

team dtc

**Planning/ Design &
Implementation of
Northeast Section of
Bluff Point to Preston
Tri-Town Trail**

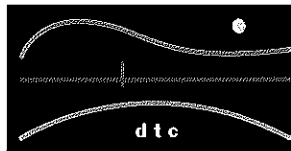


Submitted to:
MAYOR'S OFFICE
741 COLONEL LEDYARD HIGHWAY
LEDYARD, CT 06339

MARCH 19, 2014



Diversified Technology Consultants
Hamden, CT Andover, MA



March 19, 2014

Mayor's Office
741 Colonel Ledyard Highway
Ledyard, CT 06339

Subject: Planning/Design & Implementation of Northern Section of Bluff Point to Preston Tri-Town Trail

Dear Selection Committee:

Diversified Technology Consultants (DTC), in association with Alta Planning + Design (APD), and Tavella Design Group (TDG) have come together to assist the Town to provide a holistic and creative approach that integrates our diverse scientific and technical disciplines with the art and creativity of planning, design, place-making and community building in the form of the Northern Section of the Bluff Point to Preston Tri-Town Trail.

Our team is made up of local experts who have been working in the State of Connecticut for over two decades and a National trail and greenway expert.

Our team members provide:

- Expertise in building public consensus
- National Expertise in Trail and greenway planning and design
- In-depth knowledge of working with property owners and utility companies to obtain access to privately held lands.
- Experience in forming friends groups for maintenance and facility oversight.
- Familiar with coordinating with local utilities.

The Northern Section of Bluff Point to Preston Tri-Town Trail is an exciting opportunity for the Southwest Region of the State that lacks this type of facility. As we have seen across the Country these types of projects can have a profound economic impact on a community and or region.

Effective communication is critical to the success of this project; our talented Team understands how to effectively communicate the implications of short-term and long-term costs and benefits of such an undertaking.

Our team consists of:

Diversified Technology Consultants – will be the Prime consultant for this project. DTC is a Connecticut-based full-service engineering firm that will provide Project Management, Engineering and Environmental Permitting of the project.

Information contained in this document is proprietary and confidential and may not be disseminated to any party other than the intended recipient without the written consent of Diversified Technology Consultants.

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www.teamdte.com

Mayor's Office
March 19, 2014
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Alta Planning + Design – is a nationally recognized expert in the planning and design of Greenways and Trails will focus on the community outreach and conceptual design through design development of the trail and alignment.

Tavella Design Group – A landscape architectural firm located in Connecticut who is known nationally for their community building and sustainable design techniques. Will be responsible for identifying and developing place making strategies to bring out the community character in the design of this trail.

We have also aligned with **Martin Survey Associates** and **Clarence Welti Associates** to provide their extensive expertise in land survey and geotechnical engineering services. DTC has aligned with these firms on several successful assignments.

We are confident that we can bring success to the study and design of the Northern Section of Bluff Point to Preston Tri-Town Trail. The attached proposal further illustrates our expertise and qualifications. We request the opportunity to interview with you and your committee to further discuss our approach; your needs, and how we can better assist you.

Please contact me if you have any questions, need additional information, or would like to meet with our team. We look forward to the opportunity to work with the Town of Ledyard on this project.

Sincerely,



A. Graham Curtis, PE, LEED® AP
Chief Operating Officer

Diversified Technology Consultants, Inc.

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DTC OVERVIEW



Diversified Technology Consultants (DTC), founded in 1979, is one of the Northeast's largest, privately owned design consulting firms. DTC's corporate headquarters is located in Hamden, Connecticut, with a regional office in Andover, Massachusetts.

The firm provides comprehensive consulting design services for all aspects of site and building design, including:

- civil and site engineering
- landscape architecture
- urban and environmental planning
- sustainable design
- transportation and bridge design
- structural engineering
- mechanical engineering
- electrical engineering
- plumbing and fire protection
- construction administration

DTC clients include both public and private entities in diverse market sectors, including:

- education
- healthcare
- government
- industry
- housing
- business

DTC's staff of professionals is backed by a strong management team and sophisticated computing capabilities supporting advanced CADD/BIM, GIS, scientific modeling, and graphic visualization. DTC is the recipient of numerous design and civic awards.

A leader in providing multi-discipline consulting services, DTC interfaces with teams of architects, engineers, urban planners, financing experts, subcontractors and specialty service providers to realize building projects. These teams plan and implement innovative and cost effective solutions for a variety of engineering and project management challenges.

DTC combines farsighted strategy with creative technical solutions to provide value-added programs for demanding clients throughout New England and across the U.S.

Fort Trumbull River Walk

New London, CT



Project Scope Development of Master Development Plan
DTC Role Prime Consultant
Project Cost \$15 Million
Owner/Client New London Development Corporation (NLDC)

Project Overview

The Riverwalk provides some of the most outstanding views of the New London and Groton waterfronts. Circular nodes have been designed into the project to provide points for pedestrians to stop and view key areas along the Thames River or view historical maritime elements. These nodes frame views to Downtown New London, views across the Commercial Wharf to Fort Griswold in Groton, and views to Downtown New London and the Gold Star Bridge. Other nodes highlight an historical anchor and the Merchant Marine Monument. These nodes will all be locations for future interpretive signage.

The overall Riverwalk layout and the materials used on the Riverwalk were chosen with durability and ease of maintenance as a major criteria. The other criteria was to select materials and site amenities such as lights, benches and trash-litter receptacles that are consistent with the New London Downtown Waterfront Park.

The Riverwalk pavement is slated to be scored concrete. Other pavement treatments are concrete unit pavers which are used as a banding along the concrete sidewalks on East Street and as a circular ring around the concrete pads at 3 of the 6 nodes. Bituminous roadway pavement will be used for that section of the Riverwalk in the easement at the Commercial Wharf so that vehicular traffic may pass over to the wharf.

Selected plant material was chosen for its durability and sustainability with minimal maintenance, its tolerance of seaside conditions, its compact height (in the case of shrubs) to maintain views and its textural variety and seasonal color. Tree varieties include Thornless Honey Locust and Little-leaf Linden, both of which are currently used in Downtown New London. Water spigots will be provided at the southern end of the Riverwalk for irrigation needs.

Environmental factors which needed to be addressed included coastal wetlands and brownfields issues. Currently the Riverwalk site is undergoing environmental remediation work. The area was previously the site of Castle Oil Company and thus the soil contains contaminants from seepage of oil and waste materials. A Coastal Area Management (CAM) has been reviewed by DEP Office of Long Island Sound Programs (OLISP) approved by the New London Planning & Zoning Commission.



Lake Street Streetscape Improvements

Harrison, New York



Project Scope Streetscape Improvements and Construction Engineering and Inspection
DTC Role Prime Consultant
Project Cost \$6,000,000 construction
Owner/Client Town of Harrison, NY

Project Overview

DTC completed the design as well as the construction engineering and inspection of approximately ¼ mile of Lake Street from Madison Street to Veteran's Memorial Drive in Harrison, New York.

The project involved widening the sidewalk and shifting Lake Street to the west. Lake Street is presently a two-lane, two-way street with parking on the east side. John A. Passidomo Park lies on the west side of Lake Street. Commercial establishments including shops and restaurants as well as a four-bay fire station are on the east side. Because of the fire station in the center of the project, maintenance and protection of traffic was of paramount importance. Staged construction plans were developed to provide access at all times to a minimum of 2 bays of the fire station. Due to periodic flooding of the area, significant drainage improvements were incorporated into the project. The project also included a significant streetscape aspect. This consisted of stamped concrete sidewalks, benches, flush tree planters, raised planters, and the placement of all utilities underground throughout the area of construction, and a stamped concrete plaza area in front of the fire station.

The construction cost was approximately six million dollars including all utility relocations.



Sherwood Island State Park

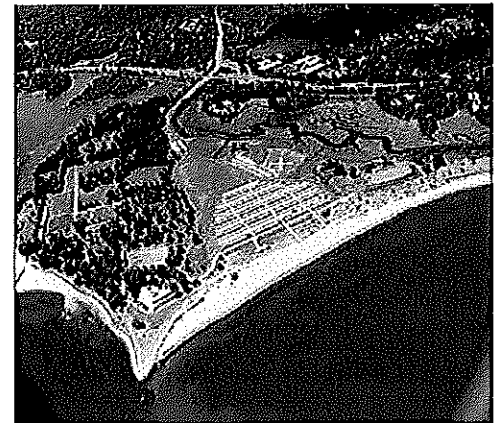
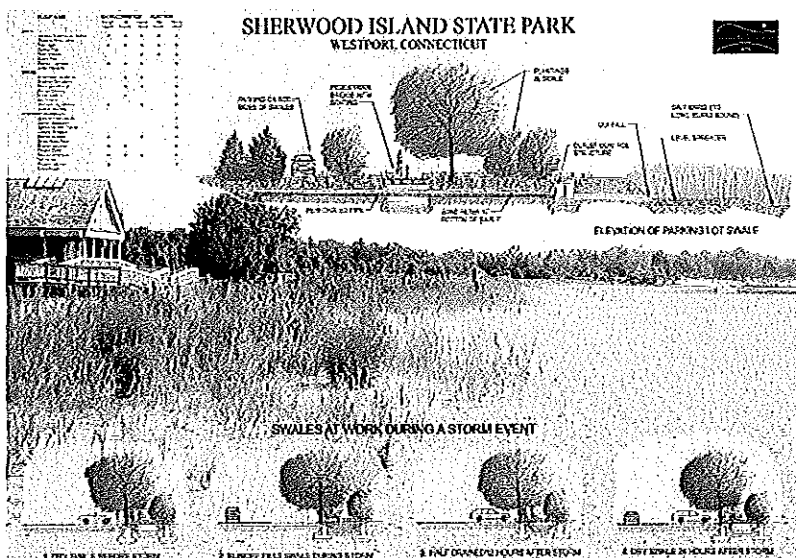
Westport, CT



Project Scope	Design of innovative, environmentally sensitive parking lots and permitting.
DTC Role	Consultant
Project Cost	\$3.5 Million
Owner/Client	Connecticut Department of Construction Services (DCS), 165 Capitol Avenue, Hartford, CT

Project Overview

DTC provided survey, environmental, landscape architecture, site design and construction administration services for improvements to this 234-acre State beach park. The project included the redesign of the entry control complex to accommodate an increase from two to four ticket booths, the siting of a new prototypical aerobic composting, restroom facility and related entry roadway widening to accommodate peak-demand traffic volumes. Additional pavement also provided dedicated lanes for safe movement of vehicular traffic, with a new bicycle path leading to the main pavilion. Coupled with these circulation improvements was the upgrading of a 2000-car parking area. An innovative solution was designed to provide safe groundwater recharge through a porous paving system. Generous, biofiltering landscaped parking medians using indigenous plants will provide visual and climactic relief and serve as natural channels to collect surplus runoff. As part of its expanded scope, DTC coordinated the permit approvals process among the various regulatory agencies -- Connecticut Department of Transportation (ConnDOT), Connecticut Department of Environmental Protection (CT DEP) and the Office of Long Island Sound Projects (OLISP) -- governing this environmentally sensitive coastal setting.



Bishop Woods School

New Haven, CT



Project Scope	Civil Engineering and Environmental Services
DTC Role	Sub-consultant
Project Cost	\$31,000,000
Architect	JCJ Architecture

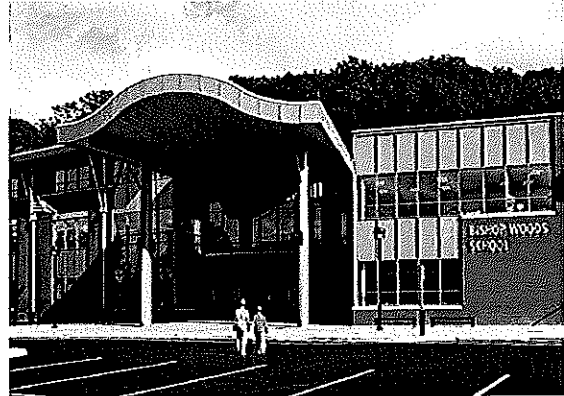
Project Overview

DTC provided civil and environmental services on the team with JCJ Architecture, Inc. for the new Bishop Woods School in New Haven, CT. The school is a Pre-K-8 facility that is located on the existing site of the old Bishop Woods K-4. The school site is located adjacent to the Bishop Woods Bird Sanctuary, a 20 acre forested hill that provides a dramatic back drop to the school. The new building is set into the hill, with 3 stories facing the front and 2 stories facing the rear. A third floor outdoor rooftop observation area allows the students to have visual access to the natural environment as well as the green roof. The building takes advantage of day-lighting throughout, bringing natural light into all teaching spaces and corridors. The building is designed within the criteria of high performance standards for increased educational performance. The design team is working closely with the building committee, which is made up of teachers, administrators, parents, neighbors and various community members, to achieve a school design that reflects the diverse needs of the city.

DTC worked on the environmental services portion of this project where they completed a Phase I Environmental Site Assessment and a Phase II Environmental Site Assessment to assess the possible presence of soil and groundwater contamination at the site. During development of the construction plans for the new building, DTC will prepare plans and specifications for site remediation and our facilities group designed the Passive Radon Venting System. After this stage, DTC provided Site Remediation Oversight and documentation services that was performed concurrent with site construction.

DTC's subcontractor performed a Hazardous Building Materials assessment, primarily to assess the presence of asbestos-containing materials and lead based paint within the school building. DTC's subcontractor developed hazardous building materials abatement plans and specifications which were incorporated into the construction documents and perform Hazardous Building Materials Abatement Monitoring services prior to demolition of the existing building.

EPA Energy Star Award Winner 2008.



Campbell Avenue Streetscape and Pavement Improvements

West Haven, CT



Project Scope	Designing Streetscape and Pavement Improvements and Construction Engineering & Inspection
DTC Role	Consultant
Project Cost	\$5,470,000 construction
Owner/Client	City of West Haven, CT

Project Overview

DTC designed streetscape and pavement improvements to Campbell Avenue from Brown Street to U.S. Route 1 (Orange Avenue), a distance of approximately 9,500 feet, for the City of West Haven.

The existing road is nominally 40 feet wide with occasional wider sections for bus stops. Adjacent properties are commercial and residential. The West Haven campus of the Veterans' Administration Medical Center and University of New Haven abut Campbell Avenue. The majority of the roadway pavement is in fair condition. However some areas exhibit alligator cracking. Since alligator cracking is generally a result of poor base material, full depth reconstruction will be required in these areas. The remainder of Campbell Avenue will be milled and overlaid.



Streetscape improvements will consist of installing or replacing the concrete and stenciled sidewalk, concrete curb, benches, street trees, signing, lighting and trash receptacles.

This project includes survey, design, traffic circulation study, construction documents, bidding phase services and construction engineering and inspection services.



DTC is currently providing construction engineering and inspection services. Construction is anticipated to be completed December 2014.

Repair of City-Owned Seawall and Bike Path due to Hurricane Sandy

West Haven, CT



Project Scope	DTC is providing engineering services to prepare plans and documents to repair the city structures damaged by Storm Sandy
DTC Role	Prime
Project Cost	\$500,000
Owner/Client	City of West Haven, CT

Project Overview

The City of West Haven selected DTC to provide program evaluation and full service engineering services for the preparation of plans and documents to repair city structures damaged by Storm "Sandy" in accordance with FEMA funding guidelines and provide construction administration services.

It appears that the different types of damage are:

Oak Street to Bradley Point (approximately ½ mile)

- Undermining of Concrete Bench Pads
- Loss of Bituminous Bikeway
- Erosion behind the bikeway / loss of turf
- Loss of Split Rail Fences and Trees
- Degradation of the dunes
- Erosion of the Embankment and Loss of Armoring
- Pocket Erosion on the backside of the seawall

South Street to Trumbull Street (approximately ¾ mile)

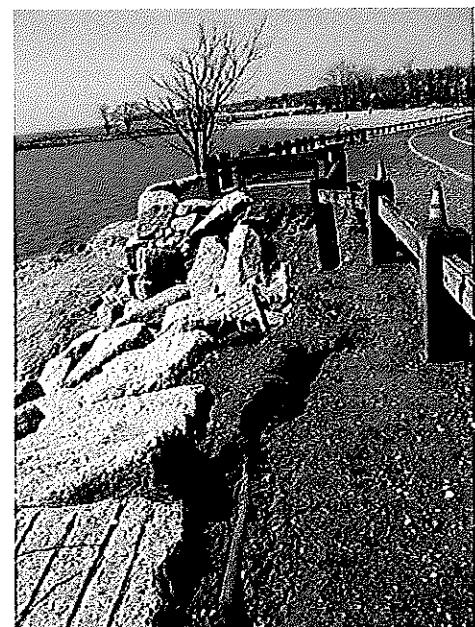
This area is characterized by granite block armoring adjacent to the ocean abutting a seawall of various types and heights throughout. Through this area the seaward side received no apparent damage except for the first property closest to South Street. The damage can be summarized as:

- Various degrees of erosion and loss of surface material behind the wall throughout the length
- Loss of the Seawall at the first property (overall length approx 110 feet x 8-10 feet high)
-

Additional Area (Adjacent Parking Lot to the North)

This area, believed not previously identified by FEMA also sustained damage as a result of Storm "Sandy" as follows:

- Erosion and loss of armor of the embankment in front of the parking lot
- Loss of handrails at two sets of steps from the parking lot to the beach



North Haven Center Streetscape

North Haven, CT



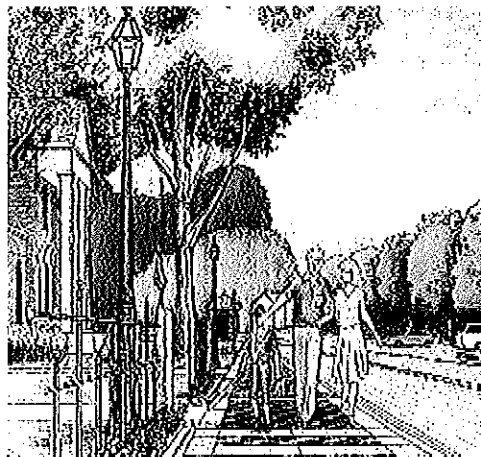
Project Scope Master Plan for the reconstruction of a streetscape and public parking areas.
DTC Role Consultant
Project Cost \$567,000
Owner/Client Town of North Haven, North Haven, CT

Project Overview

The Town of North Haven retained the services of Diversified Technology Consultants (DTC) to develop a master plan for the reconstruction of the streetscape and public parking areas surrounding the Town's municipal facilities in the town center. The Town Center is situated on the historic town green and is comprised of a mixture of attractive municipal, religious, commercial and residential buildings. Most of these buildings have interesting and/or historical architectural style.

The 10-acre project area includes one mile of street frontage. The goals and objectives of the project were to create a unified image and sense of place; improve the appearance and usability of the walks, streets and surrounding public spaces; reduce conflicts between pedestrians and vehicles and improve traffic flow; encourage continued private investment in aesthetic and cultural improvements; and retain and attract business vital to the Town Center and the surrounding North Haven commercial district.

DTC analyzed existing conditions and influences, developed a program and prepared a cohesive plan that is respectful of the unique conditions and visual characteristics of the North Haven Town Center. A color brochure of the project was then prepared by DTC for presentation to Town officials and the public to obtain their feedback, insights and preferences and to assist the town with its fund-raising efforts.

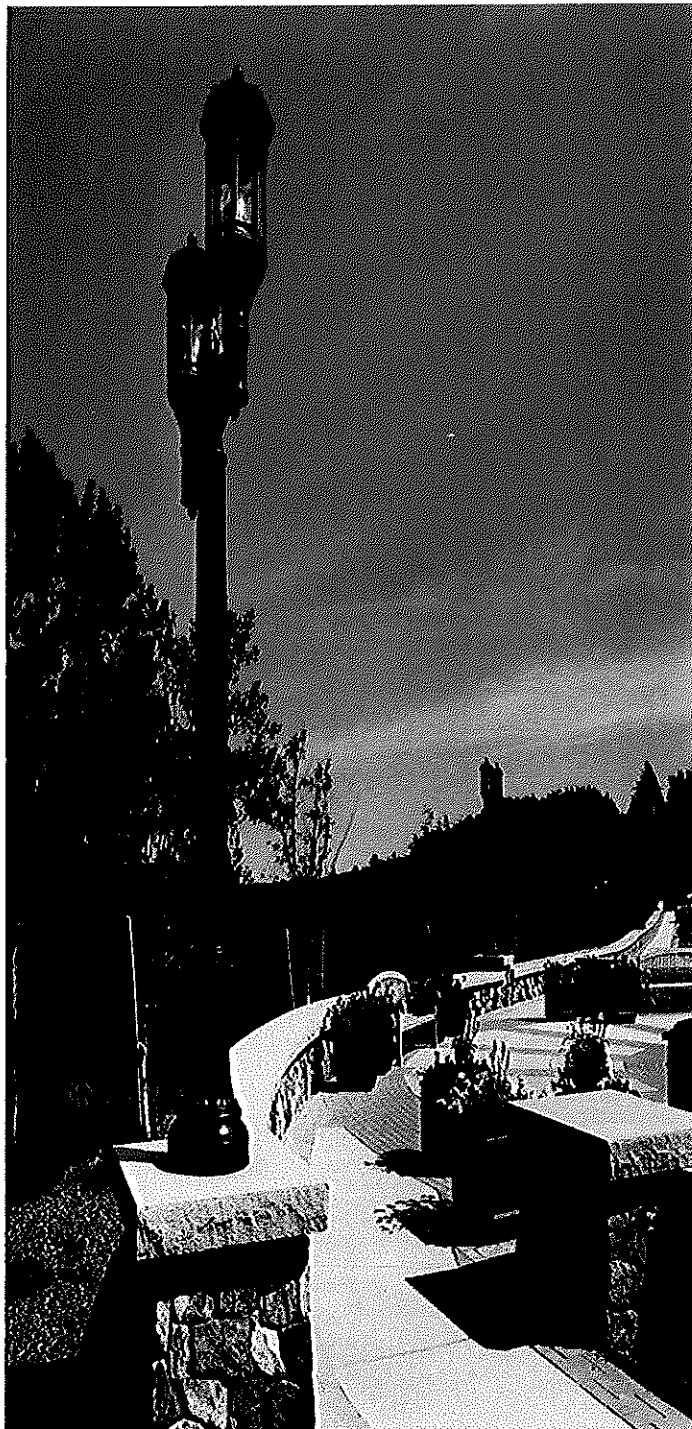




Tavella Design Group, LLC

Landscape Architects & Planners

Firm Profile



Tavella Design Group, LLC was created to provide our clients with sustainable site solutions without compromising on quality, design and creativity. We have brought together some of the most creative and technical professionals help us provide creative Designs solutions.

Practice Areas

- ♦ Feasibility Studies
- ♦ Residential
- ♦ Parks and Public Landscapes
- ♦ Downtown Revitalization
- ♦ Urban Design
- ♦ Campus Planning
- ♦ Landscape Architecture
- ♦ Development Plans
- ♦ Maintenance Plans

Our Commitment to You

In creating compelling designs that respect history, culture, community and the environment, the **Tavella Design Group, LLC** is dedicated to timely and cost effective services that meets the client's specific project needs.

Contact Us

Tavella Design Group, LLC
414 Sycamore Lane
Orange, CT 06477
Phone 203-410-1940
E-mail ttavella@tavelladesigngroup.com
Web www.tavelladesigngroup.com



Landscape Architects & Planners

City of Waterbury Park and Recreation Master Plan

Waterbury, CT

As the Project Manager of the Waterbury Parks and Recreation master Plan Thomas R Tavella, FASLA worked with his team to evaluate Waterbury's 540 acres of Park Land.

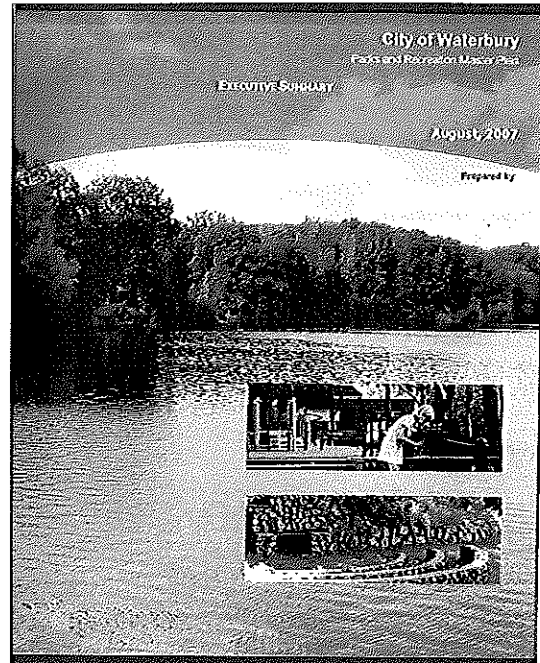
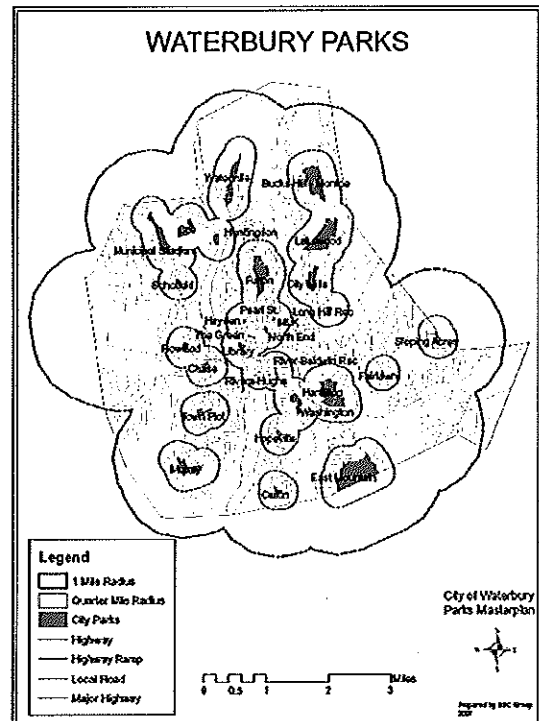
The team visited all the parks to inventory the existing conditions that included;

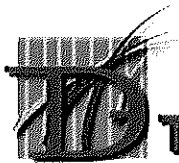
- Park Use
- Playground and Equipment
- Athletic Facilities
- Drainage Systems
- Path Systems
- Historic Features
- Utilities
- Structures and Buildings
- Parking facilities
- Roadway conditions
- Neighborhood Connectivity
- Security
- Site furnishings
- Neighborhood Service
- Opportunities for Growth

With a solid foundation of analysis the team met with all the neighborhoods and Stake holders to develop Master plan that reinforced the City's commitment to its park system that represents an investment in the community and its residents that;

- Strengthens community bonds
- Provides Economic Stimulus
- Increases Property Values
- Embraces Environmental Preservation

* Project services performed while at the BSC Group.





Tavella Design Group, LLC

Landscape Architects & Planners

Bedford Middle School &

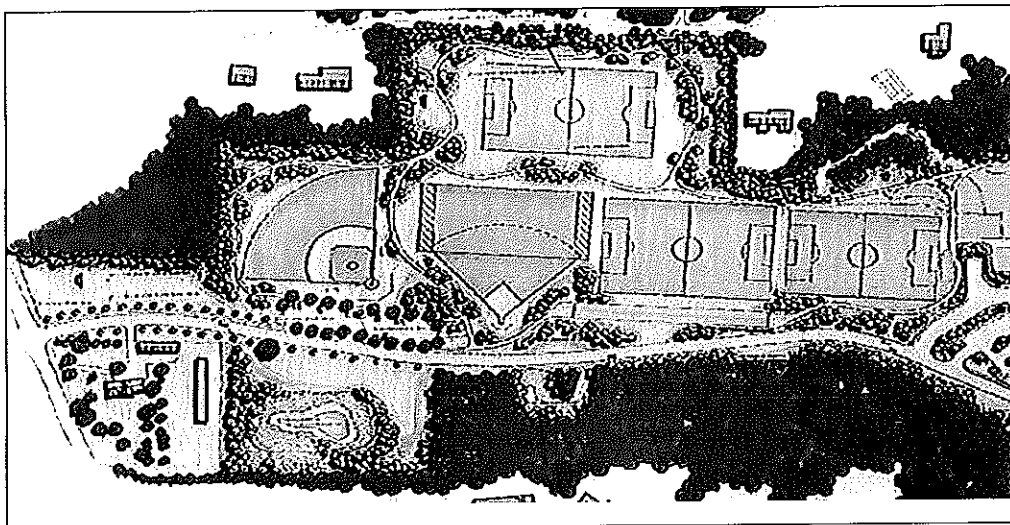
Wakeman Park

Westport, CT

As the Landscape Architect in charge of the project, Thomas R Tavella, FASLA designed and permitted the improvements for the new Bedford Middle School and Wakeman Park in Westport CT. Work included all site design for the school and the adjacent Wakeman Park. Positioning of the new middle school and layout of the vehicular and pedestrian travel way concentrated on pedestrian and vehicular separation, including separate parent and bus drop-off zones. To encourage students and teachers to be part of the landscape, we incorporated an outdoor class room with butterfly and humming bird gardens and a courtyard where student could have a quiet place to study.



Wakeman Park was designed to take advantage of the existing soccer and football fields while incorporating additional soccer, softball and baseball fields. A walking track was incorporated throughout the site providing residence with multiple loops of varying distances. Native plantings and habitat enhancing planting plans were incorporated to enhance the native environment that surrounds the school and park.





Tavella Design Group, LLC

Landscape Architects & Planners

Route 31 Coventry Village Streetscape Improvements

Coventry, CT

Thomas R Tavella, FASLA was the lead designer for the Town of Coventry on their downtown enhancement project which consists of two major components. The first element is Main Street reconstruction a part of ConnDOT's pilot Context Sensitive Solutions (CSS) project under the Federal Highway Administration's (FHWA) CSS program. The second component is building façade improvement and signage study for the Village and Gateway districts, funded by the Small Town Economic Assistance Program (STEAP), administered by the state Office of Policy and Management.

Context Sensitive Design. FHWA initiated this program to help State DOT's design new or reconstructed roads that are more sensitive to their environment or "context." This project reconstructs a section of State Route 31, the main artery through Coventry Village's historic district. Working closely with Conn DOT, the Town's agencies and the larger Coventry community, Tavella prepared roadway design alternatives that addressed safety issues, provided a continuous sidewalk the entire length of the project, solved some longstanding drainage issues, and proposed areas for special "gateway treatments" to enhance the village's aesthetics.

Public Participation. After incorporating review comments and refining the streetscape design, the project was presented at a public information meeting. Using a computer animation of the roadway, the details of the streetscape improvements could be clearly seen from a drive-through perspective. Coventry residents enthusiastically received the final results as they were virtually driven down the improved Main Street.



* Project services performed while at the BSC Group.





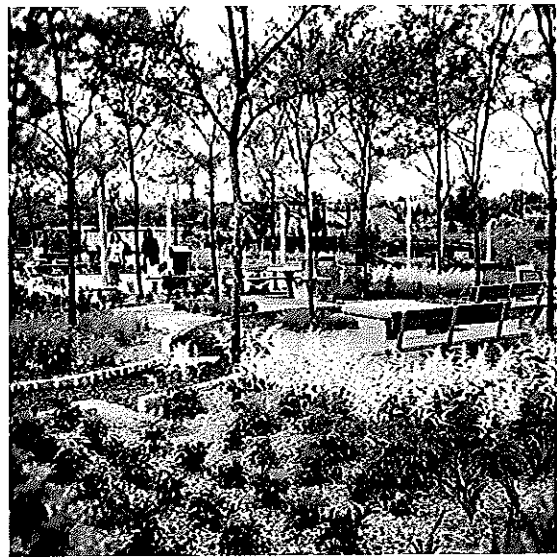
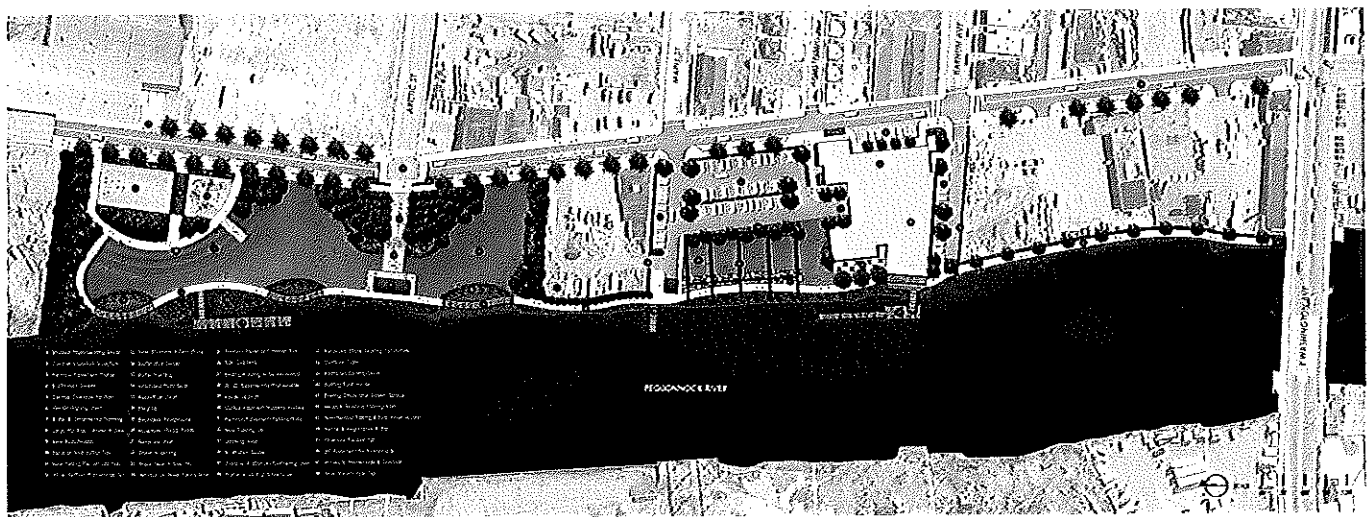
Tavella Design Group, LLC

Landscape Architects & Planners

Knowlton Street Park

Bridgeport, CT

As the Lead Designer and Project Manager TDG managed a collaborative effort to convert a vacant brownfield, junk yards and blighted warehouses into a greenway with improvements including both active and passive recreation. The river-way will also provide a direct and inviting pedestrian link between the City's Eastside neighborhood and the Downtown.





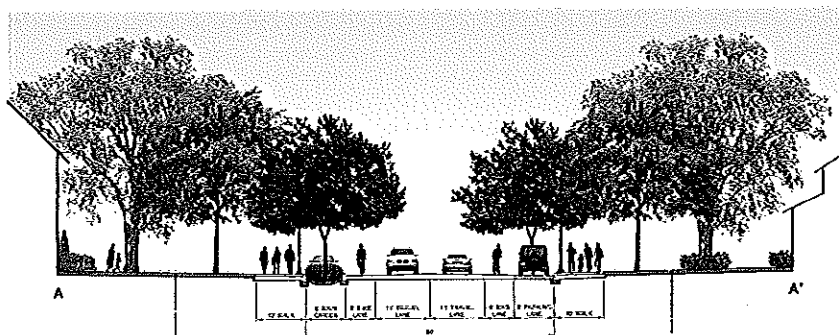
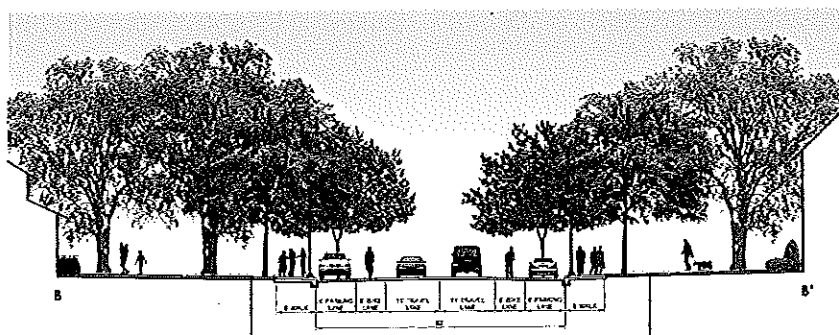
Tavella Design Group, LLC

Landscape Architects & Planners

Park Avenue Complete Street

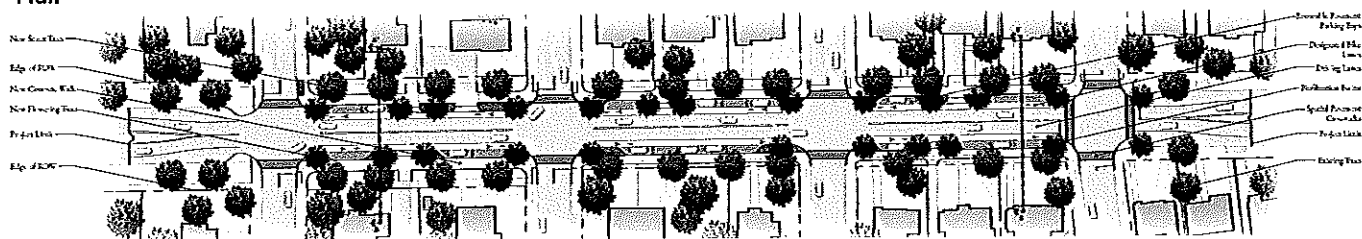
Bridgeport, CT

Sections

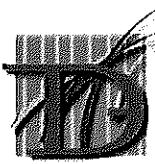


Tom Tavella was the project manager and Lead designer for design of the Park Avenue complete street in Bridgeport, CT. The designs address the transportation needs of all user types while storm water is managed through green infrastructure.

Plan



A wide residential street is revamped to include bike lanes, pervious pavement parking bays, biofiltration basins, textured crosswalks, new street trees and wider sidewalks



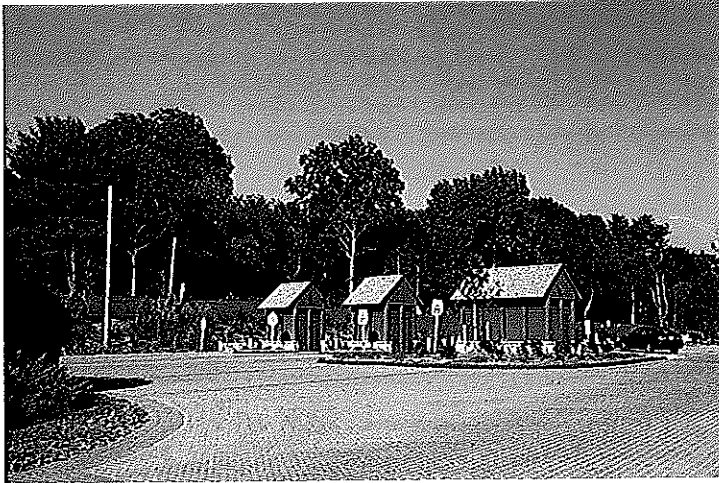
Tavella Design Group, LLC

Landscape Architects & Planners

Sherwood Island State Park
Westport, CT

AWARDS
2002

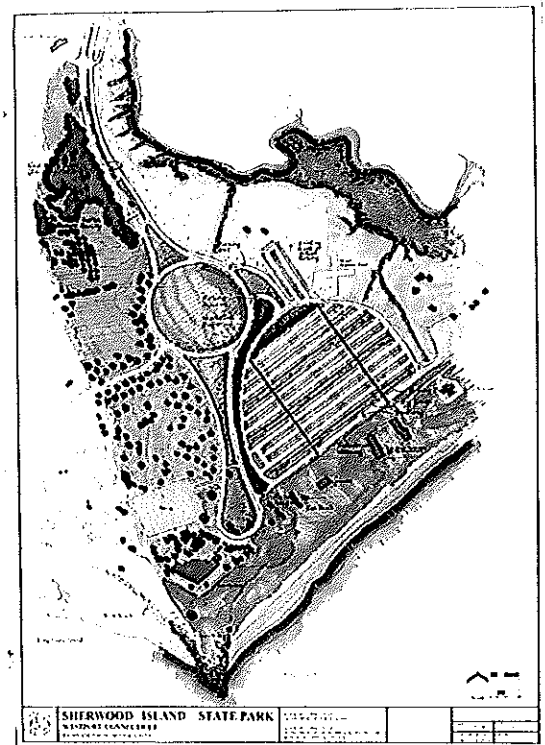
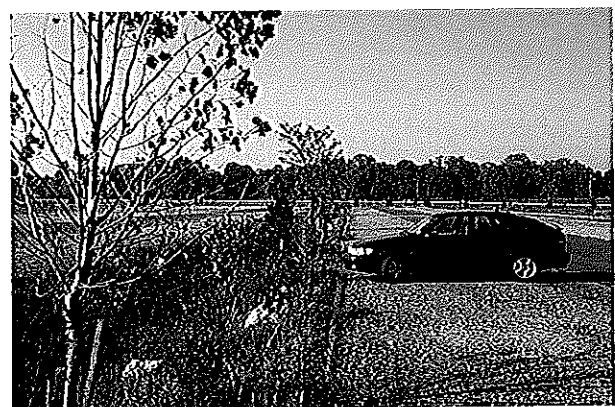
CTASLA Merit Award
Built Work



As Project Manager Thomas R Tavella, FASLA, LEED®AP, Worked with the State of Connecticut Department of Public Works, the Department of Environmental Protection State Parks, and the Office of Long Island Sound Programs in the development of a for development of 2,000-car parking lot, new access road and ticket booth Plaza using innovative drainage design to minimize the effects of a on the existing sensitive tidal marsh and wetlands.

Porous pavements were used at the ticketing Booth plaza to eliminate the need for traditional storm water management techniques, while encouraging ground water recharge.

With a high water table Biofiltration swales were used to capture and clean the first flush of a storm event prior to discharging into regulated areas. Native plantings were used through out the site to reduce the need for irrigation and tolerate the harsh marine environment.





Alta Planning + Design

Alta Planning + Design is North America's leading multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Founded in 1996, Alta has grown to over 100 staff in numerous offices across North America and an international workload. Alta's mission is to create active communities where bicycling and walking are safe, healthy, fun, and normal daily activities.



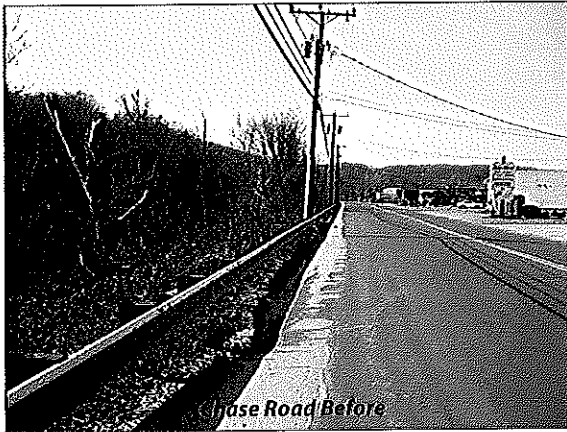
Greenways and Urban Trails

Alta is well established as the nation's leading firm specializing in the planning and design of trail and pathway facilities and systems, and has completed, planned, designed, and implemented more than 8,000 miles of bikeways, walkways, and trails. Alta has completed dozens of North Carolina trail and pathway projects, providing services ranging from master plans to construction documents. Alta is experienced with addressing all the technical and community issues and objectives associated with urban pathways and regional trails, and ensuring that applicable standards are met, the intended users are well-served, and conflicts and impacts are avoided. Alta provides complete planning services, including design, alternatives analysis, environmental documentation, property acquisition strategies, maintenance and management plans, and funding strategies.

Bicycle and Pedestrian Transportation Planning

Our approach to transportation planning integrates expert planning, design, economics, and land use to create opportunities for people to choose bicycling and walking for recreation and transportation. Our experience includes more than 500 bicycle and pedestrian master plans nationwide, ranging from cities to counties and regional governments throughout the United States. Our planning process includes conducting extensive field work on bicycle and on foot, engaging residents and stakeholders through walking and bicycling tours, and documenting existing conditions and needs through easily-readable maps, photographs, and narrative discussion. Other key tasks include developing short- and long-term project and program recommendations, identifying traditional and innovative funding strategies, preparing development code language to leverage improvements through new development, and developing implementation plans to clearly map where communities should focus their investments first.

Waterbury Naugatuck River Greenway, CT



With Fuss & O'Neill as sub-consulting engineers, Alta Planning + Design was the prime consultant for the seven-mile urban greenway feasibility and routing study along the Naugatuck River through Waterbury. Adopted in early 2010, the project established a recommended route for bicycle, pedestrian, and trail access through the city, including shared-use path and on-street spur connections, along with proposed parks and paddle craft access points at strategic locations along the river. Key challenges for the Study included integrating trail-oriented development strategies, coordination with the redevelopment of former industrial and commercial properties, and creating opportunities with limited available publicly-owned land along the river. The adopted study was funded with a grant from the local United Way chapter, and greenway development funding has been secured through federal funding and is ongoing.

**** Winner of the 2010 Connecticut Chapter of the APA Public Service Award ****

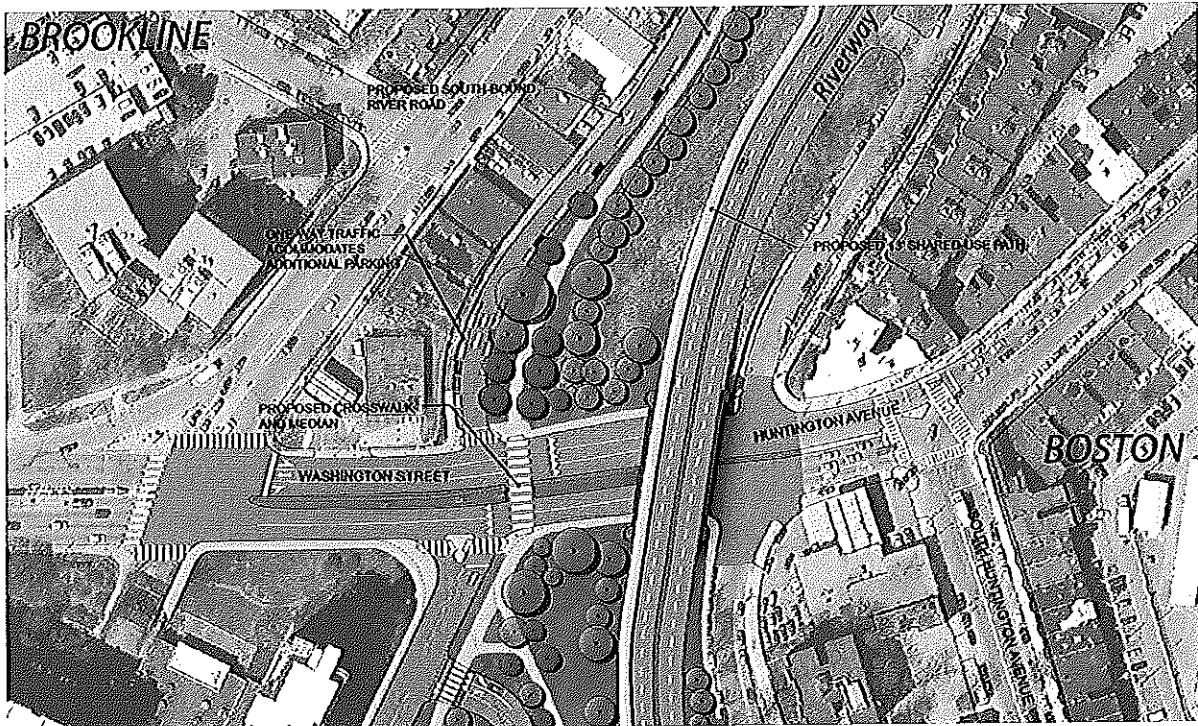
Client: Waterbury Development Corporation

Contact: Kathy McNamara, City of Waterbury Grants Administrator, (203) 573-5871,
kmcnamara@waterburyct.org

Year: 2009

Contract Amount: \$ 157,850

Brookline Emerald Necklace Connections, MA



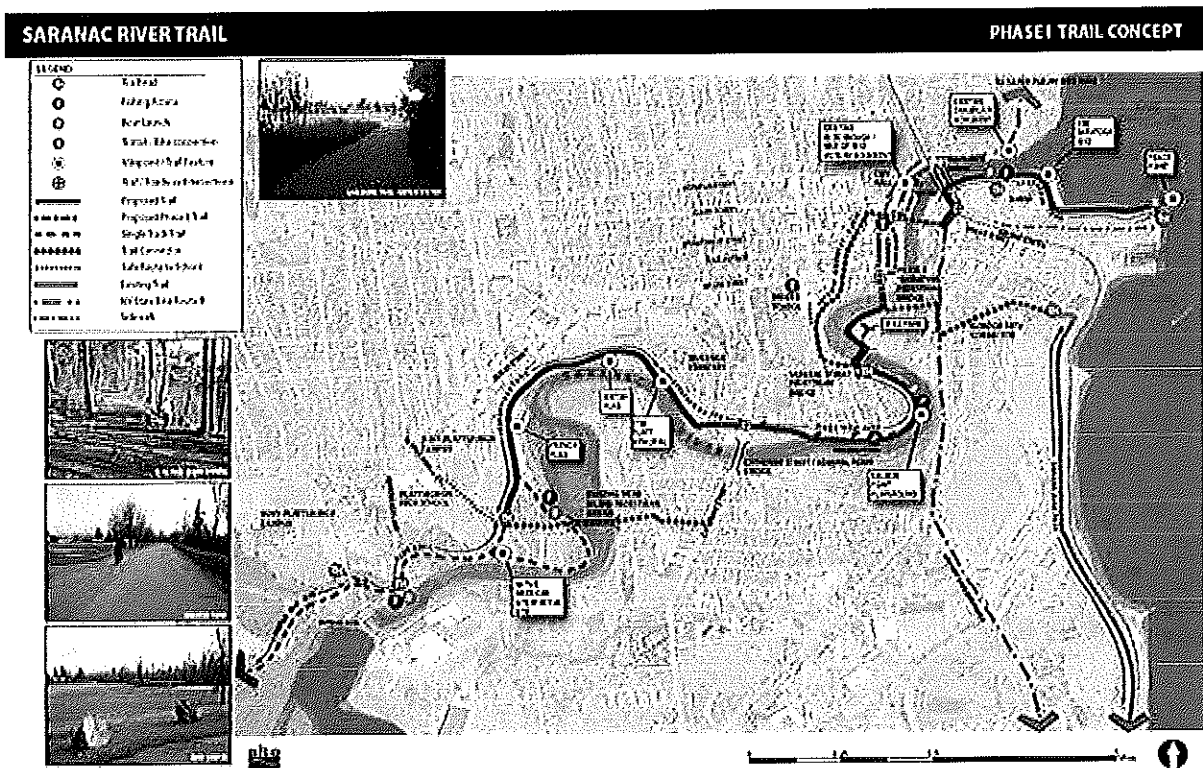
Alta is working with the engineering firm GPI on conceptual and final design for critical pedestrian and bicyclist crossings within the Emerald Necklace along the Boston/Brookline border. The Emerald Necklace is an historic linear park system designed by Frederick Law Olmsted in the late 19th century and is listed on the National Register of Historic Places. The scope of the project focuses on a half-mile section of park where pedestrians and cyclists have to cross a series of complex and unsafe intersections—particularly Route 9—a multi-lane state highway. Alta developed a series of conceptual design ideas for the critical crossings and a seamless path route. The route also included a long-term plan for alterations to the adjacent Riverway/Jamaicaway bridge that would include a multi-use path or cycle track connection over Route 9. With feedback from the public and the Project Review Committee, Alta refined the design with GPI and will soon move into the final design and engineering phase.

Client: Town of Brookline

Year: 2011–2012

Contact: Erin Chute Gallentine, Parks and Open Space Director, (617) 730-2088, egallentine@brooklinema.gov





Alta Planning + Design produced a feasibility study for this three-mile shared use path along the Saranac River. The Saranac River Trail (SRT) will create a non-motorized facility for bicycle and pedestrian transportation from the shoreline of Lake Champlain along the river through the City and Town of Plattsburgh, New York. The SRT will connect schools, the State University of New York at Plattsburgh (SUNY), downtown Plattsburgh, residential neighborhoods, and the lakefront redevelopment area. For this project, Alta reviewed existing conditions, connections to nearby destinations, available public lands, and other opportunities and constraints; developed trail concept plans; analyzed a series of alternatives; provided cost estimates; and identified potential funding sources.

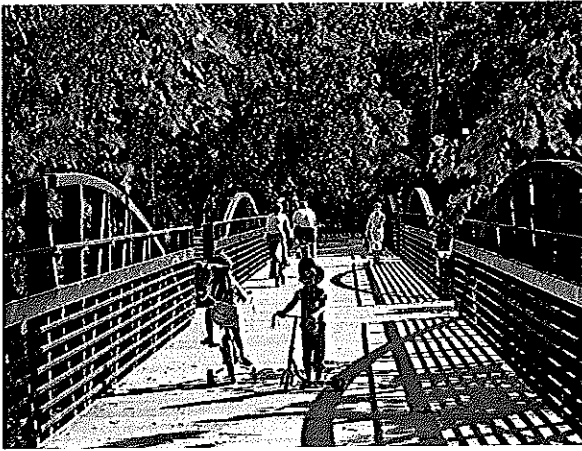
Client: City of Plattsburgh

Year: 2005-2006

Contract Amount: \$49,540

Contact: Kevin Farrington, PE, City Engineer, (518) 563-7730 / kfarrington@cityofplattsburgh.com

Northwest Arkansas Razorback Greenway



Alta led a team of national experts to develop a regional greenways plan for NW Arkansas. The project involved prioritizing regional opportunities for creating trails that connect the communities of Bentonville, Fayetteville, Rogers, and Springdale. The project team worked with the NW Arkansas Metropolitan Planning Organization, the NWA Regional Planning Commission, and the Heritage Trail Partnership. The Multi-Use Trail System complements the 2002 Heritage Trail Plan, which is a regional network of automobile, bicycle, and pedestrian facilities that connects Northwest Arkansas citizens and visitors to heritage, recreational and cultural assets, a healthier lifestyle, and to each other.

The 36-mile greenway will link the six major municipalities of northwest Arkansas, the University of Arkansas, hospitals, commercial centers, and the headquarters of major employers. The new greenway will increase connectivity, drive economic development, improve residents' health, and help make northwest Arkansas a more attractive place to live, work, and play.



During Phase One, Alta developed the final alignment and filed a Categorical Exclusion application for the Razorback Greenway. We then assisted the NW Arkansas Regional Planning Commission with securing \$15 million in TIGER II Grant funds for the project. Alta provided an extensive cost-benefit analysis to demonstrate the positive economic impact health and air quality improvements generated by the greenway to give the project an edge in a competitive application process. With the successful funding of the project, Alta's application for the Razorback Greenway has been hailed as a national model for bicycle and pedestrian grant writing.

Alta and a team of local engineers produced construction documents and right-of-way information as part of Phase Two and are currently managing construction administration, including right-of-way acquisition, for a 16-mile portion of the greenway that runs through the towns of Springdale, Rogers, and Lowell. This portion of the project is funded by the TIGER II Grant award.

Date: 2010-2011

Client: NW Arkansas Regional Planning Commission

Contact: John McLarty, (479) 751-7125, jmclarty@nwarpc.org

CONCERNS, QUESTIONS OR SUGGESTIONS RELATING TO THE IDENTIFIED SCOPE OF WORK

TRAIL DESIGN APPROACH

The DTC team will bring our unparalleled depth of experience in trail and bikeway design to the Northern section of the Bluff Point to Preston Tri-Town Trail Project. We will ensure that design elements comply with applicable codes and standards and best practices, respond to community and Town objectives, and are integrated into innovative, practical project solutions. The DTC team will employ a well-developed set of design criteria such as accessibility for everyone, visibility, safe and attractive road crossings, and connections to adjacent neighborhood routes. We will work with the Town to refine the criteria and use it to resolve the trail designs into a world-class facility.

To design a trail that functions for the community, designers must understand the community. The DTC team will ensure that the design reflects the neighborhood's needs, engenders pride, and maximizes opportunities for volunteer stewardship with the adjacent school's students and the public.

For any pedestrian and bike facility, safety is paramount. DTC team will incorporate specific design elements that increase safety, including regulatory signage and effective sight lines. Early in the design development, Alta's in-house expert on Crime Prevention through Environmental Design (CPTED) will review the designs through the lens of public safety from a security standpoint.

With limited maintenance budgets, municipalities are struggling to create sustainable capital improvement projects that do not over-burden maintenance departments. The trail designs will be developed to minimize maintenance and operation costs, utilizing low or no maintenance elements and plantings. For the Northern section of the Bluff Point to Preston Tri-Town Trail, the DTC team will recommend site amenities such as trash receptacles and bollards that are durable, successfully being used on other constructed projects, and contribute to the overall character of the Tri-Town Trail.

Our proposed team is well-equipped to assist the Town of Ledyard and the Tri-Town Trail Committee in in the planning and implementation of the northern section of the Bluff Point to Preston Tri Town Trail. We have identified the following issues and challenges and how our team is equipped to successfully resolve them.

- We understand that trails can be an economic engine for its host communities. We have seen projects that we have worked on such as the HampLine in Memphis, TN and the Swamp Rabbit Trail in Greenville, SC result in millions of dollars of reinvestment and redevelopment.
- We know how to coordinate with utilities to successfully get approvals for access to and through easements. By collaborating early with the utility companies and bringing them into the project as a partner from the beginning we have a proven track record of gaining access to utility corridors for trail uses. For example, we have worked with Duke Energy and other local utility companies including natural gas, fiber optic, and sewer authorities in the Research Triangle Park in NC to construct paved trails within these easements.

- We know how to collaborate with property owners to successfully gain consensus and approvals for trail implementation. Again, our inclusionary and collaborative process brings property owners in as partners from the very beginning; this proactive rather than reactive approach vests all stakeholders in the project and allows them to take ownership in the design and decisions.
- We know how to provide safe and aesthetically pleasing trail crossings of major and minor highways and roads. Our experience with many state DOT's (including CTDOT) allows us to speak their language and understand their issues, and balancing that against the needs of trail users to create safe and effective crossings.
- We see trails not only as recreational facilities, but as important options of the overall transportation system that can and should afford choices to people about how they make each and every trip. By positioning trails as part of the overall transportation system, we can afford people true travel choices and not just a recreational amenity.
- We know how to excite communities about trails and non-motorized facilities, including forging partnerships for funding and maintenance. With an ever-tightening funding stream, municipalities are looking to public and private partners to help fund design, construction, and maintenance of facilities; our process identifies these opportunities early and allows partnerships to be created that can offer money and manpower to keep the trail in the same shape as opening day.
- We understand the need to protect and enhance the environment, especially the watershed. We apply the principles of context-sensitive design to trails, respecting and enhancing the natural and built environments, and looking for opportunities to dovetail educational aspects into the overall design.
- We understand that part of the trail will traverse sensitive public water supply watershed land, and must incorporate best stormwater, erosion and sediment control management techniques.

PROJECT MANAGEMENT PROCEDURES

Producing a high-quality project that meets the Town's financial and schedule requirements requires an understanding of the community's needs, the improvement program elements, construction costs and methods, as well as the specific site conditions. To manage a project effectively requires communication skills so that each team member has a common expectation of the project outcome. The following outlines DTC's procedures for effectively managing a project.

Communicate Effectively

Throughout the planning process, DTC team will be in regular contact with key Town staff. This will include face-to-face meetings, emails, telephone, and draft deliverables for review. We will produce monthly progress reports that summarize tasks completed, and outline tasks to be completed over the next 30 days. In addition, DTC team will produce detailed meeting summaries covering the discussion items and will include a list of follow-up tasks and the responsible party for each task. DTC team will provide an FTP site for the sharing of large documents and project specifications.

Our team will use the Alta Quality Assurance (AQUA) Quality Principles:

Alta Quality Assurance, or "AQUA", refers to planned and systematic processes that provide confidence in a product's suitability for its intended purpose. These activities help make sure that

products (goods and/or services) satisfy customer requirements in a systematic, reliable fashion.

AQUA cannot absolutely guarantee the production of quality products, but our goal is to achieve the highest level of "Alta Quality" on everything we do. Our quality assurance process includes the following:

- Mandatory review of all products
- Select the appropriate reviewer for the product
- Schedule the time required for review
- The project manager and principal-in-charge are always responsible for quality control

Two key principles characterize Alta Quality: 1. "fit for purpose" (the product is suitable for the intended purpose) and 2. "right the first time" (mistakes are eliminated). AQUA includes assuring the quality of all of our products, projects, and documents throughout all phases of our work.

The AQUA Process

Alta employs a three-tier process that secures the highest quality. All products are reviewed by the project manager, a principal, and a peer editor. We also employ an in-house scheduling and communication system using Deltek Vision software that assures good tracking and accountability between staff, team members, and our clients.

Our team has reviewed the scope of services as provided in the RFP document and believe that the best and most effective way to accomplish the objectives of the Town and Committee is to approach the project in a collaborative, community-based process centered on a multi-day design workshop. To elaborate, the approach is summarized below following the task description as it appears in the RFP.

SCOPE OF WORK

Task 1: Project Oversight and Coordination

DTC will serve as project manager of the team and as such will provide oversight and coordination for the completion of construction documents & estimates and construction administration. As the principal designers of the Northern section of the Bluff Point to Preston Tri-Town Trail, DTC team will lead the team effort to adhere to a uniform set of design and construction standards and practices for the project. The purpose of this oversight will be to establish consistency in safety and aesthetic for the Northern section of the Bluff Point to Preston Tri-Town Trail project such as trail width, material and cross section, design of structures, signage, trail furnishings and furniture, and other trail amenities. All of our oversight will be compliant with guidelines and standards published in AASHTO, MUTCD, NACTO, and ADA standards for on-road bicycle and pedestrian, and off-road shared use trail facility construction.

Subtask 1.1: Project Management and Administration

DTC will serve as project manager and will be responsible for employing all subcontractors for this project. DTC will complete project administration duties associated with producing the scope of work defined within this proposal. This will include, but not be limited to, the processing and payment of all subcontractor invoices, administration of subcontracts and coordination of all work produced by the team. DTC will serve as the primary point of contact for the project and will be

charged with completing the day-to-day project management and coordination with Town of Ledyard.

Timeframe: ongoing

Subtask 1.2: Project Coordination

DTC will work directly with the Town of Ledyard and our subconsultants to coordinate the completion of survey, and construction administration work. Part of this coordination will include being available to answer telephone calls and appear at project meetings to update the Town on the progress of work completed to date. DTC is an in-state firm with the capability of providing fast response to project needs due to our proximity to the Town. National experts are serving as subconsultants and our firm is an experienced blend of local, Connecticut firms with national expertise in similar projects.

Timeframe: ongoing

Task 2: Site Evaluation and Project Feasibility

Subtask 2.1: Review Existing Data

DTC team will obtain all project corridor base map files that have been created for the corridor to use in the field and to communicate pre-design intent among the project team and permitting officials. This information has already been assembled by others and will be provided to DTC team by the Town of Ledyard and/or the Northern section of the Bluff Point to Preston Tri-Town Trail Steering Committee. An experienced field team will walk the entire corridor and ground truth all barriers and needed key structures like bridges, tunnels and walls. Stakeholders and the Steering Committee will be invited to participate in the corridor review as well. Existing trees to be protected and preserved within the proposed corridor will be noted, as well as the relationship of required buffers to the broader project area. Our team will identify erosion areas, utility conflicts, and safety concerns. The Team will also identify access points and discuss optimal solutions for preliminary design.

During this assessment, the team will contact the US Army Corps of Engineers (USACE), CT DEEP, CTSHPD and local agency officials, brief them on the project goals, and invite them to review the site. Engaging these regulatory agencies at the outset will bring any concerns they might have to the attention of the Team, avoid any potential future conflicts and streamline the design concept and permitting process (see Subtask 4.1).

Timeframe: April -May 2014

Subtask 2.2: Initial Meeting with Committee

Prior to undertaking any project, we strive to gain a thorough understanding of the project's context and issues, as well as the client's goals and objectives. As a first order of business, a kickoff meeting will be held with the Town of Ledyard and the Northern section of the Bluff Point to Preston Tri-Town Trail Steering Committee and consultant team members to:

- Review project objectives
- Refine the scope of services
- Confirm the study area

- Collect available background information
- Establish project meeting and presentation schedule
- Establish communication channels with the Town of Ledyard and the broader project team

Timeframe: April 2014

Task 3: Action Plan and Conceptual Design

Subtask 3.1: Action Plan

PROPOSED APPROACH

Stakeholder Sessions (corresponding to "action plan" task from RFP)

We firmly believe that hard data must be supplemented by a complete understanding of the issues and opportunities present. For this reason, we believe that it is imperative the process collaboratively include those who know most about the specific issues within the area as a whole. To gather this input, we will collaboratively identify those stakeholders within the community, including the following: Town staff; Tri Town Trail Committee; CTDOT; business and property owners, developers, and residents of the study area; bicycle advocacy representatives; historic preservation agencies; and emergency services personnel. We will also work with stakeholder groups to identify any other stakeholders within the study areas who have an interest in the project and bring those stakeholders into the process. Initial interviews are conducted on-site within a two day period, with all stakeholders included in subsequent phases of the design and review process. It is anticipated that the outcome of these interviews will be not only a better team understanding of the issues and opportunities within the study area, but also a framework of the overall future vision for the area.

Subtask 3.2: Concept Plan

Onsite Workshop (corresponding to "concept plan" task from RFP)

To ensure that all issues and opportunities are properly identified and explored, the development of the Concept Plan is proposed to proceed in an interactive, interdisciplinary forum.

Our collaborative approach is highly interactive among not only members of the design team, but also with the regulatory agencies, area and neighborhood stakeholders, and the citizens of the community at large. This approach results in decisions that are technically sound, creative and imaginative and in harmony with the community and environment in which they occur. Our work employs the use of a multi-day design workshop process to analyze, refine, and zero in on the detailed design strategies for the Tri Town Trail. This approach allows the team to quickly understand the issues and their surrounding context, the constraints and opportunities present, and to propose design solutions in which the community is engaged.

Visioning Session

On the first evening of the workshop, the Team will lead a visioning session to set the Vision for the Tri Town Trail. This hands-on community session will set the framework for the concept by asking the community and stakeholders to articulate their vision for the trail. This initial vision will set the direction for the concept development.

Design Workshop to Develop Concept Plan

The development of the concept plan will take place in a public setting, with stakeholders encouraged to add input and design ideas; the design team will flesh out those ideas, provide technical analysis, refine the set of initiatives, and present back to the stakeholders our interpretation of the recommendations. In this manner, by the end of the workshop we expect to have a sound recommendation for the Tri Town Trail concept that meshes cohesively with the surrounding context, balances the mobility and connectivity needs for area, provides a clear strategy related to both implementation and funding (capital and maintenance), is technically and fiscally feasible to implement, and is consensus-driven with all stakeholders having input into the concept plan development.

Specific issues to be addressed during the workshop will include, but not necessarily be limited to, the following:

- Concept design and refinement for the Tri Town Trail;
- Identification of partnerships for funding and maintenance;
- Identification of road crossings and design alternates to create safe crossings;
- Opportunities for eco-education along the trail;
- ROW needs and initial discussions regarding access from property owners (including utilities);
- Opportunities for amenities along the trail;
- Connections to other community facilities; and
- Order-of magnitude costs of implementation and identification of funding strategies and partnerships to enable the vision to be realized.

Task 4: Agency Outreach, and Permitting

The Northern section of the Bluff Point to Preston Tri-Town Trail will be constructed on land that is or will be either owned in fee or within a public access easement that supports greenway construction and public use.

Based on the complex and environmentally sensitive nature of greenway design, our approach includes a mandatory preliminary meeting with the project team and agency representatives' onsite. Engaging these agencies early on in the design process will bestow improved communications and collaboration for regulatory compliance.

Subtask 4.1: Agency Outreach

The DTC team will facilitate an onsite meeting with representatives from Town of Ledyard, DEEP, USACE, and other regulatory agencies to discuss the preliminary design for the greenway and stream restoration project. Information we expect to glean from this meeting includes determining stream buffer regulations, wetland impacts, floodplain development requirements, tree conservation and recompense requirements, and planning and zoning requirements. This information will be used during the preparation of all work described in Task 4.

Timeframe: 2014

Subtask 4.2: Complete and File Permit Applications

The DTC team will work with the Town of Ledyard to file the project's required local, state, and federal permit applications. Construction Drawings and required supporting documentation will be submitted to the following agencies for permit approvals.

- DEEP - Sediment and Erosion control/Land Disturbance Permit
- US Army Corps of Engineers—Section 404 Permit, Stream Buffers Authorization and Section 401 Permit (if required)

Once 100% plans have been developed, applications and permit review fees will be submitted to the appropriate agencies for review and approval. The DTC team will assist the Town of Ledyard in completing the filing and making requested changes to the permit applications if necessary.

Timeframe: 2014

Task 5: Construction Document Preparation

DTC team will provide overarching design guidance, quality assurance and control, and support for the greenway project. Our Team will be responsible for completing construction documentation, construction administration, and construction inspections for the greenway design and any associated structures. Martin Survey Associates will be responsible for leading the field survey. Clarence Welti, PhD, PE geotechnical engineer will lead the soils testing during design and any subsurface evaluation and testing required during construction.

Subtask 5.1: Project Centerline Survey

Once all subtasks of Task 2 & 3 are complete, Martin Surveying Associates, LLC will be responsible for generating a centerline survey that provides detailed information about the preferred trail alignment including all above ground features, such as trees of 10-inch caliper and greater, utilities, drainage features and stream crossings, and other relevant existing landscape conditions. The Connecticut Coordinate System will be used for the project's base drawing information. Martin Survey Associates, LLC will also coordinate with the CT Call Before You Dig and local utility companies to locate the horizontal location of underground utility lines and features. The team will also consult as-built drawings from utility companies to determine the location and depth of underground utilities.

All field run surveys, construction drawings and construction details produced by the DTC team will be completed using AutoCAD Version 2012. We will make use of existing GIS data, provided by the Town of Ledyard if available, to supplement field run survey data to the extent possible and practical.

Timeframe: May- June 2014

Subtask 5.2: Geotechnical Study

A geotechnical engineer will be responsible for investigating subsurface conditions by probing the exposed soils and by completing several shallow hand auger/ dynamic hand cone penetrometer

(DCP) borings along the preferred trail alignment. If bridges or other structures are deemed necessary, they will attempt to find ways to access those areas with a drill rig so that borings to 5

feet can be completed on each side of the proposed bridge. If necessary, hand tools, such as a DCP and a Chance helical probe, will be utilized if there are access limitations to mechanized drilling equipment. Site accessibility will need to be evaluated once the borings have been staked in the field.

Based on a geotechnical engineer's extensive experience performing geotechnical investigations on greenway trail projects it is anticipated that an innovative and flexible approach will likely be required to properly investigate subsurface conditions along the trail and associated structures. Each trail is unique and requires an approach specifically tailored to meet the terrain and geologic challenges of the site. At the Northern section of the Bluff Point to Preston Tri-Town Trail, access limitations will be key factors in determining the best approach to the investigation. The assigned geotechnical engineer will operate an all-terrain vehicle mounted drill rig that is articulating and can maneuver through areas with minimal disturbance. In areas where vehicle mounted equipment cannot operate, hand operated equipment is used to minimize land disturbance and environmental impacts.

Following completion of the investigation, the geotechnical engineer will issue a report with the results of their findings along with recommendations regarding construction of the trail. The report will provide estimates regarding the need for undercut and subgrade repairs along with recommendations regarding subgrade preparation. Additionally the report will provide foundation support recommendations for proposed structures. This investigation will further inform design decisions by the Team.

Timeframe: 2014

Subtask 5.3 Prepare 30% Construction Documents

The DTC team proposes to generate the 30% construction document set as quickly and efficiently as possible. Utilizing all of the information that is produced in other tasks, and the field survey data that is generated, our team will prepare a schematic design for the entire route of the project illustrating horizontal routing, alignment layout of greenway and stream restoration, grading and drainage concepts, and proposed structures. Consideration will be given to construction access, staging locations, and staging areas during preliminary design.

We will produce a preliminary set of construction specifications for the entire project that comply with local, state, and federal requirements. We will generate an opinion of probable cost for the elements of Trail that are featured in the 30% submittal.

DTC team will conduct a QA/QC review of the 30% construction documents prior to submittal for review. We will provide the Town of Ledyard and VHB DOT's 2012 Transportation Enhancement Act liaison printed copies of the 30% Construction Documents for review and comment.

Timeframe: December 201-January 2014

Subtask 5.4 Prepare 60% Construction Documents

Using input received from the Town of Ledyard, the public, and review agencies, the DTC team will make revisions to the 30% Construction Documents and generate a 60% submittal. The 60%

submittal will contain horizontal and vertical layout of the greenway, profile, and cross sections, trail design details, structure location and details, site furnishings, pavement markings and signage, revised technical specifications, revised opinion of costs, draft permit applications, identification of where temporary construction easements are needed, determination of the limits of construction, draft erosion control plans, draft bid form, and draft traffic control plans.

DTC team will conduct a QA/QC review of the 60% construction documents prior to submittal for review. We will provide the Town of Ledyard and review agencies printed copies of the 60% Construction Documents for review and comment.

Timeframe: 2014

Subtask 5.5 Prepare 100% Construction Documents

Using input received from the Town of Ledyard, the public, and review agencies, the DTC team will make revisions to the 60% Construction Documents and generate a 100% submittal. The 100% final Construction Document package will be prepared in accordance with the Town's CAD standards and will illustrate all design features and details specific to the greenway trail. Appropriate detail sheets will be prepared. Signed and sealed original drawings and Special Provisions will be prepared for review.

To supplement the construction bid set, our team members routinely prepare bid documents. Bid documents include instructions to bidders, bid forms, bid solicitation notices, insurance requirements, and bid addenda. Our entire team has experience participating in pre-bid conferences to explain the project work items, answer questions regarding the bidding documents and lead site visits. The DTC team is prepared to offer these services if requested by the Town.

At this time the DTC team will also finalize permit applications that enable full construction of the Northern section of the Bluff Point to Preston Tri-Town Trail. We will revise cost estimates and establish a final Opinion of Probable Cost for greenway construction.

DTC team will conduct a QA/QC review of the 100% construction documents prior to submittal for review. We will provide the Town of Ledyard and review agencies printed copies of the 100% Construction Documents for review and comment.

Timeframe: 2014

Task 6: Award and Administration of Construction Contracts

In compliance with state regulations, the Town of Ledyard will publicly bid and award a construction contract for the Northern section of the Bluff Point to Preston Tri-Town Trail project. The DTC team will assist the Town of Ledyard in the following:

- Conducting pre-bid meetings to educate qualified contractors on the nature of the work to be undertaken, answer questions and define project construction schedule;
- Coordinating all printing, binding, and distribution of Contract Documents issued for construction;
- Advertising the project for bid a minimum of three weeks;
- Selecting the most qualified contractor.

Subtask 6.1: Bid Review

The DTC team will assist the Town of Ledyard with the bidding and award of a construction contract. This will include attending the pre-bid meeting to answer questions and to assist in evaluating bids that are submitted and selecting the most qualified contractor.

Timeframe: 2014; contingent on permit approvals

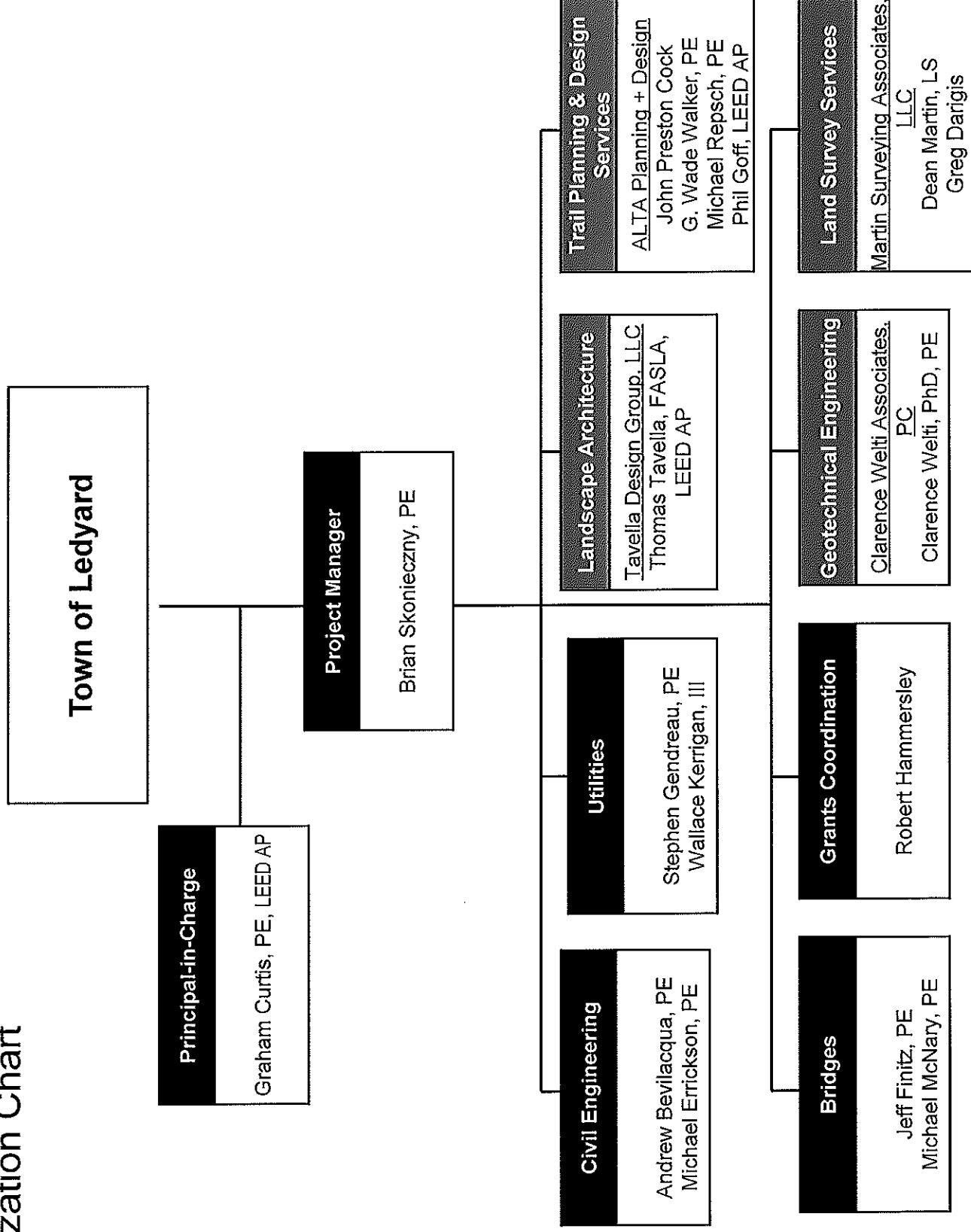
Subtask 6.2: Construction Supervision

The DTC team will administer certain aspects of the construction contract, in accordance with state policies, as follows:

- Review and approve of shop drawings and other supplemental plans submitted by the construction contractor for approval
- Assist construction contractor in resolving design development problems that may arise during construction
- Provide part-time construction engineering and observation
- Participate in weekly observation of the project job site
- File weekly reports on construction activity
- Schedule and meet with Town of Ledyard on a monthly basis to discuss project progress
- File certificate of payments, and as necessary, change order forms
- Producing punch list items and coordination with contractor
- Conducting final walk-through with Town of Ledyard staff and issuing final payment to contractor

Timeframe: September 2014-June 2015

Organization Chart





A. Graham Curtis, PE, LEED® AP
Principal-in-Charge

REGISTRATION

Professional Engineer, Connecticut, 1987, No. 15805
Professional Engineer, Massachusetts, 1990, No. 45396
LEED® Accredited Professional, 2003

EDUCATION

MS, Civil Engineering, University of Connecticut, 1989
BS, Civil Engineering, University of Connecticut, 1982

MEMBERSHIPS

American Society of Civil Engineers
Connecticut Society of Civil Engineers
Town of Madison School Building Committee
Town of Madison Facilities Committee
Town of Madison Plan Implementation Committee
AIA – CT Affiliate Member

BACKGROUND

Over the past 28 years, Mr. Curtis has worked closely with private and government clients on a diverse mix of civil engineering projects. He has been responsible for all aspects of engineering design including studies, site permitting, construction documents, bid assistance and construction administration. Projects have ranged in size up to \$100,000,000 in overall costs.

PROJECT EXPERIENCE

Fort Trumbull Master Development Plan, Riverwalk - New London, Connecticut

Principal for a pedestrian accessible riverwalk along the Thames River in New London. DTC provided site analysis, historical site data gathering, pedestrian and vehicular circulation analysis, layout, and presentation graphics.

John A. Passidomo Park and Lake Street Streetscape, Harrison, New York

Principal. DTC has been retained by the Town/Village of Harrison New York to develop a Master Plan for the John A. Passidomo Park on a 30-acre parcel. The program includes the reconstruction of the multi-use fields, using a synthetic turf playing surface, construction of a new pool facility, enhancement of active and passive park activities, new tennis courts, recreation/community building and expanded parking and roadways. DTC developed streetscape enhancement plans for Lake Street in West Harrison. Engineering concerns included drainage, geometric layout, geotechnical conditions, utility conflicts and relocations. The streetscape work was also expanded to include a new roadway/driveway intersection with the park to enhance the park entrance as well as a vehicle and pedestrian connection with the Lake Street area.

Kosciuszko Park, Stamford, Connecticut

Principal. DTC was selected by the City of Stamford to provide environmental, engineering, and landscape architecture services for the implementation of a final landfill closure plan at this former municipal landfill site. The plans and specifications were developed to conform to Connecticut Department of Environmental Protection Solid Waste Management Regulations. The design incorporated extensive soil testing, disposal of Controlled Material soils, and the addition of clean soils, to attain the regulatory landfill cover depths. In addition, the design also incorporated extensive park clean-up to remove weeds and accumulated overgrowth, and rehabilitate park amenities, to make the park ready for enjoyment by the public.

Sherwood Island State Park Main Pavilion Centennial Improvements, Westport, Connecticut

Landscape Architect. DTC is providing site design services both in civil engineering and landscape architecture for the existing Main Pavilion at Sherwood Island State Park in Westport, CT. The site renovation consists of rehabilitation of the existing pavilion service area, reconfiguration of the pavilion entrance sequence and the addition of a bike respite area. DTC is also designing full MEP systems renovation of the existing pavilion at the park. This renovation consisted of a new food preparation area, seasonal and year-round toilet rooms and a fully enclosed outdoor seating area. Electrical systems include high efficiency lighting, a new electrical service, a new fire alarm system and all new power distribution throughout the facility. Mechanical systems include propane fired heating equipment, ultra-low flow plumbing fixtures, and all new ventilation systems.



Brian M. Skonieczny, PE
Project Manager

REGISTRATION

Professional Engineer, Connecticut No. 12611, 1982
Professional Engineer, Rhode Island No. 7583, 2002

EDUCATION

B.S. Civil Engineering, University of Connecticut, 1977, Storrs, CT

CERTIFICATION/TRAINING

FHWA - NHI: Safety Inspection of In-Service Bridges
OSHA - 10 Hour Construction Industry Outreach Training Program
CSCE/ASCE: Railroad Bridge Engineering/ Septic System Design
UConn CTI: On the job safety and OSHA Regulations/ Superpave for Municipalities
CTDOT/CTDEP: Drainage Design & Stormwater Quality Management
RI- DEM/CRMC: Stormwater Design Workshop
RI-DEM/SCS: Soil Erosion and Sediment Control Workshop
SCS: TR-55 Hydrology Workshop
CBIA: Total Quality Management (TQM) Seminar

MEMBERSHIPS

Member, American Society of Civil Engineers (ASCE)
Member, Connecticut Society of Civil Engineers (CSCE)

BACKGROUND

Mr. Skonieczny has thirty-five years of transportation engineering experience. He has been responsible for the management and coordination of highway, roadway and bikeway projects. He has also managed bridge rehabilitation and replacement projects, the bridge safety and inspection program as well as environmental projects. His experience includes being overseeing the inspection of in-service highway and railroad bridges for the Connecticut Department of Transportation, the Massachusetts Highway Department and the Rhode Island Department of Transportation.

Mr. Skonieczny also has designed roadway reconstruction/ surface improvements and combined sewer overflow separation projects in Middletown, CT, Norwalk, CT and Yonkers, NY.

Mr. Skonieczny was Project Manager for the design of a new highway (Central Connecticut Expressway, Route 9) involving a total of 4.5 miles of non-access divided highway, ramps and turning roadways to link two major highways Route 15 in Berlin and Interstate 91 in Cromwell, Connecticut, creating two full interchanges complete with acceleration / deceleration lanes.

In addition, Mr. Skonieczny served as Project Manager of five (5) MassDOT Footprint Bridge Replacement projects and directly oversaw the highway design and maintenance and protection of traffic aspects of the projects.

Mr. Skonieczny will lead all of the highway design and review services on this contract under the direction of the Project Manager.

PROJECT EXPERIENCE

Repair of City-Owned Seawall and Bike Path, West Haven, Connecticut

Project Manager. The City of West Haven selected DTC to provide program evaluation and full service engineering services for the preparation of plans and documents to repair city structures damaged by Storm "Sandy" in accordance with FEMA funding guidelines and to provide construction administration services.

Intersection Improvements US Route 1 at Route 122, West Haven, Connecticut

Project Manager. Final Design for the improvements of the US Route 1 and Route 122 intersection. The project involves geometric design to increase the angle of the intersecting streets and decrease the size of the intersection and the addition of operational lanes. Geometrics are restricted by adjacent historic buildings and a Town park within the project limits. Maintenance



J. Andrew Bevilacqua, PE
Associate & Manager, Civil Engineering

REGISTRATION

Professional Engineer, Connecticut, 1991, No. 18477
Professional Engineer, New Jersey, 2004, No. 24GE03844800
Professional Engineer, Vermont, 2006, No. 018-0006123

EDUCATION

BS, Civil Engineering, University of New Haven, New Haven, CT, 1987

CERTIFICATIONS/TRAINING

40 Hour OSHA Hazardous Materials and Site Investigations Training
8 Hour Annual Refresher Course; 40 Hour HAZWOPER

MEMBERSHIPS

American Society of Civil Engineers

BACKGROUND

Mr. Bevilacqua is responsible for project management, technical direction, and design of a wide range of projects covering hazardous materials investigation, hydraulics, drainage, environmental and site assessments, permitting and pollution prevention.

PROJECT EXPERIENCE

Sherwood Island State Park, Westport, Connecticut

Study and design of a proposed dry creek system for handling stormwater runoff from a proposed parking lot expansion at the proposed improvements included the design of sand filtration systems within the dry creeks to treat stormwater runoff. Extensive testing of the proposed systems were done in-house to evaluate the effectiveness of the stormwater treatment efforts.

Kosciusko Park, Stamford, Connecticut

Permitting Coordination, Civil Engineer. DTC was selected by the City of Stamford to provide environmental, engineering, and landscape architecture services for the implementation of a final landfill closure plan at this former municipal landfill site. The plans and specifications were developed to conform to Connecticut Department of Environmental Protection Solid Waste Management Regulations. The design incorporated extensive soil testing, disposal of Controlled Material soils, and the addition of clean soils, to attain the regulatory landfill cover depths. In addition, the design also incorporated extensive park clean-up to remove weeds and accumulated overgrowth, and rehabilitate park amenities, to make the park ready for enjoyment by the public.

Park and Athletic Field Improvements, Rocky Hill, Connecticut

Project Manager. DTC provided design services for a multi-phased, multi-faceted project for the Town of Rocky Hill. Under a fast-track delivery process, DTC developed the design documents for the \$500,000 Phase I lighting improvements, prepared and submitted applicable permits and advertised for bidding within 30 days. The \$3.2 million project included the reconstruction of multiple athletic fields encompassing drainage, irrigation systems, athletic fields including topsoil analysis and rejuvenation, spectator and press viewing improvements and utility upgrades.

Fort Trumbull Infrastructure Improvements, New London, Connecticut

Project Engineer. Under contract with the New London Development Corporation, DTC coordinated the entire process from application preparation, review, and approval for a Conditional Letter of Map Revision based on Fill (CLOMR-F) to cover the Fort Trumbull redevelopment area. The CLOMR-F process included extensive documentation of the extent of the proposed filling operation, including materials and methods. After completion of the proposed filling operation, a formal Letter of Map Revision for Fill (LOMR-F) was obtained for this parcel, officially removing over 25 acres of tidal flood lands from floodplain designation.

AT & T On-Call Engineering Services, Various Locations

Civil Engineer. DTC is providing on-call engineering consulting services for AT&T New England. The design services are provided to investigate and design upgrades to AT&T facilities throughout New England. The construction projects to date have



Michael Errickson, PE
Project Manager, Civil Engineering

REGISTRATION

Professional Engineer, Connecticut, 2003, No. 23136

EDUCATION

B.S., Civil Engineering, Syracuse University, 1996

CERTIFICATIONS/TRAINING

40-Hour HAZWOPER Training, Certificate of Achievement, EBI Training Services, October 1996
8-Hour HAZWOPER Management/ Supervisor Course, Certificate of Achievement, Field Safety Corp.
8-Hour HAZWOPER Refresher Course, Certificate of Achievement, Field Safety Corp. February, 2009

MEMBERSHIPS

American Society of Civil Engineers
Connecticut Society of Civil Engineers

BACKGROUND

Mr. Errickson has over 17 years experience in the field of civil and environmental engineering. His experience includes site design, media sampling (air, soil and water), environmental permitting, hydraulic / hydrologic modeling and computer aided drafting. He also has experience in proposal/cost estimate writing, technical writing and data analysis. Mr. Errickson is familiar with the design of wastewater unit processes and on-site disposal systems.

PROJECT EXPERIENCE

Peoples State Forest, Barkhamsted, Connecticut

Civil Engineer. Assisted with site design, water distribution and on-site wastewater disposal systems. A new water well, storage and distribution network was designed to meet water demands. An on-site disposal system was designed to include a large septic tank and leaching field selected in accordance with the State of CT Department of Environmental Protection and Department of Public Health Requirements.

Harkness Memorial State Park, Waterford, Connecticut

Project Engineer who provided assistance with the design and preparation of construction plans as well as specifications for two wastewater pump stations and 2190 linear feet of force main, and 1655 linear feet of gravity sewer for the park.

Day Pond State Park, Colchester, Connecticut

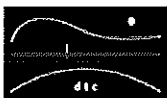
Civil Engineer. Assisted with site design and water and wastewater system designs for a proposed facility at Day Pond State Park. The water well was pump tested for yield and a new well, storage and distribution system were also designed based upon future water demands. A wastewater pumping station, large septic tank and leaching field were designed in compliance with the State of Connecticut Department of Environmental Protection and the Department of Public Health requirements.

Fort Trumbull Infrastructure Improvements, New London, Connecticut

Civil Engineer. DTC provided design of infrastructure improvements including roads, utilities, roundabouts, pocket parks, and streetscaping.

John A. Passidomo Park and Lake Street Streetscape Improvements, Harrison, New York

Civil Engineer for north end site work and pool construction phases. DTC was retained by the Town/Village of Harrison New York to develop a Master Plan for the John A. Passidomo Park on a 30-acre parcel. The \$10 million program included the reconstruction of the multi-use fields, using a synthetic turf playing surface, construction of a new pool facility, enhancement of active and passive park activities, new tennis courts, recreation/community building and expanded parking and roadways. In conjunction with the park master plan, DTC also developed streetscape enhancement plans for Lake Street in West Harrison. Engineering issues included drainage, geometric layout, geotechnical conditions, utility conflicts and relocations. The streetscape work was expanded to include a new roadway/driveway intersection with the park to enhance the park entrance as well as a vehicle and pedestrian connection with the Lake Street area.



Stephen G. Gendreau, PE
Manager of Mechanical, Electrical, Plumbing Engineering

REGISTRATION

Professional Engineer, Connecticut, No. 0027497, 2010
Professional Engineer, Massachusetts, No. 49055, 2011
Professional Engineer, Rhode Island, No. 9621, 2011

EDUCATION

Bachelor of Science, Electrical Engineering, University of Connecticut, Storrs, CT, 2005

CERTIFICATION/TRAINING

2010 - Attended a three-day seminar for photovoltaic system design which discussions of key photovoltaic components and technologies, environmental considerations, performance estimation, system sizing and design, commissioning, system monitoring and code implications. Additionally, site selection and evaluation topics were discussed, including obstruction issues, optimal tilt angles, proper exposures and effects of shading.

BACKGROUND

Mr. Gendreau has eight years of design and management experience in the mechanical, electrical, plumbing consulting industry. He has extensive experience with educational, healthcare, commercial and residential projects. He has developed complete contract documents for multiple \$25 million construction projects including schematic level narratives, system selections and drawing creation. He has performed construction administration tasks including shop drawing review, RFI response and on-site observations. He has aided in the development of company standard details and design practices.

Mr. Gendreau has extensive design experience with low and medium voltage 3-phase power distribution. He has provided complete designs for fire alarm, nurse call, and various other communication systems. He has written complete 16 and 26 series specifications. He performed LEED® and Energy Star compliant designs. His experience also included writing numerous proposals including developing fees and scopes of work. He has also provided guidance and training to junior staff electrical engineers. He delegated tasks and set deadlines for mechanical, and plumbing/fire protection engineers. He has also attended job meetings with clients and architects throughout the design process. He has attended construction meetings with construction managers and contractors throughout the construction administration phase. He has performed detailed construction document and specification reviews, both in-house and for clients. He has also observed and commented on construction work on site.

PROJECT EXPERIENCE

Camp Harkness, Waterford, Connecticut

Manager, MEP. The project is an addition to each of the five cottages at Camp Harkness in Waterford, CT. All five of the existing 36'x27' one story, wood framed cottages shall receive the same 12'x27' additional on the rear (relative to the courtyard) of the cottage. The scope of work includes a one story, wood framed addition with a gable roof set on a slab on grade foundation with finishes to match the existing conditions to remain. The addition will primarily house an accessible toilet room and an accessible bathroom with a roll-in shower stall. A small kitchenette will also be provided against the courtyard-side wall of each cabin.

Stratford Police Department Fire Alarm Replacement, Stratford, Connecticut

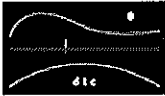
Project Manager. As part of an ongoing On-Call contract with the Town of Stratford and Geddis Architects, DTC engineers replaced the head end equipment of the alarm system. Additionally, all the remaining faulty fire alarm system devices were replaced and rewired into the new control panel.

Bridgeport Housing Authority, Boston Commons, Bridgeport, Connecticut

Project Manager. As part of an A/E On-Call contract with the Bridgeport Housing Authority, DTC and Antinozzi Associates are renovating a low income apartment building located on Boston Avenue. The current building, which used to be a school, has 33 apartments.

Rooftop PV Systems, Walmart Stores, Hartford, Cromwell, Torrington, Naugatuck, Putnam, East Windsor and North Windham, Connecticut

Project Manager. DTC performed full design and construction administration services for over 3 Megawatts of rooftop PV systems on multiple Walmart buildings throughout Connecticut. Initially, DTC performed structural evaluations of the buildings to



Wallace P. Kerrigan, III
Electrical Engineer

EDUCATION

B.S., Electrical Engineering, University of Connecticut, Storrs, CT, 2012

CERTIFICATION/TRAINING

2012 - Attended a two-day seminar for power generation design which included presentations and discussions on generator sizing, electrical load considerations, installation requirements, code interpretation and requirements, and overall system design. Product demonstrations were given in actual standby and load management applications, consisting of generator sets, switchgear, and remote monitoring and control of entire power systems.

BACKGROUND

Mr. Kerrigan has two years of design experience in the mechanical, electrical, plumbing consulting industry. He has growing experience with educational, commercial, residential, and solar projects. He has developed complete design documents including schematic-design, design-development, and construction level documents. He has provided complete 16 and 26 series specifications. He has completed construction administration duties including shop drawing reviews, RFI responses, and on-site observations. He has attended various project meetings with clients, architects, and contractors throughout the design and construction administration phases of projects.

Mr. Kerrigan has designed different lighting, power, and fire alarm systems in a wide range of building types. Most of these systems involve low and medium voltage 3-phase power distribution. As well, he has performed in-depth analysis of existing electrical systems in buildings to be renovated. He has extensive knowledge and design experience with photovoltaic systems. He has designed complete PV systems for over 15 different commercial retail stores, combining for a total system size of over 6 MW. He has performed thorough on-site walkthroughs and field reports for many projects to ensure they are correctly installed and perform as intended.

PROJECT EXPERIENCE

Camp Harkness, Waterford, Connecticut

Electrical Engineer. The project is an addition to each of the five cottages at Camp Harkness in Waterford, Connecticut. All five of the existing 36'x27' one story, wood framed cottages shall receive the same 12'x27' additional on the rear (relative to the courtyard) of the cottage. The scope of work includes a one story, wood framed addition with a gable roof set on a slab on grade foundation with finishes to match the existing conditions to remain. The addition will primarily house an accessible toilet room and an accessible bathroom with a roll-in shower stall. A small kitchenette will also be provided against the courtyard-side wall of each cabin. He provided lighting and power renovations to cottages.

Ely Slocum Head Start Renovations, Waterbury, Connecticut

Electrical Engineer. DTC designed various MEP and site/civil upgrades to the Slocum Headstart facility in Waterbury, CT. Major scope items for the project included re-work of the site circulation and utilities, a new electrical service, classroom renovations, addition of an elevator, main lobby improvements, sprinkler system upgrades, HVAC infrastructure upgrades, and ADA compliance upgrades. The project was designed so that it could be constructed in two phases, both while the building remained fully occupied and consisted of the upgrade to the HVAC and plumbing systems to support the remodel of the facility. DTC provided the following services: performed a site visit and conditions assessment of the HVAC and plumbing systems, verified sizing of new equipment for cooling loads for the building, evaluated existing documentation and proposed architectural building plans, prepared schematic drawings for construction estimates. He provided electrical design of building renovation which included the removal and upgrade of electrical service, lighting, and various electrical components.

Columbia Building Electrical Renovations, University of Connecticut Avery Point Campus, Groton, Connecticut

Electrical Engineer. DTC designed electrical infrastructure upgrades to support the addition of classroom spaces within the Columbia Building at UCONN's Avery Point campus. The scope of work included new electrical panels, telecomm grounding infrastructure and branch circuitry to support various functions within the spaces. DTC coordinated directly with UCONN's Academic Renovations department to determine exact requirements.



Jeff Finitz, PE
Vice President/ Bridges

REGISTRATION

Professional Engineer, Massachusetts, No. 35559, 1990
Professional Engineer, Connecticut, No. 27914, 2010
Professional Engineer, Maine, No. 5929, 1988
Professional Engineer, Vermont, No. 7753, 2000

EDUCATION

B.S., Civil and Environmental Engineering, Clarkson College of Technology, 1982

CERTIFICATION/TRAINING

NHI Course No. 130055A, Safety Inspection of In-Service Bridges

MEMBERSHIPS

Boston Society of Civil Engineers (BSCES)
American Society of Civil Engineers (ASCE)
American Council of Engineering Companies (ACEC)

BACKGROUND

Mr. Finitz has over 30 years of management and design experience on a wide range of public and private sector engineering projects. As the Vice President and Principal-in-Charge of DTC Andover's office, Mr. Finitz is responsible for all aspects of business operations including development, contract and program management, administrative, and financial requirements to meet project assignments. Mr. Finitz effectively ensures business obligations and demands are fulfilled.

As Principal-in-Charge of the Systemwide Bridge Inspection Contract and Rating Services for the MBTA and Accelerated Bridge Preservation contract with MassDOT, he administers variable solutions to issues that arise through grants, public participation, design alternatives and regulatory approvals. He has extensive experience in bridge inspection, rating, and design services. In addition, he has vast design knowledge of complex highways, local roads, commuter rail infrastructures, transit facilities, parking facilities, infrastructure upgrades, and historic structure renovations.

PROJECT EXPERIENCE

Slater Hill Road Bridge Replacement, Killingly, Connecticut, ConnDOT

Quality Assurance/Quality Control (QA/QC). Designed and performed construction administration services for a new bridge to replace a single-span concrete slab bridge, originally built in 1926. The new bridge is comprised of a 12 foot span precast arch and cast-in-place wing walls. The bridge is located downstream from a dry-laid stone masonry dam and raceway that dates back to the 1800's. The proposed roadway work incorporated local widening of the bridge and roadway to allow for the safe passage of two lanes of traffic.

MBTA Inspection and Load Rating of Systemwide Assigned Bridges, Contract 2, Group B, Massachusetts

Project Manager. Directs and schedules inspection and rating assignments including estimating, budgeting, and reviewing inspection and rating reports. Project team is performing inspections and load ratings of 70 commuter rail bridges located along the MBTA's East Route, Fitchburg Main Line, Dorchester Branch, and Old Colony Line. The project includes various bridge types including stone spandrel arches, a movable bascule bridge, steel deck and through girders, precast post-tensioned members, and a timber trestle structure. Work also includes design of emergency repairs to structures.

MassDOT Bridge Preservation Contract, Assignment No. 1, Millbury Deck Replacement, Massachusetts

Principal in Charge. Replaced the existing concrete deck, bridge rail, approach slabs, and approach guardrail while retaining the existing prestressed concrete beams. Performed structural analysis of the existing beams to ensure they rate above statutory loads. Roadway improvements consisted of the sidewalk extension, full-depth construction within 50 feet of the bridge, and milling and paving Greenwood Street within the project limits. Construction contract documents are under development.



Michael T. McNary, PE
Bridge Engineer

REGISTRATION

Professional Engineer, Civil, Massachusetts, 2014

EDUCATION

BS, Engineering, University of Massachusetts, Lowell, MA, 2006
Civil/Structural Engineering Major with Structural Concentration

CERTIFICATION/TRAINING

FHWA-NHI-130055 Safety Inspection of In-Service Bridges – Based on National Bridge Inspection Standards (NBIS)
FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

BACKGROUND

Mr. McNary has more than six years of engineering project experience. His expertise includes numerous structural applications from complex bridges to simple structures including structural analysis of existing and new steel and concrete structures. He has performed structural load ratings and bridge and tunnel inspections for several MassDOT, RIDOT, and MBTA projects. Additional knowledge includes, bridge design, load and resistance factor design methodology (LRFD), and preparing bridge specifications and reports for roadway and railroad bridges.

PROJECT EXPERIENCE

MBTA Bridge Inspection and Rating, Statewide, Massachusetts

Staff Structural Engineer. As subconsultant on two MBTA contracts, inspected and rated numerous bridges, performed in-depth inspection, evaluated bridge condition, performed rating calculations, provided recommendations for repairing and strengthening structural elements, and prepared the inspection and rating reports for 26 structures on the Middleboro, Framingham, and Shore Line commuter lines.

Rehabilitation of the MBTA Merrimack River and Washington Street Bridges, Haverhill, Massachusetts

Staff Structural Engineer. Performed bridge inspection, structural evaluation, and repair/rehabilitation design of the Washington Street Bridge. Field work included an in-depth inspection, fatigue monitoring, and controlled live load testing. The remaining fatigue life of the bridge structure was analyzed and estimated.

Rhode Island Department of Transportation Bridge Inspection and Rating, Various Locations

Structural Engineer subconsultant for the load rating of several Rhode Island bridges including multisteel beam, concrete slab, and concrete and masonry arch. Scope included field verification of member condition, load rating using latest AASHTO LRFD, and preparing rating report. Also, provided suggestions for repairing and strengthening structural elements on eight structures.

MassDOT's Accelerated Bridge Program, Route 19 (Wales Road) over Mill Brook, Brimfield, Massachusetts

Staff Structural Engineer. Participated on various aspects of the project including preparing plans and estimates. This bridge is a single-span structure with an overall length of 65'-0" and an overall width of 48'-6".

MassDOT Complex Bridge Inspection, Statewide, Massachusetts

Staff Structural Engineer. As subconsultant, work included performing and assisting in inspection of eight complex bridge inspections throughout Massachusetts including iconic bridges such as the Duck Bridge in Lawrence, MA, Willimansett Bridge in Chicopee, MA, and the Charlestown Bridge in Charlestown, MA.

MassDOT Statewide Bridge Load Ratings, Massachusetts

Staff Structural Engineer. Assisted on load ratings for several bridges. Reviewed existing inspection reports, plans, and ratings; provided field verification of existing conditions, inspection of bridges with insufficient data, and performance of all required rating calculations in compliance with MassDOT and AASHTO bridge manuals. He performed these services on several rating assignments, including the Salem Street Bridge over the MBTA, Lawrence, MA.



Robert W. Hammersley
Program Manager, Government Relations/ Grants Coordination

EDUCATION

Certificate in Project Management, Eastern Connecticut State University, 2012
Bachelor of Science Degree, Southern Connecticut State University, 1988

BACKGROUND

Mr. Hammersley is an accomplished and multitasking professional with 20 years of work experience as a program manager with the State of Connecticut. Mr. Hammersley has provided management of legislative affairs operations and program management serving in the Legislative Branch as well as numerous Executive Branch agencies.

Mr. Hammersley's strong background in government relations and project/program management has been utilized most recently as the program manager of the Connecticut Transportation Strategy Board. In this capacity, Mr. Hammersley actively managed the strategic process, both supervising and participating in the development, presentation and advocacy of the State of Connecticut's short and long term plan for multi-modal transportation. Mr. Hammersley was the primary advocate for the successful securitization of multi-billion dollar legislation which provided for numerous improvement and enhancements to Connecticut's transportation infrastructure.

Mr. Hammersley's exceptional communication and interpersonal skills have cultivated strong working relationships with elected officials and government executives at the Federal, State, regional and municipal levels of government as well as private-sector business leaders. Mr. Hammersley has demonstrated an inherent ability to navigate obstacles to achieve successful implementation and realization of stated goals and objectives, especially in fast-paced environments. In addition, Mr. Hammersley is a versatile individual with expertise in many public policy arenas including environmental issues, energy and technology issues and transportation policy with a specialty in maritime and aviation issues.

AUTHOR

Mr. Hammersley has provided primary authorship, editorial and publishing duties for numerous plans and studies conducted on behalf of the State of Connecticut. These include the *Electronic Tolling and Value Pricing Study* (2009), *Transportation: A Strategic Investment* (2003), *Moving Forward, Connecticut's Transportation Strategy* (2007), *Map to a Vibrant Economy* (2011), and *A Strategic Framework for Investing in CT's Transportation Infrastructure: Economic Growth - Infrastructure Preservation - Sustainable Communities* (2011).

EXPERIENCE

Connecticut Transportation Strategy Plan

Program Manager. Directed, oversaw and managed interagency and multiagency activities in the development of the state's transportation strategy, including the identification of projects to implement said strategy, as well as the estimation of long-term cost projections and alternative financing options available to advance the strategy. Provided monitoring of the implementation of said strategy working with the Connecticut's Office of Policy and Management, Department of Transportation, Department of Economic and Community Development, Department of Public Safety, and Department of Environmental Protection. Analyzed trends, developed strategic program initiatives and make recommendations for continuous improvements that promote a culture favorable to economic development and quality of life. Served as liaison for the Committee and facilitated cross functional communications in coordinating and advocating for the advancement of the state's transportation strategy with various community and business organizations, as well as local, regional, state and federal agencies, municipalities, and supplier contractors. Interpreted pertinent laws, legislation and regulations as necessary in the planning and monitoring of program budget.

State of Connecticut, Office of Policy and Management

Legislative Affairs Liaison. Served as the chief advocate for the administration to the legislative branch on issues related to state taxation, capital financing, environment, and energy related policies. Analyzed state agency requests and recommended legislative priorities to Governor. Monitored and advocated for the legislative programs of numerous executive branch state agencies. Provided primary legislative liaison duties in legislation adopting the Governor's capital improvement programs, minimizing the potentially detrimental effects of reorganizing the state's energy regulation offices, and adoption of gubernatorial acceptable revenue programs.

State of Connecticut, Department of Transportation

Manager, Bradley Board of Directors. Directed and managed the Bradley Board of Directors which was established to oversee the operation and development of Bradley International Airport. Worked with the Board of Directors to ensure that the needs and demands of the public and business communities are considered in the daily operations at the Airport. In addition, worked with the Airport's staff and administration to maximize opportunities at the Airport to contribute to the State's economic well being. Efforts includes the development of numerous annual reports as well as a strategic plan.



Tavella Design Group, LLC

Landscape Architects & Planners

Thomas R. Tavella, FASLA, LEED®AP

President, Landscape Architect

EDUCATION

B.S., Environmental Design
University of Massachusetts

AAS Forest Recreation,
Paul Smiths College

REGISTRATIONS

**Registered Landscape
Architect – MA, CT, RI, NY,
NC, AR**

**Council of Landscape
Architectural Registration
Boards Certified**

**LEED Accredited
Professional**

AFFILIATIONS

**American Society of
Landscape Architects**

**Immediate Past President
American Society of
Landscape Architects**

**Trustee & Past President,
Connecticut Chapter ASLA**

BACKGROUND

Mr. Tavella has more than 26 years of experience in land use planning, landscape architecture and urban design. He has managed design teams that have prepared feasibility studies, master plans and site plans for downtown redevelopments, housing developments, parks and plazas, office buildings and private estates. His ability to work with civil engineers, architects and other design professionals, as well as contractors enables him to achieve the most realistic and aesthetic design solutions. These interdisciplinary and practical skills allow Mr. Tavella to meet clients' needs in a professional, cost-effective manner.

He has a diverse portfolio of award-winning projects from across the nation. Even before LEED and sustainable design were common practice, Tom's projects consistently embraced these philosophies and technologies. From industrial greening projects to incorporating pervious pavements, biofiltration swales and urban rain gardens, Tom has been recognized as a leader and advocate for sustainable design and planning.

Tom was the Keynote speaker at the 2013 solar decathlon where he spoke about healthy communities through design. He spoke on "Design Matters" at the 2012 and 2013 Railvolution conference that is dedicated to building Healthy communities with Transit. At the business for the environment (B4E) global summit in Delhi, India he addressed sustainable design and the need to preserve culture in developing countries. Tom has been identified as a leader on the design of healthy communities and is an invited speaker throughout the United States and Canada.

Tom has also dedicated much of his time to advancing the profession of Landscape Architecture. He currently the immediate past President of American Society of Landscape Architects (ASLA) and has served as Vice President of Communications for ASLA, as well as both President and Trustee for the Connecticut ASLA chapter. He was elevated to Fellow of the society in 2008.

Tom meets annually with State Senators and Representatives in Washington to Advocate for laws to support complete streets, green infrastructure, community design and public health. This keeps Tom on the cutting edge of new legislation that can benefit all his clients. His other relevant experience includes:

PROJECT EXPERIENCE

Pittsfield Bike Trail, Pittsfield, MA

Landscape Architect, responsible for the public outreach, existing conditions analysis and the development of alternative trail alignments. Worked with our in-house multidisciplinary team to determine the best alignments as they applied to the natural, manmade and ownership of properties.

Chestnut Street Park, Springfield, MA

Project Manager, worked with the City's school facilities department to develop a once abandoned brownfield site into a park that served two interests. Adjacent to the new Chestnut Street accelerated middle school the park is used during the day for gym classes and recess. While on weekends and after school it provides the neighborhood and surrounding community with both active and passive recreational activities. Improvements include a playscape, handball courts, basketball court, soccer fields, and a walking trail.

Mondo Ponds and Beaver Ponds Nature Trails, Milford, CT

Landscape Architect for the development of overall site master plans for these open spaces, addressing nature trails and environmental education opportunities. The master plans identified improvements to take advantage of the diverse natural areas within these public resources. Anticipated recreation and education activities include fishing, canoeing, hiking outdoor classrooms, and interpretive signage.

Sherwood Island State Park, Westport, CT

Project Manager for development of innovative drainage design. Dry creeks and biofilter plantings are being used to minimize the effects of a 2,000-car parking lot on the existing sensitive tidal marsh and wetlands. Along with the new Ticketing Booths a class A bike trail was incorporated to tie the State Park into the existing Westport Bike trail system. Worked with the State of Connecticut Department of Public Works, the Department of Environmental Protection, and the Office of Long Island Sound Programs on this project.

Quinibaug - Shetucket Rivers Corridor for the National Parks Service

Landscape Architect, participated in two three-day charrettes with representatives from the National Park Service and local officials to develop conceptual designs for portions of the Quinibaug-Shetucket National Corridor. Proposed improvements included both Greenway and Blueway trail networks linking public lands.

High Plains Nature Center, Orange, CT

Project Manager, provided a graphic and narrative guide to protect, preserve, and enhance the High Plains Nature Center, while providing improvements and opportunities for controlled access, passive recreation, and environmental education through a network of trails.

Wakeman Park, Westport, CT

Landscape Architect for the reconstruction and addition of athletic fields for Wakeman Park in Westport, CT, in conjunction with the development of the new Bedford Middle School.

John Preston Cock

Principal

With experience in local government, private, and nonprofit sectors, John has developed expertise in the areas of planning and design for walking and bicycling as well as long range land use and transportation planning, Smart Growth policy, regulatory and urban design standards, streetscape and roadway design principles for walkability/bikeability, regulatory and policy tools for parking management and transit station area planning, project management, and group facilitation.

Recent Projects

- **Carolina Thread Trail (CTT): Stanly County and Iredell County**
John is the Project Manager of several CTT projects. Alta recently completed a draft of the CTT network for Stanly County, which proposes over 100 miles of trails and blueways. Alta is also currently working with Iredell County, the northernmost county in the Carolina Thread Trail initiative. The County has already made progress in planning for trails: the proposed Lake Norman Regional Bicycle Plan includes several miles of biking/hiking trails within the County.
- **Caldwell Station Creek Greenway, Cornelius, NC**
Caldwell Station Creek Greenway is a 10-foot-wide multi-use trail with connectors approximately 2.6 miles in length. The greenway connects Highway 21 to Highway 115, and provides connections to nearby residential and commercial areas, including key roadway crossings where careful design and coordination with public agencies will enhance trail user and motorist safety. John managed Alta's efforts as Principal-in-Charge, overseeing site reconnaissance, public and stakeholder outreach, and conceptual trail and intersection design services.
- **Birmingham/Jefferson County, AL Greenway Master Plan**
Alta Planning + Design, along with Goodwyn Mills and Cawood, developed the Red Rock Ridge and Valley Trail System (www.redrocktrail.org). Alta contributed to developing alignments for the regional network and the plan document, provided design guidelines for greenways and bikeways, and developed unit cost estimates, photo simulations, and concept graphics for various trail segments. Alta also authored a TIGER grant application and cost-benefit analysis for first phase implementation of the greenway system. The project application was selected for a \$10 million TIGER IV award in June of 2012.
- **North Augusta "Greenway" Master Plan, SC**
Alta assisted the City of North Augusta, South Carolina in updating of the City's "Greenway" Master Plan. The existing North Augusta Greenway was a public access multi-purpose trail, currently thirteen (13) miles in length and initially developed as a 'Rails-to-Trails' project on an unused railroad right of way. The North Augusta Greenway Master Plan Update recommended a comprehensive network of Greenways and on-street bikeways with additional connections to neighborhoods, parks, schools, and existing facilities. Alta also provided implementation strategies, project prioritization, planning-level cost opinions, detailed cost estimates for individual projects, design guidelines, and funding sources for the North Augusta Greenway Master Plan Update. John served as the Project Manager.



Professional Highlights

- Alta Planning + Design, 2009–
- Associate Planner, The Lawrence Group, 2005–2009
- Principal Planner, Charlotte-Mecklenburg Planning Commission, 1999–2005
- Staff Planner, Mecklenburg-Union MPO, 1999–2002
- Bicycle/Pedestrian Intern Planner, The RBA Group, 1998–1999
- Coordinator, Parks & People Foundations, Baltimore, 1995–1997

Education

- Master in City and Regional Planning, Rutgers University, 1999
- BA, Religion, Davidson College, 1989

Professional/Civic

Organizations & Activities

- Association of Bicycle and Pedestrian Professionals (1999–)
- Carolina Thread Trail Steering Committee for Mecklenburg County (2009–)
- Davidson, NC Greenways, Bikeways, and Trails Commission (2006–2008)
- Davidson, NC Walks & Rides SRTS Committee (2007–)
- Davidson Bike Plan Steering Committee (2008)
- Charlotte Area Bicycle Alliance (formerly BIKES) Steering Committee (1999–2005)
- Charlotte Bicycle Commuter Challenge, Founder/Organizer (2005, 2006, 2007)
- Bike!Charlotte, founder/organizer (2000, 2001)
- Charlotte Bicycle Commuter Support Group/Bike Mentor Program, co-founder (1999–)

Michael Repsch, PE

Senior Engineer

Michael Repsch has served as project engineer on a variety of challenging transportation projects throughout the East Coast. Mike's thirteen years of experience include aspects of transportation planning and design for a variety of private, local municipality, and State Department of Transportation clients. He spearheaded multi-disciplinary transportation projects from inception through design and development. Projects include roadway and streetscape designs (which included drainage, bridges, traffic signals, utilities, lighting, traffic control during construction, and landscape), green infrastructure design, bikeway and pedestrian facility design, site design, highway and multi-modal corridor studies, area-wide traffic circulation studies, roadway feasibility analyses, access planning for pedestrians, bicyclists, and people with disabilities, localized traffic impact evaluations, and transportation system improvements.

Recent Projects

- **Catawba River Greenway, Mt. Holly, NC**
Alta has been working with the Mount Holly Community Development Foundation since 2007 to master plan and design a 10 mile greenway trail, parallel to the Catawba River. The greenway will link residents and visitors to downtown Mt. Holly, out the US Whitewater Center in Mecklenburg County to the south and the North Carolina State Educational Forest to the north. This greenway project is also part of the proposed 500-mile regional Carolina Thread Trail. Mike is providing project management and construction documentation services.
- **Coventry Greenway Bike Path – West, Coventry, RI***
Mike was Technical Advisor for design of a total of 3.4 miles of shared-use path between the Trestle Trail and existing Coventry Greenway shared-use path for compliance with applicable local, state, and federal requirements. The project includes an adjacent stone dust equestrian trail, spur connecting the shared-use path to the Town Hall, and a parking lot for trail users. Design tasks included horizontal and vertical design; drainage; retaining walls, landscaping, and intersection crossing treatments.
- **Caldwell Station Creek Greenway, Cornelius, NC**
Caldwell Station Creek Greenway is a 10-foot-wide multi-use trail with connectors approximately 2.6 miles in length. The greenway connects Highway 21 to Highway 115, and provides connections to nearby residential and commercial areas, including key roadway crossings where careful design and coordination with public agencies will enhance trail user and motorist safety. Mike is leading intersection design for greenway crossings of two NCDOT roadways.
- **Pequonnock River Trail, Trumbull, CT***
Mike was Technical Advisor for design of a total of 5,100 feet of shared-use path in Trumbull, CT for compliance with applicable local, state, and federal requirements. Design tasks included horizontal and vertical design; drainage; parking lot design, replacement of an abandoned railroad bridge, landscaping, and specialty signing



Professional Highlights

- Alta Planning + Design, 2013--
- Fuss & O'Neill, Inc., 2008–2013
- BSC Group, Inc., 2001–2008
- Fuss & O'Neill, 2000–2001

Education

- B.S. in Civil Engineering, University of Hartford, 2000
- M.E. in Environmental Engineering, University of Hartford, 2001

Registrations

- Registered Professional Engineer: Connecticut (#25098)

**Completed prior to joining Alta*

Clarence W. Welti, PhD, P.E.

Addresses:

Business: 227 Williams Street, Glastonbury, CT 06033

Tel. 860-633-4623

Home: 257 Timrod Road, Manchester, CT 06040

Tel. 860-649-9052

Born: August 14, 1924 Tolland, CT

Education:

Rockville High School 1942

U. S. Army, ASTP Program at Kalamazoo College 1943-1944

University of Connecticut, BS in Engineering with High Distinction in Civil Engineering 1949

Federal Institute of Technology, Zuerich, Switzerland as Fachhoerer 1962-1963

University of Connecticut PhD in Civil & Structural Engineering, Thesis Geotechnical 1971

Work Chronology:

State Highway Department of Asst. Highway Engineer in Soils & Foundations 1949-1953

In private practice (personal ownership) 1953 to present in Connecticut, Massachusetts, Rhode Island, Maine and New York. Emphasis has been on Soil Mechanics and Foundations

Professional Licenses:

Connecticut (By Examination 1950), New York, Massachusetts, Rhode Island, Maine

Memberships:

Life Member ASCE

Member ASFE

Education

Associate in Science, Civil
Engineering Technology
Hartford State Technical College,
1993

Professional Licenses/Registrations

Licensed Land Surveyor
Connecticut, #LSX.70147

Licensed Land Surveyor
Rhode Island, #1983

Training & Certificates

OSHA 29 CFR 1910 – 40-Hour
Hazardous Waste Training

OSHA 29 CFR 1910 – 10-Hour
Construction Training

Professional Affiliations

Connecticut Association of Land
Surveyors

National Society of Professional
Surveyors

Key Practice Areas

Land Surveying for various civil, transportation and site development projects, including settlement monitoring, bridge and construction layout.

Summary Biography

Dean Martin established Martin Surveying Associates, LLC in 2005 and has over 20 years experience and continuing education in land surveying and related fields. He has extensive experience in the planning, permitting, surveying and management of various surveying projects for government and private sector clients. He has provided clients with a wide variety of services including historical research, ALTA/ASCM Land Title Surveys, ELUR Surveys, boundary, topographic, control surveys, construction stake-out, storm and sanitary sewer design.

All related survey activities undertaken by the firm are performed under Mr. Martin direct supervision. He is responsible for the oversight and review of all survey plans, computations, and research; including scheduling, estimating, and staff evaluation.

Specific Project Experience:

Site Development, Housing Authority City of New Haven, New Haven, CT

Responsible for the management and preparation of two separate property and topographic surveys for the redevelopment of Ribicoff Cottages and Valley Townhouses. Responsibilities included record research, field reconnaissance, monumentation, and plan preparation.

Site Development, Carriage Crossing, LLC. , Tolland, CT

Managed and prepared the survey of a 160 acre residential subdivision including land acquisitions, record research, property survey, site layout and construction layout of over 6,600 linear feet of roadway with utilities.

Settlement Monitoring, Norwalk WPCF, Norwalk, CT

Survey Manager responsible for the establishment and placement of over one hundred settlement monitoring points. Excavation, pile driving, and dewatering during the construction of the new preliminary treatment facility and associated yard piping at the Norwalk WPCF required daily settlement monitoring to be reported to the engineer daily.

Bridge Structure, State of Connecticut, East Haddam, CT

Survey Manager responsibilities included providing layout for the replacement of the bridge structure carrying Route 151 over the Moodus River. The surveying layout component consisted of review of the contract drawings, layout of bridge abutments, wing walls, storm drainage system including a riprap detention basin, and line and grades for reconstruction of Route 151 roadway.

Specific Project Experience:

Q Properties Site and Construction, Norwalk, CT

Field Supervisor responsible for the initial ALTA/ASCM Land Title Survey and the construction layout of a 55,000 square foot indoor sports complex facility, including all site features, drainage structures, site utilities, and grading.

Harbor Point Development Stamford, CT

Field Supervisor responsible for multi-billion dollar large site development. The site included multiple commercial buildings on 100 acres of land. Responsibilities consisted of correspondence between engineering and construction firms, layout and as-built for the following tasks-piles, anchor bolts, footings, drainage, underground utilities, roads, and site grading.

Richmond Hill Avenue Bridge over the Rippowam River, Stamford

Field Supervisor responsible for the replacement of the existing bridge structure over the Rippowam River. Responsibilities included providing design stake out, grades, and haunch deviations for the construction and engineering of the bridge.

Drainage Study Pratt and Whitney East Hartford, CT

Part of a civil engineering team assembled to map the complex drainage systems below Pratt and Whitney's main plant in East Hartford, CT. Responsibilities included locating, identifying, and depth measurements of all drainage structures, connections, and outfalls. Coordination with video and private underground utility mark out companies for project completion.



FEE PROPOSAL

The following are the lump sum fees and hourly rates for the specified scope of services for this project for the Town of Ledyard.

	Fee (Included in Tasks below)
Task 1: Project Oversight and Coordination	
Subtask 1.1 Project Management and Administration	
Subtask 1.2 Project Coordination	
Task 2: Site Evaluation and Project Feasibility	\$15,000
Subtask 2.1 Review Existing Data	
Subtask 2.2 Initial Meeting with Committee	
Task 3: Action Plan and Conceptual Design	\$20,000
Subtask 3.1 Action Plan	
Subtask 3.2 Concept Plan	
Task 4: Agency Outreach and Permitting	\$30,000
Subtask 4.1 Agency Outreach	
Subtask 4.2 Complete and File Permit Applications	
Task 5: Construction Document Preparation	\$135,000
Subtask 5.1 Project Centerline Survey	
Subtask 5.2 Geotechnical Study	
Subtask 5.3 Prepare 30% Construction Documents	
Subtask 5.4 Prepare 60% Construction Documents	
Subtask 5.5 Prepare 100% Construction Documents	
Task 6: Award and Administration of Construction Contracts	\$35,000 to \$100,000
Subtask 6.1 Bid Review	
Subtask 6.2 Construction Supervision	



REFERENCES

Diversified Technology Consultants takes special pride in the quality of our design documentation, the skill of our management team and the dedication of our entire staff. You are invited to contact our clients regarding our innovative approach, responsiveness and level of service. The following are provided for your convenience:

Diversified Technology Consultants, Inc.:

Sherwood Island State Park, Westport, CT & Multiple Additional Projects
Gregory Ames, AIA
Principal
Ames & Whitaker Architects
31 Liberty Street, Suite 208
Southington, CT 06489
(860) 621-8944

John Passidomo Park, Lake Street Streetscape & Municipal Aquatic Center, Harrison, NY
Anthony Robinson
Deputy Commissioner of Public Works
Town/Village of Harrison
Alfred F. Sulla, Jr. Municipal Building
1 Heineman Place
Harrison, NY 10528
(914) 670-3229

The following are some references from some of our key subconsultants.

Tavella Design Group, LLC:

Theodore L. Grabarz, AIA, ASLA
Sustainability Director, City of Bridgeport
Deputy Director of Public Facilities
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999 Broad Street
Bridgeport, CT 06604
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ted.grabarz@bridgeportct.gov

Mr. David P. Cote, P.E.
Executive Director
Facilities Planning and Operations
University of Bridgeport
Wahlstrom Library, 7th floor
126 Park Avenue, Bridgeport, CT 06604
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davidc@bridgeport.edu



ALTA Planning + Design:

Bert Kuyrkendall
City Transportation Engineer
City of Chattanooga, TN
423.643.5950
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Kyle Wagenschutz
Bicycle and Pedestrian Coordinator
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