lead. HDR executed a multi-pronged approach to provide facility reuse evaluations of existing shipyard facilities to determine suitability for continued mid-to long-term investment and/or reuse for current or different functional uses. Phase I studied the major product line industrial processes and the associated facilities at the four naval shipyards, resulting in a layout of facilities configured to optimize current processes by reducing transportation and motion of workers, components, and materials between facilities. Phase II provided planning/engineering studies, and complete area development/installation master plans for the four naval shipyards. Phase III prioritized, developed, and detailed projects to implement at a future date at the discretion of NAVSEA leadership. The facilities analysis included current condition, capacity, configuration of the facility, and the building-level utility systems. The final study included a summary of key information of each facility, a list of potential reuse options, and rough order of magnitude costs for new construction replacement, renovation for existing use, and conversion to new use.

Wyoming Dept of Transportation, Transit Asset Management Plan, Laramie, WY. QA/QC. HDR provided assistance to WYDOT and to transit operators to set asset management targets and conditions for regional performance targets and monitoring requirements for Laramie County. Participated in group meetings to obtain the pertinent information and helped in the refinement of the asset inventory, rehabilitation, and replacement information for WYDOT transit operators.



Asset Management & Lifecycle Planning

HDR offers a comprehensive approach to asset management, from strategy to implementation, developing and executing asset management plans, processes, systems, and standards that consider the whole life cycle of assets, allowing agencies to make key decisions related to their long-term performance, operation and maintenance. As part of our asset management planning contract with Mid-Bay Bridge Authority, HDR developed lifecycle costs for ongoing maintenance, capital repair and replacement projects, and long-term debt obligations. We also reviewed future funding sources to make certain they aligned with anticipated lifecycle costs of the program.



Harold McCants

Harold is a senior cost estimator who leads estimating efforts throughout various phases of the project development life cycle, from parametric estimating in support of feasibility analysis or budgetary control, to bottom-up contractor-style estimating in support of construction. He has extensive experience developing construction cost estimates and schedules at various stages of design. Harold is experienced with organizing costs within the various coding/accounting structures set forth by individual, state and federal agencies.

RELEVANT EXPERIENCE:

SCPA, Hugh Leatherman Terminal Wharf Extension, Charleston, SC. Cost Estimating. HDR served as the Program Manager overseeing the design and construction of the Phase I wharf and upland terminal project, which opened for operations in 2021, and we are now serving as the Engineer of Record (EOR) in the design of the wharf extension and Phase 2A yard extension. Our team leveraged our expertise and experience in marine terminal construction to initiate Value Engineering (VE) design and construction solutions that saved our client nearly \$32M in savings during Phase I. We continue to remain engaged in developing a state-of-the-art GIS-enabled, geo-referenced asset management database and asset management planning software platform, providing advanced database architecture and visualization capabilities. Harold performed a concise bid analysis for cost based on an estimating cost check.

NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, NC. Cost Estimating. HDR performed feasibility studies for replacing aging coastal stormwater outfalls (outletting onto beaches and into sounds) for NCDOT's Divisions 1 and 3. The feasibility studies identified potential replacement designs for each outfall location, including upstream system upgrades, reconstructions in place, and offshore extensions. Harold performed a concise bid analysis for cost based on an estimating cost check.

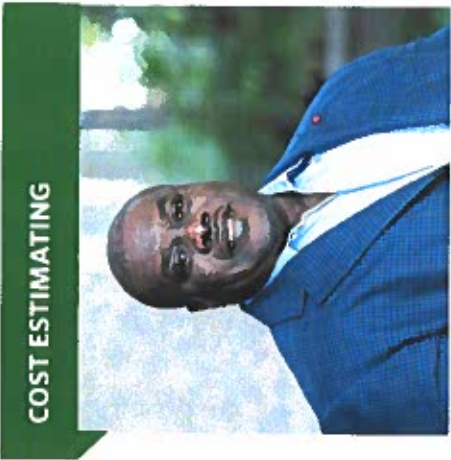
NCDOT, Express Design Development for Feasibility Studies. Cost Estimating. The express design tasks are being developed at a conceptual level and could potentially include but not be limited to new interchange designs, existing interchange upgrades or re-design, new intersection designs, existing intersection upgrades or re-design, existing roadway facility improvements or any combination of these items. Harold performed a concise bid analysis for cost based on an estimating cost check.

NCDOT, BR-0006 Replace Bridge No 321 & 322 (NC 306 Ferry Terminal Structures at the Pamlico River), Beaufort County, NC. Cost Estimating. HDR is performing a detailed structural evaluation of the existing access ramps and providing recommendations for repairs to achieve short- and long-term service life extension, as part of the overall project. Harold performed a concise bid analysis for cost based on an estimating cost check.



Cost Estimating

For projects involving ports, piers, and other waterfront structures, HDR often performs lifecycle cost analyses by calculating costs related to materials, labor, environmental considerations, and potential design alternatives, helping clients make informed investment choices. Additionally, HDR integrates sustainability and resilience factors, like resistance to climate change impacts, into our cost assessments for coastal infrastructure, making our estimates a crucial tool for strategic decision-making. Recently, HDR completed an Opinion of Probable Construction Cost (OPCC) for the Hugh Leatherman Wharf Extension.



OFFICE LOCATION:

Tampa, FL

INDUSTRY TENURE:

31 years

EDUCATION:

Bachelors, Building Construction, Norfolk State University, 1995



SCPA Hugh Leatherman Wharf Extension

Scott Quin, PE

Scott has 35 years experience in the design of electrical systems. Project experience includes institutional, commercial, industrial, and treatment facilities. Design experience includes generator and uninterruptible power supply systems, power distribution, electrical system coordination, lighting, fire alarm systems, telecommunication systems, closed-circuit television, and access control systems. Industrial and treatment experience also includes PLC (Programmable Logic Controller) and HMI (Human-Machine Interface) instrumentation and motor controls.

RELEVANT EXPERIENCE:

Cape Fear Public Utility Authority, Pumping Station 10 Renovations and Replacement, Wilmington, NC. Electrical Engineer for Condition Assessment and Replacement. In 2016, HDR performed the condition assessment for Pumping Station 10 renovations, which revealed that

a number of assets within the pumping station exhibited a moderate to high likelihood of failure and a high to catastrophic consequence of failure. Scott worked with the team to subsequently design a maintenance bypass pumping system for reliability. In 2018, HDR provided design, permitting assistance, and construction services for a new dry pit/wet pit submersible pumping station. The project included four pumps, building that houses the pumps and electrical equipment, new generator with redundant connection for a backup generator, electrical design for pumping station and coordination with Duke Power for primary power source, SCADA, and site work. A plan for maintenance of pump station operation was also developed.

NAVFAC Mid-Atlantic, P-1395 Marine Raider Regiment Headquarters Drawings, Specifications, Basis of Design and Cost Estimates, Cherry Point, NC. Electrical Engineer. HDR developed 100% design documents to include drawings, specifications, a Basis of Design and a cost estimate. Additional submittals included 35%, 65% pre-final and Issued for Construction documents.

USACE Charleston District, Buildings Y109 and W131 Assessment/Renovation, Norfolk Naval Station, VA. Electrical Engineer for Electrical Design Concept. Scott performed quality control design reviews and assisted in developing the electrical design concept. HDR developed designed a new 1,920 square foot customer service center inside the warehouse, a new parking area, overhead door replacement, modifications to the radiant heat system, and modifications to the shipping receiving area.

USACE Charleston District, Tobyhanna Building 8 Renovation, Tobyhanna Army Depot, PA. Electrical Engineer. HDR provided full design services for the renovation of this six-bay, high rack storage facility with an administrative annex and raised loading docks. Scott designed electrical system upgrades to include plans and specifications.

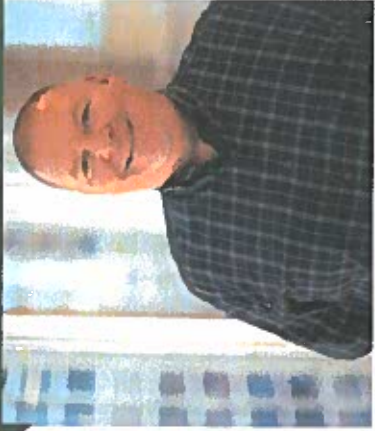
Norfolk Southern (NS), New Pier Master Building at Lambert's Point, Norfolk, VA. Electrical Engineer. The four-story building included wash facilities lunch/locker rooms and administrative offices on the first two floors. The third floor is an enclosed visitor and observation area. The fourth floor is an open air visitor and observation deck. Scott served as an electrical engineer during the design phase.



Electrical/Lighting

HDR has developed sustainable design for high-performance buildings including daylighting, controls, and renewable energy features. For example, as part of the Marine Raider Regiment Headquarters project, electrical systems include primary power distribution, lighting, energy monitoring/control systems, intrusion detection system, photovoltaic cells, electrical switch gear, transformers, circuits, and fire alarms. Communications systems include telephone, data, local area network, mass notification and intercom.

ELECTRICAL/LIGHTING



OFFICE LOCATION:

Charlotte, NC

INDUSTRY TENURE:

35 years

REGISTRATIONS:

LEED Accredited Professional, No.

10073482

Professional Engineer, NC, No. 024504; VA,

No. 036025; PA, No. 062071

EDUCATION:

Bachelors, Electrical Engineering, Clemson

University, 1989



MECHANICAL/PLUMBING/
POTABLE WATER

Matt Watt, PE

Matt is a water/wastewater engineer with 18 years of experience on a variety of water distribution and sanitary sewer collection projects. He has worked with various municipalities throughout North Carolina managing projects, preparing plans and specifications, assisting with easement negotiations, and navigating projects through the permitting and certifications process. He has extensive experience in designing and leading teams in mechanical/plumbing/potable water for infrastructure projects. He has been responsible for overall project management including engineering design and analysis, construction plans and specifications, regulatory agency coordination, construction management, cost estimating, client development, and permitting.

RELEVANT EXPERIENCE:

City of Greensboro, Greensboro-Randolph Megasite Water and Sewer Improvements, Greensboro, NC. Wet Utility Project Manager.

HDR assisted the City of Greensboro in delivering water and sewer infrastructure for a potential automobile manufacturing site in Randolph County, NC. The project consisted of 87,900 LF of 16-inch waterline, 42,700 LF of 16-inch force main, and a 1.5 mgd sewer lift station. HDR provided environmental assessments, public involvement support, and engineering for the project. Matt led the pump station and force main design for the project.

Town of Mooresville, Water/Wastewater Comprehensive MP, Mooresville, NC. Project Engineer. Matt helped develop a comprehensive water/wastewater utility master plan that enables the Town to strategically plan and budget for the implementation of water/wastewater system improvements in order to maintain a high level of distribution and collection reliability and efficiency for current demand, future growth, and emergency situations.

NCDOT, U-4712 Task Order No 3, Haywood County, NC. Project Engineer. HDR is responsible for the design of improvements to US 23 Business (South Main Street) from SR 1164 (Hyatt Creek Road) to US 276 (Pigeon Street), a distance of approximately 2.1 miles in Waynesville, Haywood County, North Carolina. HDR performed the wet utility relocation design and identified 6,090 LF of relocations of water and 3,209 LF of sanitary sewer facilities.

NCDOT, U-5710 Eastwood Road and US 17 Interchange, Wilmington, NC. Wet Utility Project Manager. HDR is leading the design of converting the existing intersection of US 74 (Eastwood Road) and US 17 (Military Cutoff Road) to an interchange. Matt led the team performing the wet utility relocation design and identified 4,847 LF of potential relocations of water and 3,573 LF of sanitary force main. HDR is currently identifying wet PUE, preparing the wet utilities UARR, utility relocation plans and permitting.

NCDOT, U-5710A Drysdale Drive Extension, Wilmington, NC. Wet Utility Project Manager. HDR is designing the extension of Drysdale Drive on a new location as a quadrant roadway connection from US 74 (Eastwood Road) to US 17 (Military Cutoff Road) in New Hanover County. Matt led the team performing the wet utility relocation design and identified 1,650 LF of relocations to water mains.

**Mechanical/Plumbing/Potable Water**

As part of the Greensboro-Randolph Megasite (GRMS) project, HDR developed final design drawings and specifications for the proposed waterlines, wastewater force main, wastewater pump station, and to act as an advisor for construction of a water tower for the GRMS. The City also engaged HDR to design and permit Water and Sewer Transmission Pipelines for the GRMS development spanning Guilford and Randolph Counties. These utilities were crucial for future development.



Greensboro-Randolph Megasite Water and Sewer Improvements

2.3. Other Critical Team Member Qualifications

QA/QC



GRANTS & ECONOMICS



Scott McCoy, PE

Scott serves as the Technical Practice Lead for HDR's Port and Harbor Maritime practice. He has led the design and construction of major port facilities worldwide including container terminals, container yards and intermodal facilities, automobile unloading berths, and liquid bulk docks. He has contributed to all types of project delivery and been involved in scope development, design criteria, and design, to bidding services and construction services. To achieve quality objectives 100% of the time, Scott McCoy will lead all QA/QC efforts. He is committed to making certain quality will not be sacrificed to meet production goals. He will dedicate staff to independently review the methodologies developed for each milestone and perform a thorough technical edit of each deliverable associated with this contract.

RELEVANT EXPERIENCE:

SCPA, Hugh Leatherman Terminal Wharf Extension, Charleston, SC. **QC Reviewer and Technical Advisor.**

USCG, Delaware Bay Pier Repairs, Philadelphia, PA. **QC Reviewer.**

Broward County, Port Everglades Slip 1 Expansion, Fort Lauderdale, FL. **Deputy Project Manager.**

Massachusetts Port Authority, Conley Terminal Berth 10 Design Support Services, South Boston, MA. **Senior Port Structural Engineer.**

OFFICE LOCATION:
Corpus Christi, TX

INDUSTRY TENURE:
38 years

REGISTRATIONS:
Professional Engineer, NC, No. 20302; FL, No. 44053; AL, No. 18938; LA, No. 30427; VA, No. 0402026242

EDUCATION:
Bachelors, Civil/Structural Engineering, Purdue University, 1986

Masters, Civil/Structural Engineering, Purdue University, 1987

Kiernan Maletsky

As a policy analyst within HDR's Economics and Finance group, Kiernan has worked with municipalities, MPOs, and State DOTs across the country to develop strategic funding plans, competitive grant applications, and policy design recommendations. His current focus is the federal Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Bill), specifically helping local and regional agencies prepare for changes to formula and competitive grant funding programs.

RELEVANT EXPERIENCE:

NCDOT, HB-0039 Cape Fear Memorial Bridge - Grant Assistance for \$250M Grant, New Hanover & Brunswick Counties, NC. **Grant Assistance.**

City of Wilmington, Wilmington Metropolitan Planning Organization Grant Assistance, Wilmington, NC. **Grant Assistance.**

City of Aurora, 2024 Grant Services Assistance to Identify Grant Programs and Funding Sources in the City's Capital Infrastructure Master Plan, Aurora, CO. **Grant Assistant.**

City and County of Denver, Denver Moves - Transit Alternatives Analysis Grant Assistance, Denver, CO. **Deputy Project Manager.**

OFFICE LOCATION:
Denver, CO

INDUSTRY TENURE:
15 years

EDUCATION:
Masters, Public Policy, University of Colorado, Denver, 2020

Bachelors, Journalism, University of Missouri, Columbia, 2009

COASTAL ARCHITECTURE & LANDSCAPE DESIGN



OFFICE LOCATION:

Raleigh, NC

INDUSTRY TENURE:

22 years

REGISTRATIONS:

LEED Accredited Professional

Registered Landscape Architect (VA, NY)

EDUCATION:

Bachelors, History, University of Washington (UW), 2002

Bachelors, Landscape Architecture, University of Washington (UW), 2002

Barbara Barnes, RLA, LEED AP

Barbara is a registered Landscape Architect and is primarily focused on integrating green infrastructure and habitat restoration, with an emphasis on sustainable urban landscapes in the public realm. Having in-depth experience in all project phases enriches her work and helps her to anticipate scheduling, construction, permitting, and maintenance concerns that may impact a project's budget or the desired outcome. As part of the Fort Raleigh Shoreline Stabilization Project, Barbara participated in the alternatives evaluation that considered impacts to existing shoreline stabilization structures that are located within the park, private inholdings, and private property located outside of the park boundary on Roanoke Island.

RELEVANT EXPERIENCE:

National Park Service, Fort Raleigh Shoreline Stabilization Project, Roanoke Island, NC. Landscape Architect.

Mathews Nielsen Landscape Architects, Pier 42 Reconstruction Master Plan, New York, NY. Lead Environmental Permitting Specialist.

US Military Academy at West Point; Stormwater Management Plan and Low Impact Development Design West Point, NY. Senior Landscape Designer.

NYC Department of Environmental Protection: Green Infrastructure in Parks (DEP GIP). Task Lead.

ENVIRONMENTAL COMPLIANCE & PERMITTING ADVISOR



OFFICE LOCATION:

Raleigh, NC

INDUSTRY TENURE:

26 years

REGISTRATIONS:

Professional Wetland Scientist, NC, US, No. 1962

AICP - American Institute of Certified Planners, NC, US, No. 022709

EDUCATION:

Bachelors, Environmental Sciences/Studies, University of North Carolina, 1997

Masters, Natural Resources, North Carolina State University, 2005

Vickie Miller, PWS, AICP

Vickie has prepared Environmental Assessments (EAs), EISs, Categorical Exclusions (CEs), Natural Resources Technical Reports (NRTRs) and riparian/wetland restoration plans for several state DOTs, North Carolina Division of Mitigation Services (NCDMS), NCSPA and several railroads and numerous federal, municipal, and private clients. Vickie has assisted the NCDOT and municipalities with various Coastal Area Management Act (CAMA) permits ranging from minor and major permits to CAMA Consistency documentation. She will coordinate with both the HDR team and the Town to make certain team members are adhering to all policies and procedures and follow proper reporting channels.

RELEVANT EXPERIENCE:

NCDOT, HB-0039 Cape Fear Memorial Bridge, New Hanover & Brunswick Counties, NC. Environmental Planner.

NCDOT, BR-0004 CAMA Permit for US 264 Bridge over Pungo River, Beaufort County, NC. Environmental Lead.

NCSPA, North Gate Rail Storage Yard, Wilmington, NC. Deputy Project Manager.

NCSPA, Radio Island EIS, Morehead City, NC. Project Manager.

NCDOT, Environmental Analysis Unit (EAU) Limited Service Contract, Statewide, NC. Project/Contract Compliance Manager.

2.4. Teaming Partners

While we take pride in our ability to self-perform tasks and deliver similar projects, we are committed to the development of SPSF firms, and the use of specialty subconsultants to complete all project aspects quickly and efficiently. With this in mind, we have connected with three firms in North Carolina to provide a full spectrum of services.

- **Collins Engineers of North Carolina PLLC** - Underwater Inspection
- **McKim and Creed** - Topographic/Hydrographic Survey
- **Catlin Engineers and Scientists** - Geotechnical Investigations, If Needed

COLLINS ENGINEERS OF NORTH CAROLINA

Collins specializes in the design and rehabilitation of sustainable waterfront structures. With decades of experience in providing design and inspection services for waterfront facilities and infrastructure, Collins Engineers brings a wealth of expertise to every project. The firm's structural engineer divers possess firsthand knowledge of waterfront structures, allowing them to distinguish between elements that are durable and long-lasting and those that are more prone to deterioration from constant exposure to harsh marine environments. This hands-on experience provides a practical understanding of which designs and materials are most effective and sustainable in marine conditions.



UNDERWATER INSPECTION



Josh Johnson, PE

Josh has performed above and underwater inspections of thousands of structures over the last 28 years. He is a certified ADCI Air Diving Supervisor and US Army Corps of Engineers Working Diver. He has performed waterfront inspection dives and repair designs at numerous naval bases and terminals across the country. He is a recognized instructor and currently sits on several ASCE technical committees for waterfront inspection, design and rehabilitation.

OFFICE LOCATION:

Lexington, KY

INDUSTRY TENURE:

28 years

REGISTRATIONS:

Professional Engineer, US, NC, No. 042901

Professional Engineer, AL, AR, DC, KY, ND, OH, SC, TN, VA, WV

EDUCATION:

Bachelors, Civil Engineering,
University of Kentucky, 2003

RELEVANT EXPERIENCE:

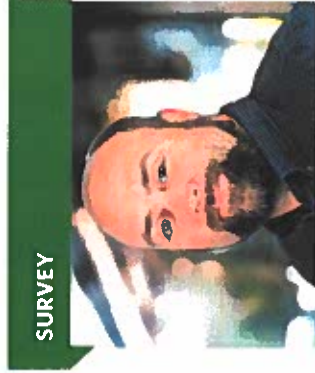
Jacksonville NB CSX Bulkhead Inspection,
Jacksonville, FL. **Project Manager.**

JAXPORT, Dames Point Pier Inspection,
Jacksonville, FL. **Project Manager.**

Robinson Landing, Bulkhead and Pier
Rehabilitation, Alexandria, VA. **Project Manager.**



McKim & Creed, Inc., is one of the largest, most technically advanced full-service geomatics firms in the Southeast. As the industry evolves, McKim & Creed has maintained a commitment to the advancement of the industry by providing cutting-edge technology and cost-effective data collection. The hydrographic surveying experts at McKim & Creed employ the latest surveying and mapping equipment and technology to effectively complete any inshore or offshore assignment. Our wide-ranging vessels are equipped with the advanced hydrographic technologies required to perform coastal monitoring and condition surveys, dredging projects, map underwater obstructions, and perform submerged construction survey.



SURVEY

Jared Lambert

Jared has 17 years of experience conducting hydrographic and topographic surveys in the United States. He has served as a party chief for dozens of beach profile surveys for design, construction and monitoring of beach nourishment projects, as well as for reconnaissance and control establishment surveys and hydrographic surveys of navigational channels and borrow area sites using both single-beam and multi-beam survey systems. Jared has also assisted with numerous geophysical and geotechnical surveys as well as environmental monitoring projects.

OFFICE LOCATION:
Wilmington, NC

INDUSTRY TENURE:
19 years

REGISTRATIONS:
Certified Open Water Driver
Certified Hypack Hydrographer

EDUCATION:
Bachelors, Geomatics, North Carolina Agricultural and Technical State University, 2025

RELEVANT EXPERIENCE:
Manson Construction Company, Holden Beach, NC. Survey Lead.

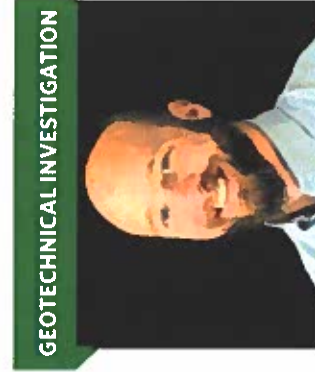
Ocean Isle Beach, Annual Monitoring Survey, Ocean Isle, NC. Survey Lead.

Bald Head Island, Beach Monitoring Surveys, Bald Head Island, NC. Project Manager.

NCSPA, Wilmington Terminal - Turning Basin Slope Monitoring, Morehead City, NC. Survey Lead.



Since 1985, CATLIN has delivered engineering services out of its corporate headquarters in Wilmington, with branch offices in Raleigh and Washington, NC. CATLIN has developed excellent reputations and relationships with local regulatory personnel including the City of Wilmington, New Hanover County, NCDOT and NCSPA. CATLIN worked with NCSPA to conduct geotechnical investigations for a multi-use port dock and performed a slope stability analysis and provided recommendations for the Port of Wilmington Turning Basin. Catlin will perform supplemental borings for this project, if needed.



GEOTECHNICAL INVESTIGATION

Lee Stone, PG

Lee brings over 20 years of experience performing and managing geotechnical investigations in coastal North Carolina. Prior to joining Catlin in 2016, he spent 13 years as a project engineering geologist with NCDOT. He is proficient in preparing project cost estimates and meeting project schedules, and making certain activities and deliverables comply with the appropriate regulations and requirements.

OFFICE LOCATION:
Washington, NC

INDUSTRY TENURE:
20 years

REGISTRATIONS:
Professional Geologist, NC No. 2007

EDUCATION:
Bachelors, Environmental Science, University of North Carolina Wilmington, 1999

Masters, Geology, University of North Dakota, 2002

RELEVANT EXPERIENCE:

NCDOT, R-2576 - Mid-Currituck Bridge Geotechnical Investigations (Currituck & Dare Counties, NC. Senior Engineering Geologist.

NCDOT, B-25008 Bridge on NC 12 over the Pamlico Sound, Rodanthe, NC. Senior Engineering Geologist.

NCDOT, 32 North, Seabreeze Marina Expansion, Charleston, SC. Senior Engineering Geologist.

Ocracoke Floating Dock Geotechnical Investigation, Hyde County, NC. Senior Engineering Geologist.

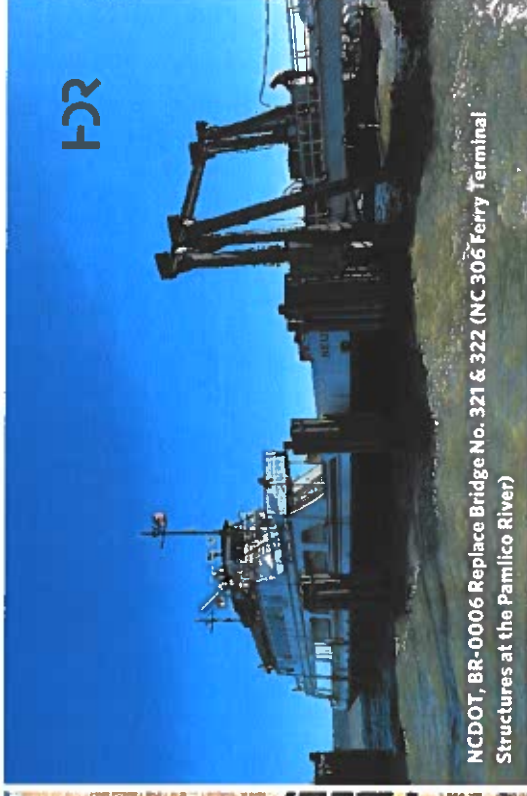
3. Experience Matters

3.1. Relevant Project Experience

As a leading firm in maritime planning, permitting, asset management, and design projects, we integrate our diverse skill sets and custom-fit teams into every project. The following represents recent, similar project experience and demonstrates our experience with the scope of work outlined in the RFQ.

Bold indicates similar project with project description on the following pages

CLIENT, PROJECT NAME, LOCATION	TIMBER PIER/PILING	MARINE STRUCTURAL DESIGN OR REHABILITATION	COASTAL ENGINEERING	UNDERWATER INSPECTION	ELECTRICAL/LIGHTING	MECHANICAL/PLUMBING/POTABLE WATER	ADA COMPLIANCE	TOPO/HYDROGRAPHIC SURVEY	COST ESTIMATING	GRANTS & ECONOMICS	ENVIRONMENTAL COMPLIANCE & PERMITTING	ASSET MANAGEMENT & LIFECYCLE PLANNING	COASTAL ARCHITECTURAL AND LANDSCAPE DESIGN	GEOTECHNICAL
NCDOT, Bonner Bridge & Fishing Pier, Dare County, NC		★	★	★	★	★	★	★	★	★	★	★	★	★
SCPA, Hugh Leatherman Terminal Wharf Extension, Charleston, SC		★	★	★	★	★		★	★	★	★	★		★
Virginia DOT, Gwynn's Island Bridge Timber Fender Rehabilitation, Gwynn, VA	★	★	★	★	★	★		★	★	★				
City of Portland, Chris Andrews Boat Ramp and Pier, Portland, TX	★	★	★				★		★	★	★			
NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, NC	★	★	★						★	★				★
Hennepin County, Retaining Wall Asset Management Program and Plan Development, Hennepin County, MN									★			★		
Mid-Bay Bridge Authority, Asset Management Plan, Niceville, FL	★	★			★	★	★	★	★			★		
NCDOT Ferry Division, Asset Management On-Call, NC		★	★						★			★		
NCDOT Ferry Division, South Dock Feasibility Study		★	★						★			★		
NCDOT Ferry Division, Southport Ferry 5707	★	★	★		★	★			★					★
NCDOT, BR-0006 Replace Bridge No. 321 & 322 (NC 306 Ferry Terminal Structures at the Pamlico River), Beaufort County, NC		★		★					★		★	★		★
NCDOT, HB-0039 Cape Fear Memorial Bridge, New Hanover & Brunswick Counties, NC										★	★			
NCSPA, Morehead City RORO Rehabilitation, Morehead City, NC		★		★					★					★
NCSPA, North Gate Relocation with Port of Wilmington, Wilmington, NC		★	★		★	★		★	★	★	★		★	★
City of Portland, Sunset Trail Along Corpus Christi Bay Coastline Grant Application, Portland, TX								★	★	★	★			
Georgia Ports Authority, Federal Grant Application Development and Grant Award Management, GA									★	★				
JAXLNG, Pier for LNG Plant and Bunkering Barge Loading Facility, Jacksonville, FL		★		★	★	★				★	★			★
NAVFAC Southeast, Pier Charlie Replacement, Guantanamo Bay, Cuba	★	★		★	★	★		★			★		★	★
NAVFAC, Repairs to Pier 4, Philadelphia Naval Business Center, Philadelphia, PA		★	★	★	★						★		★	★
Port of Corpus Christi, Harbor Island Demolition of Existing Docks, Port Aransas, TX		★	★		★				★					
Port of Long Beach, Sustainable Design Plan for Pier B, Long Beach, CA			★		★	★			★	★	★		★	
U.S. Navy, Navy Inactive Ship Maintenance Office (NISMO) Wharf and Timber Pier Repairs, Philadelphia, PA	★	★		★	★	★		★	★		★			
Virginia DOT, Tangier Island Timber Bridge Replacement Design, VA		★		★					★					★



NCDOT, BR-0006 Replace Bridge No. 321 & 322 (NC 306 Ferry Terminal Structures at the Pamlico River)

3.2. Relationships in Coastal North Carolina

NCSA

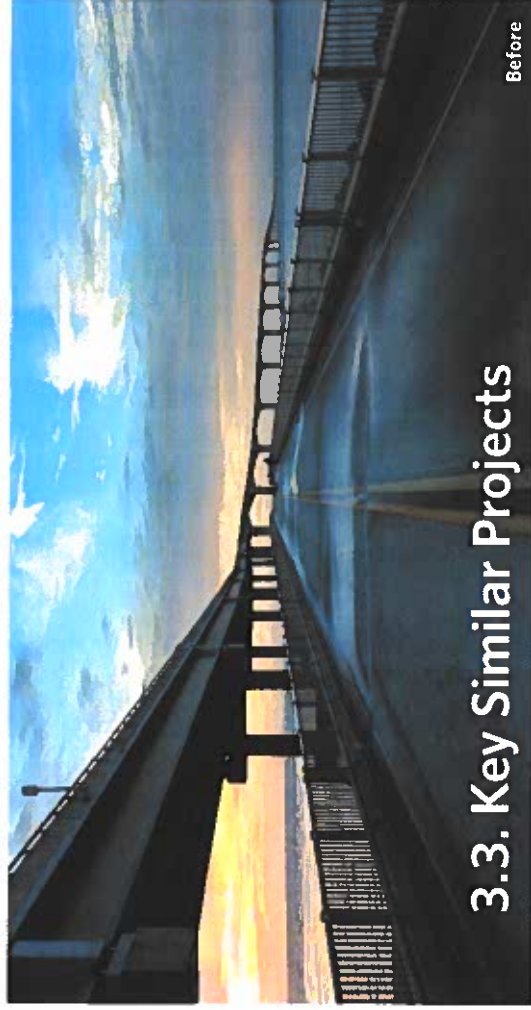
HDR's history with NCSA dates back to the early 2000s. In 2002, we performed a corridor study for the full development of internal port trucking and rail circulation improvements at the Port of Wilmington. The study was performed in support of a TIGER grant application. In 2022, HDR led the investigation and **rehabilitation of the roll-on/roll-off (RO/RO) ramp at the Port of Morehead City**. HDR performed a structural evaluation of the existing platform and bulkhead, then developed corresponding details for the selective demolition and repair of the platform. Additionally, our economics and finance experts **consulted with NCSA to develop a grant application**. More recently, HDR completed the **preliminary engineering and environmental documentation to shift the North Gate entrance at the Port of Wilmington**. Final design efforts are currently underway.

NCDOT COASTAL DIVISIONS (1, 2, 3)

Our relationship with NCDOT began in 1961 and has led to the completion of all types of projects, from feasibility studies to emergency bridge replacements to complex design-build projects. As part of the **Bonner Bridge Replacement (Marc Basnight Bridge) Design-Build** project in Dare County, HDR transformed the original bridge into a pedestrian and fishing pier, offering a popular waterfront space that preserves the local heritage of the bridge. More information about this key project can be found on the following page. HDR also holds more than **20 limited service contracts with various NCDOT Units and Divisions** and has a reputation as a preferred provider throughout the state. In Divisions 1 and 3, HDR recently performed **feasibility studies for replacing aging coastal stormwater outfalls**, identifying potential replacement designs for each outfall location, including upstream system upgrades, reconstructions in place and offshore extensions.

NCDOT FERRY DIVISION

NCDOT's Ferry Division is responsible for the second-largest state-run ferry system in the United States, serving as a lifeline for over 800,000 vehicles and 1.8 million passengers annually in Eastern North Carolina. HDR is providing vital services to the Ferry Division in support of the **General Engineering On-Call, Asset Management On-Call, and Coastal and Environmental Services On-Call Contracts**. Examples of services we have provided under these contracts include the development of their **Vessel Replacement Asset Management Plan**. We are providing general engineering consultant services for the Ferry Division to include budget management and legislative interaction. HDR also **designed guide pile replacements for Hatteras and South Dock Ferry Terminals** and we are currently designing a **timber maintenance pier extension** as part of the ongoing Southport Ferry Terminal Improvement project. Additionally, HDR is performing the **South Dock Feasibility Study** that will relocate the current South Dock closer to Ocracoke.



3.3. Key Similar Projects

NCDOT, Bonner Bridge & Fishing Pier, Dare County, North Carolina

HDR played a key role in preserving a section of the historic Herbert C. Bonner Bridge, originally built in 1963, by transforming it into a pedestrian and fishing pier. After the opening of the new Marc Basnight Bridge in 2019, which replaced the aging Bonner Bridge, NCDOT, the National Park Service, and U.S. Fish and Wildlife Service collaborated to retain a 1,000-foot segment of the old bridge as a recreational structure. This preserved portion now serves as the Bonner Bridge Fishing Pier, allowing the public to fish, enjoy ocean views, and observe wildlife near Oregon Inlet.

The transformational project involved reinforcing the structure, adding safety features like railings, and establishing a new hard-surface walkway from the parking lot to the pier. Opened in 2021, the pier is managed by the National Park Service and has quickly become a popular site for fishing and sightseeing. It is also designed to help guide inlet currents, aiding boat navigation in the area. **Through HDR's involvement, we helped turn a former traffic artery into a sustainable, community-centered space that also provides an artificial reef habitat offshore, supporting local marine life ecosystems.**

In addition to the design and construction complications, the replacement of the Bonner Bridge and transformation of the fishing pier also faced a number of habitat-related hurdles — particularly for the environmentally sensitive Pea Island National Wildlife Refuge and the Cape Hatteras National Seashore. HDR's permitting experts worked with the affected stakeholder agencies to minimize the environmental effects.

REFERENCE CONTACT: Tim McFadden • NCDOT Alternative Delivery Manager | 919.707.6615 | ttmcfadden@ncdot.gov

PROJECT COST: \$252M Total Design-Build

Visualization - After

Before

Marc Basnight Bridge (Bonner Bridge Replacement) Design-Build Project

In 2011, NCDOT selected a design-build team with HDR as the designer to replace the Bonner Bridge that lies within both the Cape Hatteras National Seashore and the Pea Island National Wildlife Refuge. The previous Herbert C. Bonner Bridge, was completed in 1963 and had suffered from scour and deterioration problems for more than fifty years. The new 2.8-mile replacement has a 100-year service life and serves as a critical hurricane evacuation route. It improves access to jobs, healthcare, education and recreation for the community, benefit local tourism and help feed a robust economy.

As the lead design firm, HDR provided all roadway, geotechnical and bridge design as well as environmental permitting services. The centerpiece of the new bridge is a 3,550-foot-long, 11-span, segmental concrete box girder unit. This enormous structure provides nine 350-foot spans, any of which can accommodate the shifting position of the navigation channel through the ever-changing Oregon Inlet, and is the third-longest continuous segmental concrete box girder unit in North America.

2022 American Infrastructure Magazine Project of the Year - Bridge
2020 ACEC-NC Grand Award recipient
2020 ACEC Honor Award recipient
2020 ASCE Honor Award recipient
2019 Deep Foundations Inst. Outstanding Project Award recipient





South Carolina Ports Authority (SCPA), Hugh K. Leatherman Terminal (HLT) Wharf Extension, Charleston, South Carolina

Since 2017, HDR has been continually engaged as an integral partner supporting SCPA in the development of the nation's first greenfield container terminal in the last decade. We served as the program manager, overseeing design and construction, of the Phase I wharf and upland terminal project, which opened for operations in 2021, and are now serving as the Engineer of Record (EOR) in the design of the wharf extension and Phase 2A yard extension.

The wharf structure is generally comprised of prestressed, precast concrete piles with steel H-pile stringers, precast concrete pile caps, cast-in-place crane beams with stay-in-place concrete forms, precast deck panels and a cast-in-place deck topping. The wharf is fitted with 200 MT bollards and 1600mm rubber cone fenders for berthing both 20,000+ TEU container ships and container barges. The project also involved the design of a stone revetment. The wharf is designed to accommodate electrified STS cranes, each weighing 1700 MT and providing a lift height of 169 feet and an outreach of 228 feet.

Our team used our expertise and experience in marine construction to initiate Value Engineering design and construction solutions that saved SCPA nearly \$32M during Phase 1 and we continue to remain engaged in developing a state-of-the-art GIS enabled, geo-referenced asset management database and asset management planning software platform. HDR also performed a concise bid analysis for cost based on an estimating cost check.

REFERENCE CONTACT: Ed Stelmeyer, SCPA General Manager | 843.375.3108 | estelmeyer@scspa.com
PROJECT COST: HDR Contract Value - \$25.2M; Construction Value - \$291M (est.)



NCDOT, Coastal Outfalls Feasibility Studies, Dare, Pender, New Hanover, and Brunswick Counties, North Carolina

HDR performed feasibility studies for replacing aging coastal stormwater outfalls (outletting onto beaches and into sounds) for NCDOT's Divisions 1 and 3. HDR staff started by meeting with NCDOT to evaluate existing data and collect new data. The team also identified design considerations related to maintenance impacts, costs, performance and resiliency. The feasibility studies identified potential replacement designs for each outfall location, including upstream system upgrades, reconstructions in place, and offshore extensions. We then created a ranking matrix for scoring the various outlets to help the Divisions prioritize sequencing the different outfall sites.

The feasibility studies provided NCDOT with the following:

- **Preliminary structure recommendations and alternatives**
- **OPCC developed for recommendations and alternatives**
- **Outfall replacement priority matrix**
- **Site summaries and specific challenges**
- **Environmental and regulatory considerations**

REFERENCE CONTACT: Marshall Gill - NCDOT Division 1 Maintenance Engineer | 252.482.1850 | mbgill@ncdot.gov

PROJECT COST: Division 3 - \$89.5K; Division 1 - \$154K



City of Portland, Chris Andrews Boat Ramp and Pier, Portland, Texas

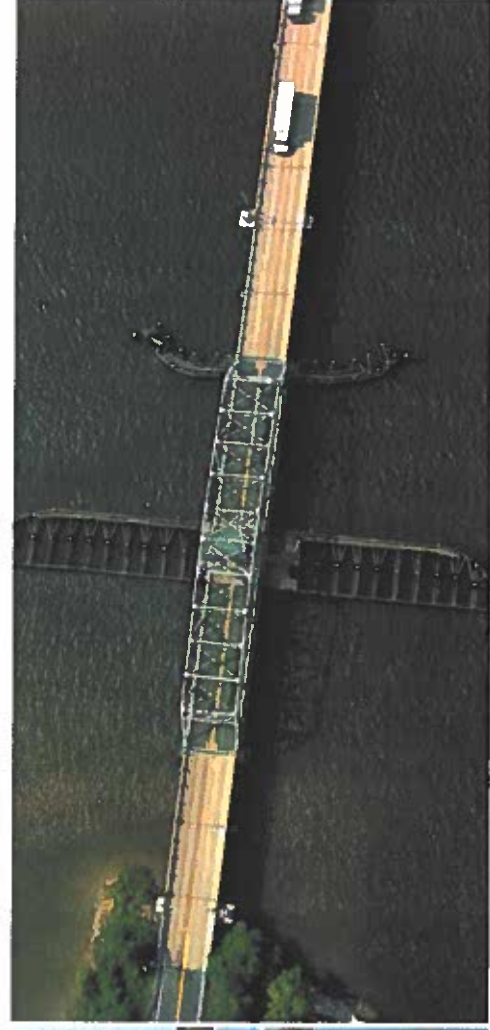
The Chris Andrews Boat Ramp project consists of a new boat ramp facility for recreational boaters along the northwest side of U.S. Highway 181 causeway that connects Portland to Corpus Christi, Texas. The design includes a new parking lot with pile supported timber deck for boat mooring and access and precast concrete panels for the ramp surface.

In 2015, HDR assisted the City of Portland in completing a feasibility study with regards to the development of a city-maintained boat ramp to be located at the Shell Dock location along the Nueces Bay side of Highway 181. Phase one included obtaining input and feedback from the stakeholders and citizens regarding environmental impacts, as well as feedback on the proposed location and costs of conceptual design and construction.

Based on the outcome of the feasibility study, the City of Portland re-hired HDR to develop a conceptual level design of the proposed city-maintained timber boat ramp named the Chris Andrews Boat Ramp. The project includes a new double-wide ramp, two L-shaped timber walkways, a parking lot, picnic tables, lighting, a covered fish-cleaning station, and a three-sided timber privacy screen to obscure the view of portable toilets from view of the adjacent roadway.

Additionally, **HDR assisted the City in obtaining an access grant from the Texas Parks and Wildlife Department** to provide financial support towards the boat ramp.

REFERENCE CONTACT: Brian DeLattre, PE - Deputy City Manager | 351.777.4516 | brian.delattre@portlandtx.com
PROJECT COST: \$1.2M (\$320K Professional Services)



Virginia DOT, Gwynn's Island Bridge Fender Rehabilitation, Gwynn, Virginia

The Gwynn's Island Bridge is located in Gwynn, Virginia and carries Route 223 (East and West) over Milford Haven Inlet. The total bridge length is 732'-3" which includes 16 spans of reinforced concrete beams and a single 280' span steel swing truss. The bridge was constructed in 1938. The bridge is manned 24-hours a day due to the Coast Guard station located downstream and opens approximately 3,000 times per year.

The Gwynn's Island Bridge fender system consists of timber piles and wales. HDR performed a field visit to inspect and document fender element conditions above water. The walkways, railings and navigation equipment mounted to the fenders were also inspected. HDR's subconsultant performed an underwater inspection of the fender system. **HDR developed a Stage I report summarizing the current condition of the fender, walkways, railings, and navigational equipment and included replacement and rehabilitation options.** HDR developed design plans, specifications, and cost estimates for the recommended repairs in the Stage I report. HDR's design task included rehabilitating the existing timber fender system, replacing the existing steel walkways with fiber-reinforced plastic (FRP) walkways, and replacing the existing navigation lights and flood lights with solar lights. The timber rehabilitation included replacing wales, transverse and diagonal ties, and cross bracing in kind, repairing pile caps, replacing pile to wale connections, installing new timber sister piles, and repairing existing timber piles.

REFERENCE CONTACT: Annette Adams, PE - VDOT Fredericksburg District Structure and Bridge Engineer | 540.273.1008 | annette.adams@VDOT.Virginia.gov
PROJECT COST: \$1.2M (estimated)

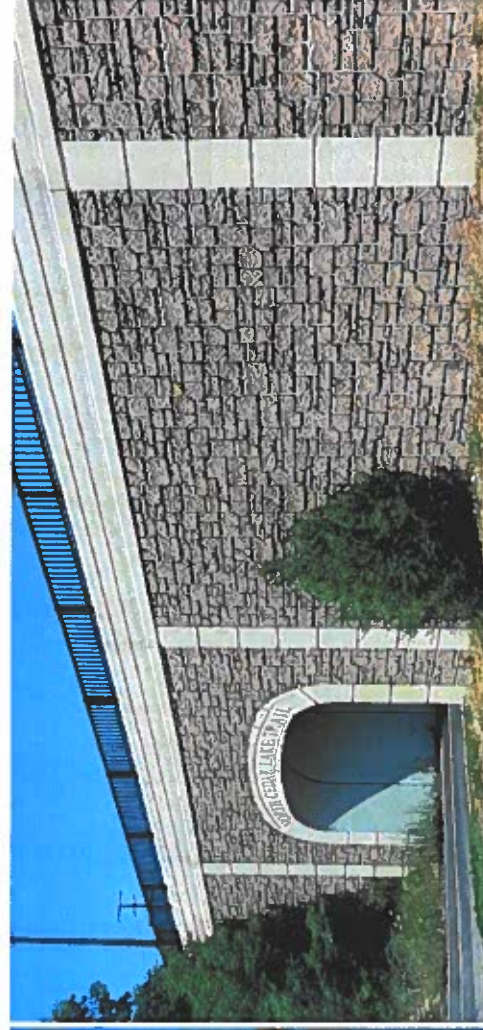


Mid-Bay Bridge Authority, Asset Management Plan, Niceville, Florida

The Mid-Bay Bridge Authority (Authority) is responsible for the operation and oversight of a tolled corridor located in Northwest Florida. The Authority's major assets include an 11-mile, four-lane, tolled roadway that utilizes electronic tolling along with a 3.6-mile segmental bridge that utilizes electronic and cash tolling. The operations and maintenance of the system are implemented through cooperative agreements with the Florida DOT and the Authority. To assist in the long-term management of the system, and with the intent of maximizing the service duration of the capital assets while minimizing unnecessary toll increases, HDR was contracted to develop an AMP that was specific to the Mid-Bay Bridge Authority.

HDR developed management and maintenance strategies to optimize the available funds while meeting the obligations of the asset lifecycle costs. The major components of the plan included: an inventory and condition assessment of the existing assets defining a minimum level of service for the major and minor assets; development of the lifecycle costs to maintain and operate the system to include the necessary long-term activities, such as ongoing maintenance, capital repair and replacement projects, and long-term debt obligations; and a review of future funding sources and how those funds compare to the anticipated lifecycle costs of the program.

REFERENCE CONTACT: James Neilson - Mid-Bay Bridge Authority Vice-Chair | 850.897.1428 | James.Neilson@mid-bay.com
PROJECT COST: \$221K



Hennepin County, Retaining Wall Asset Management Program and Plan Development, Hennepin County, Minnesota

HDR worked with Hennepin County to develop a comprehensive Retaining Wall Asset Management Program, tailored to the county's unique infrastructure needs and challenges. Working closely with county stakeholders, HDR helped the agency better understand the inventory and condition of its retaining wall assets to support ongoing investments, improve public safety, and optimize capital budgets. This consisted of defining asset objectives, performance measures, lifecycle activities, a financial plan, and implementation next steps. The asset management program was documented in the form of an AMP.

HDR employed a structured and collaborative approach, leveraging a combination of industry best practices, stakeholder engagement, and technical expertise. The project involved three overarching tasks including a review of the County's current retaining wall program, the development of the AMP, and the identification of implementation initiatives.

Through the development of the AMP, Hennepin County established clear objectives, performance metrics, and risk assessment protocols aimed at maintaining the long-term resiliency and functionality of the County's 1,292 retaining walls. This dynamic framework not only addresses immediate needs but also provides a roadmap for continuous improvement and adaptation, aligning with Hennepin County's strategic goals and priorities.

REFERENCE CONTACT: Stefanie Spanier - Bridge Program Coordinator | 612.596.0021 | stefanie.spanier@hennepin.us
PROJECT COST: \$224K

4. Ability to Meet Schedule & Budget Requirements

4.1. Budget & Scope Control

HDR is committed to delivering this project to be technically successful and fiscally responsible. Accordingly, project expenditures will be tabulated and monitored on a regular basis by Will Fuller, who will be responsible for taking corrective action should an issue arise. Communication between Will, Bill Kincannon, and Town staff will be frequent and ongoing throughout the project's duration, with both parties working together to share information and develop consensus before proceeding with key elements. Task leads will be engaged in up-front and periodic reviews to keep the project on track. Sometimes unforeseen events or needs develop which might require modification. Will will present and explain possible ramifications to project cost and schedule when potential work outside the project scope is discussed. No work modifications or additional work will be performed without prior Town authorization.

4.2. Schedule Control

HDR will prepare the schedule based on project tasks and milestone events, factoring in site exploration and testing, preliminary design, cost estimates, plan preparation, checking, client reviews, and quality reviews. The project will not be delivered until HDR's quality control process has been completed. Will is responsible for monitoring and managing the schedule and making any adjustments necessary. He will proactively communicate with the team and the Town to obtain responses to questions and reviews in accordance with the project schedule.

Company-wide, HDR utilizes a proprietary software product, called E-Business Suite (EBS), to actively manage and monitor project resource commitments, utilization, and availability. With instant reporting capabilities, the program is invaluable with aiding task and operational management in assessing workload, availability to meet project objectives, and in identifying available resources should the need arise.

PRELIMINARY MILESTONE SCHEDULE
We have created an initial timeline outlining major project milestones. The proposed timeframes are designed to be realistic, allowing for adequate time for thorough due diligence and robust quality control at each stage.

¹ Completion date dependent on sub availability and conditions.
² Completion duration dependent on conditional assessment results.

TASK	DURATION	MONTH 1	MONTH 2	MONTH 3	MONTH 4	MONTH 5	MONTH 6	MONTH 7
1.1 DATA GATHERING & REVIEW	0.5 Months							
1.2 STRUCTURAL CONDITIONS INVESTIGATIONS & ASSESSMENT ¹	1.5 Months							
1.3 GEOTECHNICAL INVESTIGATIONS & REPORTING (IF NEEDED)	1.5 Months							
2.1 DRAFT PRELIMINARY RECONSTRUCTION DESIGN AND COST ESTIMATE	4 Months							
2.2 DRAFT PRELIMINARY REPAIR DESIGN AND COST ESTIMATE ²	3.5 Months							
2.3 DRAFT PRELIMINARY DESIGN MAINTENANCE & REPAIR PLANS	2.5 Months							
TOWN REVIEW & COMMENTS	1 Month							
3.1 FINALIZE DRAFT PLANS	1 Month							

Any cost estimates provided by HDR will be based on the information we have, along with our experience and expertise as professional engineers. However, we do not control the costs of labor, materials, equipment, or services by others, nor how contractors set their prices or changes in the market conditions. Because of this, we cannot guarantee that proposals, bids, or actual costs will match our estimates.

4.3. Our Approach

PROJECT MANAGEMENT



Upon receiving the Notice to Proceed (NTP), our Senior Project Manager, **Bill Kincannon**, and Project Manager, **Will Fuller**, will meet with Town staff to gain a comprehensive understanding of your vision, project scope, objectives, budget, schedule, and the potential impact on external stakeholders. As a seasoned project manager with the ability to sign and seal plans in North Carolina, Bill will stay involved throughout the project to make certain the appropriate resources are allocated to maintain schedule and budget. He serves as a mentor to Will and can offer both technical and project management guidance, along with our team of experts throughout North Carolina and the United States. As Project Manager, Will shall develop a Project Management Plan (PMP) that encompasses an Operations Plan, Subconsultant Management Plan, Communication and Document Control Plan, Production Plan, and a QA/QC Plan. Located in Wilmington, he will use his coastal expertise and knowledge of coastal North Carolina to be the “boots on the ground” resource for the Town.

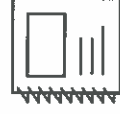
HDR is committed to maintaining open, transparent, and regular communication with Town staff. We will actively monitor and adjust the management plan as needed to consistently meet your expectations. All team members, including subconsultants, will adhere to the established project procedures and requirements, and all work will undergo compliance checks to meet these standards.



DATA AND CONDITIONAL INVESTIGATIONS

Meteorological and oceanographic data collection will begin immediately following NTP. Conditional investigations will be scheduled and results will be shared with the Town upon completion. Collins Engineers of North Carolina PLLC will perform any required submerged inspections while HDR staff will complete the remaining inspections. For this preliminary design phase, HDR's Marine Structures Lead **Luke Cressman**, will oversee a team performing subaerial inspections sufficient for preliminary design.

If the Town selects the repair option and moves the project into final design, HDR would then deploy bridge inspection staff to perform a full level 3 conditional assessment. McKim & Creed has been reserved for hydrographic and/or topographic survey collection and Catlin has been reserved for any geotechnical borings. In an effort to reduce preliminary phase project costs, HDR does not intend to require new surveys, the full subaerial assessment, or the geotechnical borings until the start of the final design phase.



DRAFT PRELIMINARY PACKAGE

The drafting of the design plans for the repair and reconstruction options will be led by Luke and begin directly following data collection and conditional assessments. HDR will consider all available technologies for repair options, including state-of-the-art techniques for rehabilitating the timber pilings and using top-down construction methods often employed during bridge maintenance and construction projects. For both the repair and reconstruction options, HDR will make certain that the Town's requirements and preferences are reflected as much as possible in the designs (such as performance longevity, amenities, ADA compliance, aesthetics, etc.). The design team will coordinate with the asset management, led by **Chip Knowlton**, and the cost estimation team, led by **Harold McCants**, allowing for maintenance lifecycle plans and cost estimations to be developed and delivered concurrently with the design plans.

TOWN REVIEW AND PRELIMINARY PACKAGE FINALIZATION



Following the drafting of the preliminary deliverables, HDR will submit a draft report to the Town for review and comment. HDR will address any feedback given by the Town and then deliver a finalized preliminary design package containing the preliminary design plans, their associated lifecycle maintenance plans and cost estimations, and any engineer's recommendations the Town requests.



NEXT STEPS - GRANTS & PERMITTING

If requested, HDR's grants team, led by **Kiernan Malestky**, can review the North Carolina Public Beach and Coastal Waterfront Access Fund Grant and the North Carolina Parks and Recreation Trust Fund (PARTF) Grant awarded to the Town for the pier project, along with any potential additional grants the Town has secured.

Our Environmental Compliance and Permitting Advisor **Vickie Miller**, can offer guidance on preparing for the CAMA permit process that will eventually be needed. This guidance focuses on the required coordination with regulatory agencies and preparing necessary information and materials to set the foundation for the permit application.

Thank you for reviewing our qualifications. We are excited about the opportunity to partner with the Town to bring the Pier Complex back to life, creating a vibrant space that reflects the community's unique charm and fosters lasting connections for residents and visitors alike.

EXHIBIT A

Execution Page

By executing this Request for Qualifications ("RFQ"), the undersigned Vendor certifies that this response is submitted competitively and without collusion, that none of its officers or directors has been convicted of any violations under Chapter 78A of the North Carolina General Statutes (the North Carolina Securities Act), the Securities Act of 1933 or the Securities Exchange Act of 1934, and that it is not an ineligible vendor as set forth in N.C.G.S. § 143-59.1.

As required under N.C.G.S. § 143-48.5, the undersigned Vendor certifies that it, and each of its sub-contractors, if any, for any contract awarded as a result of this RFQ, complies with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes, including the requirement for each employer with more than 25 employees in North Carolina to verify the work authorization of its employees through the federal E-Verify system.

Proposals will be evaluated to rank the responding vendors in order of their qualifications and competence following which the Town will attempt to negotiate a fair and reasonable contract price with the best qualified vendor.

The failure to execute/sign this response prior to its submittal shall render the response invalid such that it will be rejected. Late responses shall not be considered.

Vendor: HDR Engineering, Inc. of the Carolinas

Street Address: 101 N 3rd Street, Suite 201

City, State, and Zip: Wilmington, NC 28401

Mailing Address: 101 N 3rd Street, Suite 201

City, State and Zip: Wilmington, NC 28401

Federal ID No. or Social Security No.: 470680568

Name/Title of Person Signing on Behalf of Vendor: Jonathan R. Henderson, PE, SVP - Area Manager

Signer's Telephone No.: 919.232.6617

Signer's Mobile No.: 919.302.9399

Signer's Email Address: Jonathan.Henderson@hdrinc.com

Date: 11/19/2024

Vendor's Authorized Signature:



EXHIBIT B

Name of Vendor: HDR Engineering, Inc. of the Carolinas

The undersigned hereby certifies that [check all applicable boxes]:

- ☒ Vendor is in sound financial condition.
- ☒ Vendor has no outstanding tax or judgment liens.
- ☒ Vendor is current in all amounts due for payments of federal and state taxes and required employment-related contributions and withholdings.
- ☒ Vendor is not the subject of any current litigation or findings of non-compliance under federal or state law.
- ☒ Vendor has not been the subject of any past or current litigation or findings in any past litigation which may impact in any way its ability to perform its obligations under an agreement resulting from this procurement process.
- ☒ The undersigned is authorized to make the foregoing statements on Vendor's behalf.

If one or more of the foregoing boxes is NOT checked, please set forth the reason in the space directly below.



Signature

11/19/2024

Date

Jonathan R. Henderson, PE, SVP - Area Manager

Printed name and title



EXHIBIT C

Pursuant to N.C.G.S. § 143-64.31, the Town invites and encourages participation in this procurement process by businesses owned by minorities, women, disabled, disabled business enterprises, and non-profit work centers for the blind and severely disabled. This includes utilizing subcontractors to perform any required functions set forth in this RFQ. Any questions concerning NC HUB certification may be directed to the North Carolina Office of Historically Underutilized Businesses at (984) 236-0103 or huboffice.doa@doa.nc.gov.

1. Is Vendor a Historically Underutilized Business? Yes **No**
2. Is Vendor certified with North Carolina as a Historically Underutilized Business? Yes **No**

If so, state HUB classification: _____



Signature

11/19/2024

Date

Jonathan R. Henderson, PE, SVP - Area Manager

Printed name and title