

TECHNICAL PROPOSAL

Camden River Walk and Public Landing Design Services

January 18, 2013

submitted to:
The Town of Camden



submitted by:

TYLIN INTERNATIONAL
tjd&a | Terrance J. DeWan & Associates
Landscape Architects/Planners

in association with:

Baker Design Consultants
Penobscot Environmental Consultants, Inc.
Planning Decisions, Inc.
Northeast Civil Solutions, Inc.

January 18, 2013

Mr. Brian Hodges, Development Director
Town of Camden
29 Elm Street
Camden, ME 04843

SUBJ: Camden Riverwalk and Public Landing Design Services

Dear Brian:

T.Y. Lin International (TYLI), in association with Terrence J. DeWan & Associates, Inc. (TJD&A), is pleased to submit the attached proposal to provide schematic design services for the Riverwalk and the Public Landing as outlined in your Request for Proposal dated 12/05/2012. We have assembled a premier team to support the Town on these two exciting projects. Our Team consists of a consummate lineup of experts in the planning/design of multi-purpose trails and public landing facilities here in Maine.

TYLI:	Project Management, Trail Design, LAP Expertise
TJD&A:	Public Participation, Trail Design and Public Landing Expertise
Baker Design Consultants (BDC):	Public Landing/Marine Expertise
Penobscot Environmental:	Environmental, Identification of Required Permits
Northeast Civil Solutions (NCS):	Survey, ROW Easements and Negotiation Expertise
Planning Decisions:	Economic Impact Analyses, Funding Strategies

Noteworthy similar efforts include TYLI's recently completed design of the Belfast Harbor Walk, TJD&A's Eastern Promenade and Bayside Trail in Portland and current work teamed with BDC on the Yarmouth Public Landing. Mike Thompson of Penobscot Environmental has collaborated with several of us on past projects, and also serves as our local Team presence, providing us with local perspectives on the benefits and challenges related to the Riverwalk and Public Landing projects.

Additionally, TYLI provides the Town with a full-range of in-house services and experience that sets us apart from other Maine firms:

- Trail Feasibility Studies and Design – over 60 miles of studies and over 30 miles of designs
- Site Development Design - staff with experience on numerous site developments
- Structural Design – retaining walls to pedestrian bridges to MaineDOT highway spans
- Extensive MaineDOT Design – multi-year General Consultant Agreement for Highway & Bridge Design, Traffic, Multimodal (Trails), and Construction Inspection
- Locally Administered Projects – numerous projects and nine (9) LAP-certified employees
- Traffic Engineering – pedestrian & bicyclist specialty/Complete Streets expertise. Corporate member of National Complete Streets Coalition. Tom Errico is a Complete Streets instructor.
- ROW Mapping Services – niche developed with expertise from Dennis Gardner, former MaineDOT ROW Mapping manager
- Construction Inspection and Engineering Services – staff of 15 associates managed by Jim Ferguson, former MaineDOT Project Manager

We look forward to the possibility of working with the Town on these two components of the Town's Master Plan.

Sincerely,

Darin W. Bryant, PE
Project Manager

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A. INTRODUCTION

T.Y. Lin International (TYLI) is pleased to submit this proposal to the Town of Camden (Town) to provide professional consulting services to support a riverwalk (“River-to-Harbor Trail”) connecting Shirrtail Park to Camden Harbor, and to help the community determine the best uses and redesign of the Public Landing. TYLI has been providing trail design services similar to those requested in your Request for Proposal (RFP) to municipalities throughout Maine for many years, as well as many other Locally Administered Project (LAP) designs.



We have extensive MaineDOT experience on highway, bridge, and trail projects. The solutions we develop are community-based and meet local, state, and national standards. TYLI especially prides ourselves in our ability to effectively communicate with the general public to help them understand technical engineering issues, which allows for productive interaction and helps to provide consensus on a recommended plan. A more detailed firm overview is provided at the end of this section. TYLI has assembled a premier team to work with the Town to develop schematic designs for the River-to-Harbor Trail and Public Landing.

TYLI will provide project management, engineering design services, and Locally Administered Project expertise for conceptual trail design and schematic layout(s) for the Public Landing. Working closely with TYLI on these designs will be **Terrence J. DeWan & Associates (TJD&A)** who will spearhead community involvement/public outreach and landscape architectural design for both the River-to-Harbor Trail and the Public Landing. **Baker Design Consultants (BDC)** will provide engineering support for the Public Landing design, **Penobscot Environmental** will compile available wetland inventory and natural resource data and identify requisite permits, **Northeast Civil Solutions (NCS)** will obtain published survey data and provide ROW/easement expertise, and **Planning Decisions** will prepare economic impact assessments and identify possible funding sources. Qualifications and experience of proposed staff are provided in Section D.

WHY CHOOSE OUR TEAM

- ❖ **FULL SUITE OF SERVICES** - The TYLI Team offers the Town the breadth, experience, and enthusiasm to successfully complete both the River-to-Trail and Public Landing projects as scoped and budgeted herein. Our collective knowledge of existing conditions, design, analysis, public participation, permitting, and construction will ensure that the final products will be amenities on which the public will have had the opportunity to provide great input, that meet all applicable federal and state requirements, and of which the Town will be proud for generations to come.

- ❖ **TRAIL DESIGN EXPERTS** - We have associates who are experts in shared-use path feasibility studies and designs, having prepared feasibility studies on over 60 miles of trails and over 40 miles of trail designs. *Our trail experts are Darin Bryant, Sarah Witte and Tom Farmer.*
- ❖ **EXTENSIVE COASTAL MAINE PUBLIC LANDING EXPERIENCE** - BDC have designed public landing facilities for Maine municipalities including Belfast, Yarmouth, Rockland, and Lincolnville. *Our Public Landing experts are Barney Baker and Sarah Witte.*
- ❖ **LOCALLY ADMINISTERED PROJECT EXPERTISE** - TYLI has significant LAP experience, including projects in nearby coastal and island towns, and is well-positioned to help guide the Town through the design process. *Kathy Kern and Darin Bryant are our LAP experts.*
- ❖ **PERMITTING** – Penobscot Environmental has extensive wetland mapping and permitting experience, including linear projects similar to the River-to-Harbor Trail. *Our Permitting expert is Mike Thompson who is based in Camden.*
- ❖ **ECONOMIC IMPACT/FUNDING** – Planning Decisions has expertise in development of economic impact analyses on projects similar in nature/scope of these two projects, as well as identification of potential funding streams. *Mark Eyerman and Chuck Lawton are our economic impact/funding experts.*
- ❖ **SURVEY/ROW** - NCS has significant survey and ROW experience, from ROW mapping to identification of required easements and ROW negotiations. *Troy McDonald is our Survey/ROW expert, with over 20 years of ROW easement and negotiation experience along utility corridors.*

“T.Y. Lin did an exemplary job on delivery of this [LAP] project.”

– Aurele Gorneau, II, MaineDOT Project Manager, Belfast Harbor Walk

❖ **DBE Participation.** *The RFP does not stipulate Disadvantaged Business Enterprise (DBE) requirements for these projects. TYLI was originally founded as a minority business enterprise, and continues to be strongly committed to the principles of Affirmative Action. In addition to seeking out the very best firms to be part of our team, we routinely look for opportunities to utilize the services of DBE vendors and other contractors during the course of our project pursuits. NCS is a MaineDOT-certified DBE firm.*

T.Y. LIN INTERNATIONAL FIRM OVERVIEW

FIRM SIZE

Founded in San Francisco more than 50 years ago, T.Y. Lin International (TYLI) is an internationally recognized civil and structural engineering firm specializing in the planning, design, and construction engineering/inspection of transportation infrastructure. We specialize in providing our clients quality, responsiveness, innovation, value, and constructible designs –usually while contending with tight deadlines, budget constraints, and challenging site conditions.

Our Falmouth TYLI office was originally Hunter-Ballew Associates (HB), a premier engineering firm providing a host of services to a variety of clients including site design, water and wastewater, roadway and trail design, etc. TYLI merged with Hunter-Ballew Associates in the mid 1980s to begin its Maine presence in designing not only bridges, but roadway and bicycle/pedestrian facilities while also providing other HB-supported disciplines. Our Falmouth, Maine office staff consists of 40 design professionals, construction management associates, and support who work with and are supported by a professional staff of more than 800 engineers and planners with offices throughout the United States.

QUALIFICATIONS AND SERVICES

TYLI provides services on all phases of project development and delivery, including planning, design, construction support and inspection, construction engineering, program management. TYLI provides comprehensive site design services and design services for all major sectors of the transportation industry including bridges, roadway systems, bridges, ports & marine, rail & transit, and airports. Falmouth staff members have designed site developments, bicycle and pedestrian trails, roadways, sidewalk improvements, boardwalks and pedestrian bridges, retaining walls, vehicular bridges, interchanges, and many other infrastructure projects.

“It’s a pleasure working with T.Y. Lin. Darin Bryant is always very responsive to the needs of the Agency, and does an excellent job communicating throughout the process. Darin will call and ask the right questions, which is great as this always saves time later in the process. I look forward to working with T.Y. Lin on future projects”

– Josh Shultz, Vermont Agency of Transportation

We have been providing a variety of services to MaineDOT and local municipalities for nearly 30 years, and have also worked with municipalities and transportation agencies in New Hampshire, Vermont, and Massachusetts. TYLI has worked on nearly 100 projects in that time, from large MaineDOT projects such as the Topsham-Brunswick Bypass, the Casco Bay Bridge, and the Veterans Memorial Bridge, to bridge and highway projects, intersection improvements, and pedestrian/bicycle improvement projects in smaller communities throughout Maine. We have also been part of MaineDOT’s General Consultant Agreement (GCA) program for bridge and highway design since its inception in 1994.

TYLI also brings considerable LAP experience to this project, having worked on 16 LAP projects during the last 10 years with 9 LAP-certified employees. Many of these LAP projects involved Feasibility Studies and/or design of pedestrian and bicycle facilities. As a result, we are very familiar with the needs of both urban and rural municipalities as well as MaineDOT procedures, policies, and staff.

We have designed over 30 miles of pedestrian trails and walks, including pedestrian bridges and boardwalk structures, and recently complete the design of the nearby Belfast Harbor Walk. We also have staff with site development expertise who have prepared bid packages for numerous site developments for both private and municipal clients.

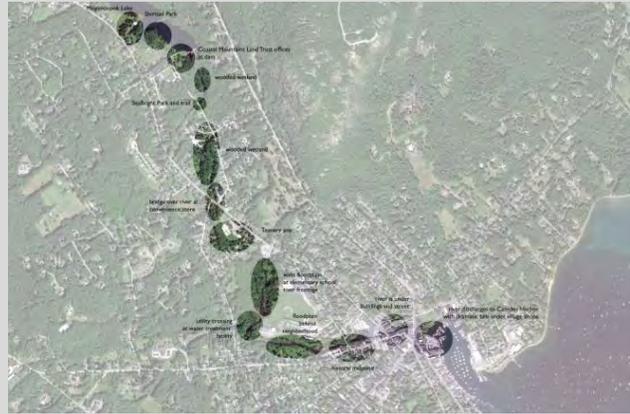
Our Team has significant experience in providing top quality designs on projects similar in scope to the River-to-Harbor Trail and Public Landing Projects. Relevant project descriptions for our Team can be found in Appendix A.

B. PROPOSED SCOPE OF WORK

RIVER TO HARBOR TRAIL PROJECT APPROACH: CAMDEN'S OWN EMERALD NECKLACE

“Trails link people to greenspaces, neighborhoods, schools and waterfront. Trails counteract sprawl by providing alternative routes of transportation. Trails connect people by getting them out of their cars and on a community link to each other. Trails allow us to live in proximity to one another. Trails make conservation relevant to people’s everyday lives. PT continues to succeed and grow not only because we are building a system of trails linking open spaces, but because of all of the different people who keep contributing their time and passion for a cause in which they believe.”

– Portland Trails



The Design Team proposes a highly interactive approach for the design of the River-to-Harbor Trail that will involve the Town of Camden, its citizens, and the Steering Committee throughout the planning process. Based on the goals listed in the RFP, and drawing on our many years of trail planning and urban design, we offer the following principles that will guide the process:

- ❖ **Segments.** Due to the layers of complexity and the numerous abutting property owners, we will approach the River-to-Harbor Trail as a series of interconnected neighborhoods, natural spaces, and linear path segments within the context of a river corridor. We have successfully used this approach on several similar projects as a way to better define a particular feel to the pathway, civil engineering requirements, environmental constraints, and costs. While each segment will have its own unique personality (with possible variations due to existing conditions, views, and proposed land uses), the River-to-Harbor Trail as a whole should have a consistent feel throughout. The design details and materials will send a message that this is a cohesive whole, and that users are welcome to the resource.
- ❖ **Design.** The River-to-Harbor Trail should be a model for context sensitive design; i.e., a solution that respects the nature of the neighborhoods and village while providing a safe, functional, and attractive way for non-motorists to move. Recommendations should be appropriate to the opportunities and limitations of the area, anticipated use, community expectations, the Town’s maintenance capabilities, and projected funding source(s). The design should encourage developers of abutting properties to face and embrace the trail rather than turn away from it.

- ❖ **Lively pocket parks, plazas, play spaces and rest spaces** will be interspersed along the River-to-Harbor Trail. They will be located in coordination with abutting land uses and connections to neighboring streets. Seating and gathering areas should include some areas which enjoy winter sun and solar gain or shelter from the wind.
- ❖ **Safety.** One of the primary reasons the River-to-Harbor Trail is being built is to provide a safe route for walkers, joggers, strollers, and others who appreciate the beauty and character of the river, woods and waterfront. Safety and visibility will be a major consideration in all aspects of the planning and design. Special consideration will be given to road crossings, tight curves, steep slopes, and other challenging locations, and bicycle safety will also be considered.
- ❖ **Accessibility.** The River-to-Harbor Trail should be accessible to all users, i.e., compliance with Americans with Disabilities Act (ADA) recommendations. There will undoubtedly be challenges along the way (floodplains, drainage, pinch points at private property corners, underground utilities), but each can be dealt with through proper route selection, grading, and detailing.

- ❖ **Maintainability.** Maintenance must be an important consideration for the River-to-Harbor Trail to succeed in the long term. During the planning process there will be a number of maintenance-related issues to be explored: access for maintenance vehicles, surface material(s), winter use, longevity of materials, vandal resistant products, litter collection, path edges, cross-slopes and path grading, stabilization of side slopes, treatment of drainage flows, underlying soil conditions, potential flooding, and other functional considerations. The trail and surrounding areas should be designed to minimize icing and anticipate areas for snow storage and removal, unless segments are designated as part of a network of winter recreation trails (e.g. snowshoeing, cross-country skiing).



- ❖ **Connectivity.** While the focus will be on the connection between Shirrtail Point Park and the Harbor, there will other opportunities to connect with nearby existing trails, neighborhoods, and recreation areas. Visibility will be a high priority. Wherever the River-to-Harbor Trail intersects roads or other sidewalks, or connects to open space on abutting parcels, there may be opportunities for signature materials (bollards, pavement, portals, plantings, etc.) These major entry points to the Trail will help to increase its visibility and use.

- ❖ **Amenities.** While the River-to-Harbor Trail can be fully functional with just grading and surface improvements, certain amenities will increase its visibility, visual and cultural interest, and give it a personality that is uniquely Camden. Amenities may include plantings for seasonal color, seating areas, interpretive signage, trail markers, directional signs (especially at intersections), water features, artworks, and lighting. The design of the amenities will be guided by the vision for branding developed at the outset of the design process with the community.
- ❖ **Phasing.** Community-funded trails are typically developed in phases as resources become available. We will work with the Committee to plan for a phased implementation schedule, knowing that amenities and additional improvements can be installed at a later date without disturbing what has already been built. The overall vision for the trail should anticipate public spaces, plantings, entranceways, and other features that will ultimately be provided by the private sector. Seeing the value of each discrete jewel in the “Emerald Necklace” allows for patience, and calls for creativity as we problem-solve around the missing links and strive for a River-to-Harbor design vocabulary that easily identifies the trail in a recognizable and memorable way.
- ❖ **Public Works and Construction.** We have worked with several communities where Public Works Departments have built portions of trails and pathways and/or donated materials for construction. If Camden has that capability, it may be a way to stretch the construction budget or match funding dollars with ‘in-kind’ contributions. Municipal staff (i.e. Public Works crews) gains a tremendous sense of pride when they can take ownership in high-visibility projects, and this ownership will be translated into ongoing natural maintenance.
- ❖ **Natural Resources.** Even in a developed area such as downtown Camden, there are plants, mammals, birds, and insects that make up an ecosystem. Routing of the trail by the Camden-Rockport Middle School with connection to the Harbor provides an immediate set of lessons on the interdependent web of nature. As part of the characterization of existing environmental conditions, we will note natural resources that potentially constrain the project (e.g., wetlands), but we will also focus on resources that provide benefits to trail users.

We will provide a report that describes the forest, wetland, riparian, and stream habitats along the river walk and highlight their value as attractions (e.g., birding in specific habitats) as well as destinations for teachers and their students. This



would provide tremendous opportunities for teaching about river ecology, floodplains, wetlands, and wildlife habitats, and would be particularly beneficial because students and teachers could access the area without the need of transportation off campus.

Organizations such as MAINE RIVERS (www.mainerivers.org) can provide information on dams, culverts, and restoration of natural fisheries. Members of the Project Team have experience in assessing and creating protection for, and then interpreting the natural animal and plant communities to the public.

- ❖ **Green Design.** The team will balance environmental responsibility with function and cost. Materials should be local, natural, native, salvaged, recycled, and nontoxic. All aspects of the design will be integrated: solar orientation, stormwater management, landscape palette, site furnishings, lighting design, and pavement selection.

The Maine DEP may be interested in seeing this project used as a model for creative stormwater management, following current thinking on Low Impact Design. The creative treatment of stormwater - integrating rain gardens, vegetated swales, and infiltration areas - could be a common theme that runs through the length of the trail corridor.

- ❖ **Landscape Palette.** Schematic level recommendations for plantings should emphasize native, non-invasive species with minimal maintenance requirements. We will look for opportunities to integrate special plant collections in appropriate locations to add variety and interest to the trail. These might include rain gardens, butterfly gardens, winter gardens, and sensory gardens, with appropriate interpretive signage to incorporate an educational component into the trail.



Mass plantings of perennials and grasses which have proven to be relatively easy to establish and difficult to remove (i.e. steal) may be used to provide color and seasonal interest. The team will also develop landscape maintenance guidelines (e.g. mowing, weeding, trimming, pruning, raking, seasonal clearing) to support long-term sustainability and protect the Town's investment.

PUBLIC LANDING PROJECT APPROACH: CREATING A DESTINATION

Our Team's broad experience with similar projects demonstrates our abilities to work with communities to help determine best uses for their waterfronts. We are passionate about transforming public landings into true destinations, with collaboration of citizens and stakeholders.



The Design Team also proposes an intensive, community-oriented input approach for the Public Landing that involves the Town, its citizens, and Steering Committee / Project Partners (as identified in the Grant Application) throughout the planning and design process. The Public Landing is a different but equally good model for context sensitive design – where a recommended solution is developed that respects the inherent nature of this landing which serves commercial operations, recreational boating interests, and has a large paved lot that provides municipal parking and seasonal event space. From our breadth of experience on public landing facility designs, and the goals set forth in the RFP, we provide the following components that will be included as we progress schematic design concepts to establish best uses for the Public Landing:

- ❖ **Best Uses.** As part of our Public Participation program, we would engage with key stakeholders including citizens, the Camden Harbor Committee, the Downtown Business Group, the Community & Economic Development Advisory Committee, vendors, marine businesses, bus companies, and utilities to gather thoughts regarding present conditions, issues, challenges, and preferences/desires for a new Public Landing that provides optimum improvements for pedestrians and incorporates a consensus of preferences for commercial and recreational marine operations, vendors, events, and parking.
- ❖ **Safety.** Safety is the most important consideration as all options are developed and evaluated – safety for pedestrians and workers at the landing, as well as bicyclists and vehicular traffic. There are currently major safety issues at the landing, including inadequate railings and lack of gates at access ramps. Recommendations will be developed for existing infrastructure that will remain, and safety will be incorporated as the key design element in all planned infrastructure.
- ❖ **Landside design concepts** will be developed that include provisions for pedestrians, vendors, events, marine usage, and parking. These concepts will ensure that although waterside considerations are not part of this RFP, our Team believes that it is imperative to give waterside infrastructure major consideration as landside improvements are being designed.

- ❖ **Working Access.** Although the focus is landside improvements, our Team believes that inclusion of waterfront/waterside considerations is imperative for the successful development of landside improvements.

Information will be gathered regarding existing operations and our Team will interview the Harbor Master, the Harbor Clerk, commercial and recreational boat users, and other marine stakeholders to get their opinions on the current benefits, existing challenges, and preferences for new improvements at the landing. We will memorialize this information in a memorandum and develop recommendations that will be shared with the Town and other stakeholders.



- ❖ **Pedestrian Access.** Safe, functional, and attractive pathways will be designed for pedestrians to move through the area and bring them to selected areas for views of the harbor, and enjoyment of newly landscaped areas while blending harmoniously with harbor master building, public facilities, business/vendors, event space, parking, and waterfront infrastructure and activities. The walkway, which will provide connections to the sidewalk and businesses along Main Street, will incorporate ADA recommendations. A general review of ADA compliance of existing waterside conditions (e.g., geometry of gangways, piers & floats, etc.) will also be part of our review. As with the River-to-Harbor Trail project, opportunities and constraints of the area, anticipated uses, community expectations, the Town’s maintenance capabilities, and projected funding source(s) will all be considered during design development.

- ❖ **Visual access.** Camden Harbor is notably one of the most beautiful harbors on the eastern seaboard, but the viewshed as you enter from Commercial Street is lackluster with the immediate point of focus ahead being a parking lot and Harbor Master Shack. Equally important is the view of the Public Landing from the harbor as boaters arrive in Camden. Improvements will be selected not only for their function but also for their aesthetic with both viewsheds in mind.



- ❖ **Parking.** Parking will be evaluated to determine how many spaces are needed to serve fishermen and adjacent business parking, and alternate parking scenarios will be considered to replace the remaining spaces that are presently provided at the landing. As part of this evaluation, we will look into the possibility of utilizing existing parking lots within Camden – church, school

municipal, private business – as well as new satellite parking lot locations. Alternative transportation options (e.g., shuttle bus) will also be considered, along with potential mechanisms to fund them. We are also glad to facilitate and coordinate local group discussion efforts, e.g., alternative parking locations within walking distance of the harbor.

- ❖ **Pedestrian Bridge.** The feasibility of providing a pedestrian bridge to connect the landing to Harbor Park will be evaluated. Included in this evaluation will be the effects this route could potentially have on local businesses, since currently the only way to get to Harbor Park from the landing on the landside is to walk up to and along Main Street to the park. (i.e., directing them away from merchants).



- ❖ **Utilities.** Representatives of each utility located within and adjacent to the project area will be contacted at the beginning of the project to apprise them of the schematic design being developed for the landing. Locations of all existing utilities will be determined, and information obtained regarding current conditions, ongoing problems or issues, and any future plans for upgrades/improvements. The proposed design will minimize impacts to utilities to the extent practicable, and utility-planned upgrades will be accounted for in the design. We will also evaluate potential best use-specific improvements to utility service at the landing (e.g., shore power, water, pump-out), and evaluate the upgrade of existing public restrooms.
- ❖ **Harbor Management Plan.** As noted in the grant application for the public landing a Harbor Management Plan will be created as part of this work. The Town’s Harbor & Waterfront Ordinance will be reviewed in conjunction with the proposed design and a technical memorandum will be developed that provides recommendations for facility management consistent with landside improvements. The Harbor Management Plan will contain guidance for pedestrians, commercial fishermen, day sailor patrons, and drivers as they enter the landing and “co-mingle” through the area - with pedestrian safety being the first priority.
- ❖ **Stormwater Management.** Existing drainage infrastructure will be evaluated to mitigate existing drainage issues and provide adequate stormwater management for the recommended design. Opportunities for low impact development will be considered (e.g., rain gardens, infiltration systems). While addressing sea rise and climate change is outside of the scope of this proposal, these are complex issues to which the community needs to give consideration as things move forward.

- ❖ **Amenities.** Similar to the River-to-Harbor Trail, amenities will be critical to increased visibility, visual, and cultural interest – giving the Public Landing a personality that is uniquely Camden. Pedestrian-scale amenities may include plantings for seasonal color, benches, interpretive signage, wayfinding, artwork, and lighting. The design of these amenities will also be guided by branding vision that will be developed with the community at the outset of the design process.
- ❖ **Landscape Palette.** Schematic level recommendations for plantings should emphasize native, non-invasive species that are hardy and appropriate for marine environments with minimal maintenance requirements. Landscape maintenance guidelines (e.g. mowing, weeding, trimming) will be developed to support long-term sustainability and protect the Town’s investment.

C. WORK PLAN AND SCHEDULE: RIVER-TO-HARBOR TRAIL AND PUBLIC LANDING PROJECTS

Our Team has developed a comprehensive approach to the Work Plan for both the River-to-Harbor Trail and the Public Landing. Tasks associated with our Work Plan are summarized below.



TASK 1: CONDUCT INVENTORY OF EXISTING CONDITIONS AND USES

Data Collection: The Team will review all published studies, maps, and reports relative to the Trail and Public Landing. For the Trail we will also review all relevant available information pertaining to the Megunticook River. We will pay particular attention to Camden’s Comprehensive Plan in its discussion of water access, playgrounds, trails, indoor and outdoor recreation, any pending land conservation areas, and other goals. The corridor on either side of the River will be inventoried for both environmental and ownership information.

- ❖ **Soils reports/analysis.** The Town will provide the Team with test pit reports and boring logs of test pits and soil borings completed to date. There has been significant environmental work and some geotechnical work performed in the project area. The project team will coordinate with Public Works for any additional test pits required.

- ❖ **Environmental Characterization.** Environmental conditions will be characterized based on a compilation of existing information and site visits where property access is allowed. Management of digital information will be accomplished using both AutoCAD and the ArcMap (v. 10.1) Geographic Information System (GIS). Digital data available from the Town of Camden will be imported and transformed into a unified coordinate system for the project. We will also obtain existing aerial photographs and natural resource information from the Maine Office of GIS. Existing remote sensing information will be supplemented by data collected in the field, where property access has been granted. Site-specific information will be recorded using a Trimble GeoXT GPS that is capable of sub-meter accuracy and then imported into the GIS.
- ❖ **Property Ownership.** Tax maps and existing Right-of Way (ROW) maps will be collected and reviewed to determine ownership along and adjacent to both the River-to-Harbor Walk and the Public Landing project areas. This will aid the public in developing an understanding of where their properties are located with respect to these two projects, and help the Team determine where easements may be necessary as the design progresses. NCS has extensive experience in ROW mapping, process and issues, ROW negotiations, and easement acquisitions, and can assist the Town on any and all aspects of ROW associated with the trail and public landing designs.
- ❖ **Base Mapping.** Key to the planning efforts will be the development of a system of base mapping for both project Study Areas and adjacent portions of Camden. The Project Team will develop base maps from available published maps with suggested scale and format, including, logical match points that fit the need of each project.

WORK PRODUCT: *Base maps at an illustrative scale for each entire project area.*

TASK 2: COMMUNITY INPUT AND PARTICIPATION

Public Participation Meetings. We are fervent believers in the collective wisdom and group dynamic process which leads to community vision and excitement. In coordination with the Steering Committee, the team will plan and facilitate public forums for community participation as well as all necessary Town Council and Planning Board presentations, for a total of 4 major public meetings. We have led many workshops, charrettes, and forums, and if resources permit we would be very glad to attend -- or help facilitate -- smaller neighborhood meetings or focus groups later in the process.

One of the best possible outcomes of the process would be wide support for a vision statement of the River-to-Harbor Trail and Public Landing, expressing the joy of living in a place that puts great emphasis on healthy living, active engagement, and a sense of community. This will help to provide the philosophical underpinnings that will support the implementation of the plan, and make it a living document.



Meeting #1: In order to make the best use of both Team and Staff resources, we propose a kick-off Open Forum, where the Team is in residence for an entire day and evening for the purpose of listening and gathering critical input on the **RIVER-TO-HARBOR TRAIL**. Various interest groups such as schools and conservation groups, and constituencies as well as department heads and landowner/stakeholders will be contacted in advance to ensure participation. Maps and aerials prepared in advance of this meeting will facilitate useful discourse.

Meeting #2: We will gather the input of the community and its employees and stakeholders for the **PUBLIC LANDING** with an intensive design workshop to energetically engage in programming, discuss design options and materials, evaluate material selections and define the needs of user groups and alternatives for seasonal demands such as tourist parking.

***Note:** For both Meetings #1 and #2, the Town and Project Team may want to invite the participation of regional expertise such as planners, architects, engineers, landscape architects, wildlife biologists and educators. These folks can be resources in the design and discovery process as well as great group facilitators, stretching the project funds. We have already had this service offered for the Camden project by another Town’s Director of Planning and Economic Development.*

Meeting #3: The Project Team will synthesize the feedback, ideas and concerns of the Town into a set of loose concept plans, with ‘order of magnitude’ cost, phasing and permitting implications, and present them to the community at a public meeting or Planning Board Workshop.

Meeting #4: Based on the response to the options discussed in Meeting #3, the Project Team will develop the preferred design with Schematic level graphics for a Final Presentation to the Community and adoption as an addendum to the Town of Camden’s Comprehensive Plan.

Other meetings with Project Team, Town Staff, individual landowners and interest groups will be held regularly throughout the duration of the project, supplemented by frequent electronic and telephone communications.

PROPOSED SCHEDULE FOR MEETINGS AND PUBLIC PARTICIPATION

MEETING #	APPROX. START DATE	MILESTONE
	March 4	Project kickoff meeting with Town: establish milestones, review calendar, establish frequency of Team meetings with Town, communications, etc.
Meeting 1	March 18	Open Forum for River-to-Harbor Trail
Meeting 2	April 1	Open Forum for Public Landing
Meeting 3	June 24	Presentation of concept plans for River Walk and Public Landing
Meeting 4	September 9	Presentation of preferred designs for River Walk and Public Landing
	September 23	Final delivery of schematic plans for River Walk and Public Landing

WORK PRODUCTS: Materials for Civic Engagement include maps, PowerPoint show of issues and opportunities, preliminary concepts for review and discussion, other materials for discernment of preferences and priorities within the engaged community.

TASKS 3A&B: DEVELOP SCHEMATIC PLANS FOR THE RIVER-TO-HARBOR TRAIL AND PUBLIC LANDING

Based on review of design options, phasing and material considerations, we will bring the design for the entire River-to-Harbor trail and Public Landing to a concept sketch level of detail and resolution, with several sketch options for key areas.

From the work of the group workshop, feedback from Public Meeting #3, and based on the design principles listed in our project approach, above, the Design Team will synthesize a Schematic Design for the trail from Shirttail Point Park to the Public Landing at Camden Harbor, and a single proposed design for the Public Landing.



Exploration of alternative parking solutions will result in recommendations to alleviate pressure on the landing with the goals of increased safety, function, and beauty.

Plans for the trail and downtown harbor landing will be provided via full color drawing illustrating plantings, pocket parks, play spaces, stormwater treatment and rain garden opportunities, landscaping, accessibility, crosswalks, and typical trail width and alignment.

TASK 3C: ADHERENCE TO STATE CERTIFICATION STANDARDS

Our Project Team has extensive experience with MaineDOT Standard Specifications and Standard Details, and has significant expertise with MaineDOT Locally Administered Project guidelines. TYLI has nine

staff members who have been certified for MaineDOT for Locally Administered Projects, including Darin Bryant, PE, Katherine Kern, PE, and Rick Hebert, PE. Barney Baker, PE and Dan Bannon, PE of BDC are also MaineDOT certified LAP professionals. Through previous and on-going work for MaineDOT and recent, similar locally administered trail projects in Belfast, Bath/Brunswick, Lisbon, and Topsham funded through MaineDOT's Locally Administered Project (LAP) program, we have a thorough understanding of the technical needs of the design, bidding, and construction process for locally administered projects.

“As a local Project Administrator with no background in civil engineering and working in a small community governed by non-technical residents, I have found T.Y. Lin engineers not only patient and instructive, but flexible and creative in responding to local needs and concerns. It has been, and continues to be, a pleasure to work with them.”

– Joe Stone, Town Administrator, Second Bridge Rehabilitation.

WORK PRODUCT: Schematic Design documents will be large scale, colorful, illustrative, detailed, and highly annotated. Cross-sections and thumbnail sketches will convey additional intent. Plans will be available in full-size color, reduced-format black-and-white, and digital (CD) files.

TASK 4: ASSESS ECONOMIC IMPACT OF TRAIL

For this task, two separate assessments will be required, one for the River-to-Harbor Trail and one for the Public Landing. The scopes for the two components are as follows:



TASK 4A: ECONOMIC IMPACT OF THE RIVER-TO-HARBOR TRAIL

For this project, Planning Decisions will evaluate the economic impact of similar trail projects in other communities to understand both the type of economic impact and the scale of those impacts. We will begin by looking at any available published research on the economic impact of similar trails. If this does not provide adequate data to assess the potential impact, we will identify similar trail projects and interview people knowledgeable about those projects and their impacts. Using this data, Planning Decisions will identify the types of economic impacts that may result from construction of the River-to-Harbor Trail and estimate the likely magnitude of those impacts in Camden.

TASK 4B: ECONOMIC IMPACT OF THE PUBLIC LANDING

The RFP requests a comparative approach of assessing the economic impacts of the current use of the public landing versus the impacts of a possible future use to be determined as part of the study. Since it is possible that some uses of the public landing will remain unchanged, we suggest leaving those activities out of the analysis and focusing only on those elements that will change. This will require two separate but related activities:

1. Assess the economic impact of the current uses of the landing that are being eliminated – Planning Decisions will identify the current uses occurring at the public landing that would no longer occur there or at a diminished or changed role, and estimate their economic impact using appropriate economic models if necessary.
2. Assess the economic impact of possible new future use of the landing based on the proposed redesign; again, Planning Decisions will identify the possible new or changed uses of the landing after redevelopment and, in broad terms, evaluate the economic impacts of the new or changed activities.

With these two activities, Planning Decisions will then determine the incremental change in the economic impact of the use of the Public Landing based upon its redesign.

TASK 5: PROVIDE COST ESTIMATE FOR CONSTRUCTION OF TRAIL AND PUBLIC LANDING

Based on all available data, including an understanding of future land uses, phasing and improvements, we will develop the cost estimates to a schematic level in keeping with the design. This level of detail will provide enough information that the Town will be able to prioritize capital expenditures and apply for grants and funding. We will utilize the latest available unit costs from recently bid Town projects, supplemented with MaineDOT published average bid item pricing as appropriate, and apply contingencies of 25-30%, which are acceptable and appropriate for schematic-level design costing.

WORK PRODUCT: *“Preliminary Opinion of Cost” broken down by trail segment and area, with a separate cost document for each major component of the Public Landing.*

TASK 6: INCLUDE SUGGESTED AND RECOMMENDED FUNDING SOURCES

Options for funding for construction and maintenance of all improvements identified, including those listed in earlier Town reports, will be reviewed in this task. Planning Decisions will investigate and identify possible sources of funding for the capital costs involved in the two projects. This effort will look at locally generated revenue/funding as well as outside funding. This will include but not be limited to:

Local Revenue/Funding

- The potential for user fees
- Increased property taxes resulting from increased property values adjacent to the projects
- Special assessment districts
- Private fundraising

Outside Funding

- State and/or federal loans and grants
- State transportation funding
- Foundation grants

It is expected that such programs as MaineDOT’s “Safe Routes to Schools” , which provides funding for improvements to promote both walking and biking to schools, other MaineDOT bicycle and pedestrian safety funds, MaineDOT safety and spot improvement funds to address intersection and other safety issues, and both EXPLOREMaine and GoMaine funds will be explored.



Another source of potential funding is the Land & Water Conservation Fund. The Land & Water Conservation Fund Act of 1964 (LWCF) was established to assist federal, state and local governments in the acquisition and/or development of public outdoor recreation facilities. Administered at the federal level by the National Park Service and at the state level by the Bureau of Parks and Lands in the Maine Department of Conservation, LWCF grants can provide up to 50% of the allowable costs for approved acquisition, renovation and/or development of public outdoor recreation projects. There is an annual

funding cycle through LWCF, with more information available at <HTTP://WWW.MAINE.GOV/DOC/PARKS/PROGRAMS/COMMUNITY/LWGRANTS.HTML>.

Additional technical support and funding sources may include:

- Land for Maine’s Future Water Access Fund, “to get people to the water”
- Tax Increment Finance District revenues
- Bureau of Parks and Lands Recreation Trail Program Grants
- NPS Rivers Trails and Conservation Assistance, to assist with grant writing, funding and design
- Maine Development Foundation’s Maine Downtown Network, for sidewalks and trails
- Maine Conservation Corps for trail planning assistance
- East Coast Greenway affiliation, to promote awareness and connectivity

All possible funding sources will be outlined with program descriptions, requirements, and a summary of the application processes. In addition, specific improvement projects may be recommended for particular funding programs, such as “Safe Routes to Schools”.

WORK PRODUCT: *Summary of potential funding sources, with schedule of ‘next moves’.*

TASK 7: COORDINATE WITH TOWN DEPARTMENTS AND STAFF TO GATHER BACKGROUND INFORMATION AND ATTEND MEETINGS.

This work is integrated with all other tasks, and is described in other sections of this proposal. We will maintain close contact with Staff throughout the process to make the best use of all resources.



TASK 8: IDENTIFY AND PROVIDE ASSISTANCE WITH OBTAINING EASEMENTS NECESSARY TO ENSURE PROJECT COMPLETION.

The Town of Camden will need to interface with many landowners and land trust or conservation entities along the River-to-Harbor Trail. To support this effort, the Project Team will provide sketches to illustrate how the trail will interface with key parcels. We will be available to advise on grading, signage, trail connections, accessibility, site furnishings, safety and security issues and coordinated open spaces. We will help the Town promote the trail as an economic asset and encourage landowners and developers to embrace the Trail as a significant open space. It is not likely that any consultant team can ‘ensure project completion’ but we are enthusiastic about the mission of the project and are able to represent the will of the community for the best outcome. We have the expertise to recommend an approach which will assist the Town with negotiations with property owners to obtain easements.

- ❖ **Critical Acclaim.** Additional incentive for participation from developers can come in the form of critical acclaim for the project. A successful greenway will be a desirable location for investment. We would be honored to assist the Town in submitting the River-to-Harbor Trail for any applicable local, state, regional, and national professional urban planning and design awards in order to bestow recognition on the project and the creative partnership which brought it to reality.

WORK PRODUCT: Meetings with Economic Development staff, residents of neighborhoods and other stakeholders; information on trail/abutting parcel interface details (e.g. impacts and recommended easements).

TASK 9: IDENTIFY DEP/ACOE PERMITS REQUIRED FOR PROPOSED PROJECTS

We will review the proposed design in conjunction with existing wetland inventory mapping and other published data to advise the Town of permitting considerations and requirements as the designs progress. As part of this work, we will identify the likely Maine DEP and US Army Corps of Engineers (ACOE) level of permits needed for both the River-to-Trails and Public Landing projects.

WORK PRODUCT: Memorandum and outline schedule of anticipated local state, and federal permits.

SCHEDULE FOR ACCOMPLISHING REQUIRED SERVICES

Management within our Team firms have committed to ensuring the Camden Riverwalk and Public Landing Design projects are top priority, and providing all necessary resources to perform the work as described in this proposal and in the timeframes established below. For our meeting schedule, see Section C, Task 2.

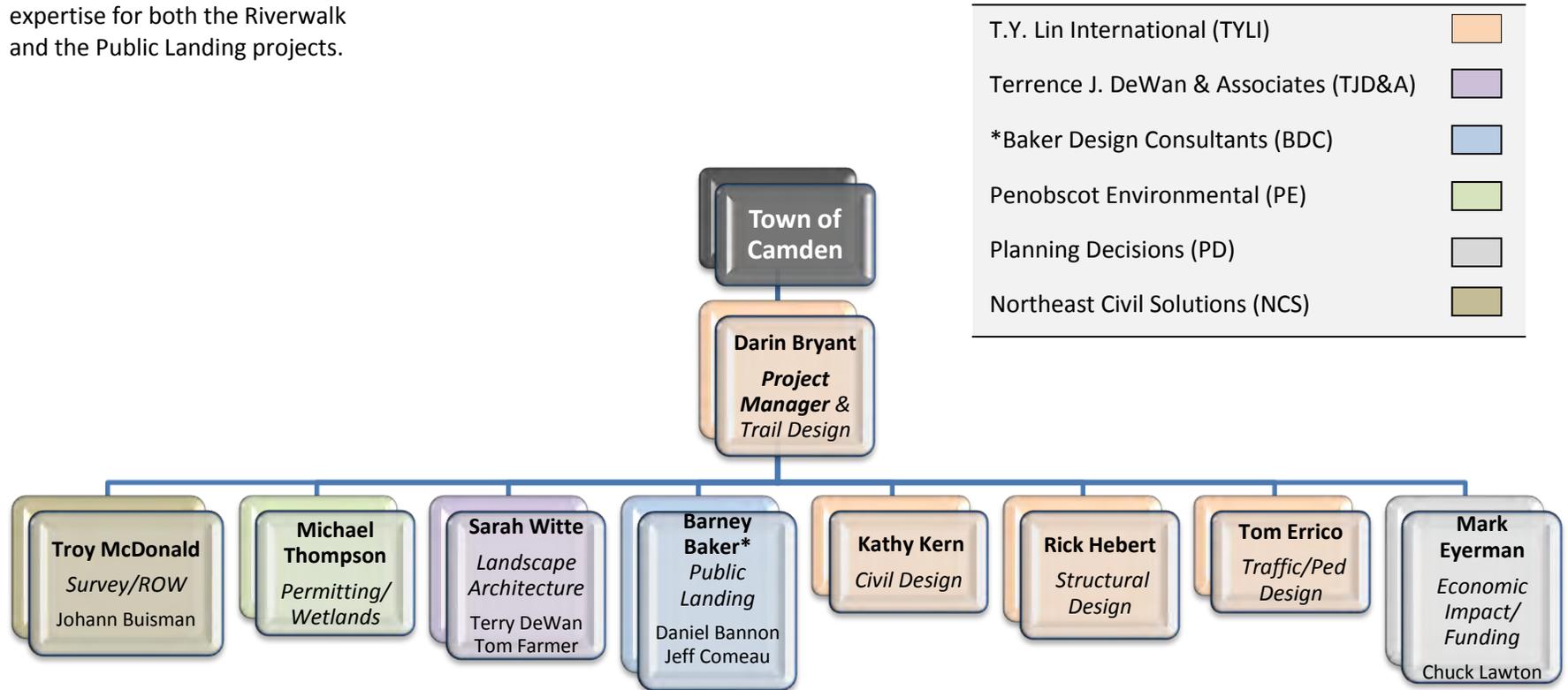
TASK	APPROXIMATE TIMEFRAME
Task 1: Review Existing Conditions	March 4 –16
Task 2: Community Input & Facilitation	March 18 – September 9
Task 3: Develop Schematic Plans	April 2 – September 9
Task 4: Access Economic Impacts	August 26 – September 20
Task 5: Provide Cost Estimates	June 24; September 9; September 23
Task 6: Recommend Funding Sources	September 2 – 6
Task 7: Coordinate with Town Departments	March 4 – September 23
Task 8: Identify Easements	April 2 – September 9
Task 9: Identify DEP/ACOE permits	September 2 – 6
Delivery of Schematic Designs for RW and PL	September 23

D. SCHEDULE OF MEETINGS AND PUBLIC PARTICIPATION

Please see section C. WORK PLAN under Task 2, page 13.

E. PERSONNEL

Our project team consists of professionals with the skill sets and expertise for both the Riverwalk and the Public Landing projects.



**Barney Baker and colleagues of Baker Design Consultants will be involved with the Public Landing project only*

STAFF PROJECT TEAM BIOS

Brief descriptions of key staff are provided below. Full resumes are in Appendix B.

Darin Bryant, PE (TYLI) will serve as **Project Manager and Senior Trail Designer** on this project. Darin has been with T.Y. Lin International for over 26 years. He has been involved in both the roadway/bikepath design and traffic planning/analysis fields since joining the firm in 1986. His roles and responsibilities include project management, planning and design of roadways, major intersections, and bicycle-pedestrian trail facilities from Maine to Florida.

Darin was the Lead Trail designer for the Topsham Trails and Beth Condon Memorial Paths in Maine. His experience includes a variety of projects ranging from the planning and environmental analysis phase through permitting to the final P.S. & E. stage of development.

Katherine Kern, PE (TYLI) will serve as **Senior Civil Engineer**, and has over 30 years of experience on civil/site design and transportation projects. She has established solid working relationships with MaineDOT and several Maine municipalities and is the Project Manager on two recently completed LAP design projects – Belfast Harbor Walk in Belfast and Second Bridge Replacement in North Haven – both of which will be constructed in 2013. Kathy also worked on the Route 9 Traffic Calming and Sidewalk Improvements in Biddeford, as well as other MaineDOT and municipal projects.

Thomas Errico, PE (TYLI) will serve as the **Lead Traffic Engineer** providing traffic expertise relating to pedestrian/bicycle and parking considerations for this assignment. Mr. Errico has over 27 years of experience working on a wide variety of transportation and traffic projects for state agencies, municipalities, and a host of other public and private-sector clients. Tom is well-known for his ability to communicate technical subjects in a manner

that it is understandable to the general public. He has been involved in several “Complete Street” projects including Marginal Way in Portland where an innovative plan – in a complicated setting – is being implemented in a phased and successful manner. Tom is interested in multi-modal transportation and has both professional and personal interests in ensuring pedestrian and bicycle modes are an equal component of planning and design within our roadway systems. Professionally, Tom has been working on pedestrian and bicycle planning/design projects throughout New England and is knowledgeable about design standards. Personally, Tom is an avid bicyclist and enjoys walking whenever the opportunity presents itself. Tom is a member of the speaker’s bureau for the National Complete Streets Coalition.

Rick Hebert, PE, (TYLI) will service as **Senior Structural Engineer** on this project. Rick has more than 20 years of specialized experience in all aspects of bridge engineering, including inspection, analysis, design, and construction, for a wide variety of bridge types and sizes. He has led nearly all statewide on-call bridge contract program efforts conducted through our Falmouth office since 1998. His program experience includes a total of more than 33 bridge projects under these programs and includes work for the Maine DOT, Massachusetts Highway Department, and Vermont Agency of Transportation.

Terry DeWan, (TJD&A) serves on the Maine State Registration Board of Architects, Landscape Architects, and Interior Designers, and on the Landscape Architecture Accreditation Board. He is also a member of the Public Arts Committee of the Maine Arts Commission, where he has been active in promoting public art throughout the state. The Boston Society of Landscape Architects named him their Outstanding Professional of the Year, 2001, and in 2011 he was made a Fellow of the American Society of Landscape Architects.

Sarah Witte, (TJD&A) will serve a key role in the facilitation of the **public involvement** process, visioning meetings, and general overview of the project. Sarah is an award-winning landscape architect with over twenty-five years of professional experience in Massachusetts, Arizona, and Maine. She brings expertise in community design workshops, site planning, master planning, planting plans, gardening and graphic design to this project.

Sarah has guided numerous private and public sector projects through planning and development stages, and is familiar with state and local regulatory processes. Sarah was Project Manager for the following projects on the Portland peninsula:

- The Bayside Interim Report (1998) and A New Vision for Bayside (2000) are comprehensive development plans
- Eastern Promenade Trail
- Playground Rehabilitations for five playgrounds within the City of Portland.
- Boothby Square Renovation

Tom Farmer (TJD&A) will act as Project Landscape Architect for the River-to-Harbor Trail. With over seventeen years of professional experience, Tom will bring to the project his expertise in bicycle and pedestrian related projects (design through implementation), project administration, computer aided photosimulations, community presentations, permitting and construction documentation.

In 2002 he gave a presentation on the use of photosimulations and Powerpoint presentations at the annual International Conference on Bicycling and Walking: Pro Bike/Pro Walk, St. Paul, MN., hosted by the National Center for Bicycling & Walking. Tom is on the Board of Directors and the Trails Committee of Portland Trails and served on the Steering Committee for Active Transportation Campaign sponsored by the Rails to Trails Conservancy.

Tom was the lead landscape architect on the following pathway and trail projects:

- Lincolnville Route One Alternative Transportation Pathway
- Androscoggin to the Kennebec Trail Feasibility Study
- MDOT Topsham Trails Feasibility Study Lisbon Trails Feasibility Study Eastern Trail Scarborough, Design and Construction Documentation
- Beth Condon Memorial Pathway Extension Feasibility Study and construction drawings
- Eastern Trail Feasibility Study, Bayside Trail
- Skowhegan Riverfront and Downtown Enhancement project.

These related projects have set the framework for expanding multi-use pathway and greenways throughout Maine.

Other staff—Amy Segal, Associate, RLA, Matthew Phillips, RLA, and Danielle Matkoskey, landscape designer – will be available to assist the project team on an as-needed basis.

Barney Baker, PE (BDC) will serve as **Principal Engineer** working primarily on the Public Landing project for this assignment. Mr. Baker personally supervises all of Baker Design Consultants' projects, while also maintaining hands-on involvement in each project from initial field inspections, through project development, and completion of final design and construction. In his 30+ years of experience he has amassed a considerable knowledge in design of marine facilities, including: Public Landings, Marinas, Piers, Wharves, Travel Lifts, Boat/Barge Ramps, Sea Walls, and Revetments. Formerly a Senior Structural Engineer at TYLI's Falmouth, ME office, he also brings a background in design of highway and pedestrian bridges, parking garages, and municipal buildings.

Daniel Bannon, PE (BDC) will serve as **Project Engineer** working primarily on the Public Landing project for this assignment. In his role as Project Engineer, Mr. Bannon is responsible for engineering and project management on a wide range of civil, structural, and marine projects. Recent marine related experience

includes: field inspection, design, permitting, and lifecycle analysis for pier reconstruction projects, and planning and design of waterfront access facilities for bicycle/pedestrian use. Formerly with AIT, the company commercializing UMaine’s innovative “Bridge-in-a-Backpack” system, he brings a background in design of short-span highway and pedestrian bridges, and a knowledge of advanced composite materials and innovative methods of construction.

Jeff Cormeau (BDC) will serve as **Designer** working primarily on the Public Landing project for this assignment. Mr. Cormeau has over 20 years of experience in the fields of surveying and civil engineering with expertise in AutoCAD and Civil3D, as well as a broad knowledge of GIS and public data sources. His recent experience with marine facilities includes assisting engineers with: field survey and inspection, GIS and public domain data collection, 2D and 3D drafting, site layout/grading, marine facility planning, regulatory permitting tasks, quantity take offs, etc.

Michael Thompson (PE) will serve as the **Wetlands/Permitting** expert on this project. Michael is a Certified Wildlife Biologist and Professional Wetland Scientist and the principal of *Penobscot Environmental Consulting, Inc.* He has over 30 years of experience in wildlife research, forest ecology, biometrics, ecological risk assessment, rare plant and animal conservation, ecological restoration, wetlands, and aquatic ecology. He also has extensive experience in Federal and State permitting and regulatory approval processes for large and complex projects, including FERC hydropower relicensing, wind power facilities, nuclear power plant decommissioning, real estate development, highway and bridge construction, and airport expansions.

Johann Buisman, PLS (NCS) will serve as **Senior Land Surveyor** on this project. Johann is a

Professional Land Surveyor, registered in Maine, New Hampshire and Colorado with over 30 years of experience in the field and serves to oversee the field crews at NCS. Johann is Past President of the Narragansett Chapter of the Maine Society of Land Surveyors. Johann has expertise in the areas of quality control, data collection, mapping and layout of unique projects at airports, historic sites, and vertical building expansion.

Troy McDonald, PLS, (NCS) will serve as **Survey Specialist** on this project. Troy is a Professional Land Surveyor with over 28 years’ experience. Troy is an Executive Vice President with NCS. In addition to survey, his specialty is ROW easement/negotiation work along utility corridors which are very similar to linear trail projects.

Mark Eyerman (PD) will serve as **Land Use and Financial Strategist** on this project. He is the President of Planning Decisions and will be the primary staff person involved in this project. Mark has extensive experience working with communities to identify potential ways to finance capital investments.

Charles “Chuck” Lawton (PD) senior economist at Planning Decisions, will be involved in helping Mark develop an approach for assessing the economic impact of the proposed improvements. Chuck has extensive experience with economic and fiscal assessments.

F. SUBCONTRACTORS

SUBCONTRACTOR NAME	CONTACT	ADDRESS
Terrence J. DeWan & Associates (TJD&A)	Sarah Witte 207.846.0757 witte@tjda.net	121 West Maine Street Yarmouth, ME 04096
Baker Design Consultants	Barney Baker 207.846.9724 B.Baker@BakerDesignConsultants.com	7 Spruce Street Freeport, ME 04032
Penobscot Environmental Consulting, Inc.	Michael Thompson 207.236.6144 mike@penobscotenvironmental.com	420 Belfast Road Camden, ME 04843
Northeast Civil Solutions, Inc.	Troy McDonald 207.883.1000 Troy.mcdonald@northeastcivilsolutions.com	153 Route One Scarborough, ME 04074
Planning Decisions, Inc.	Mark Eyerman 207.799.2226 meyerman@planningdecisions.com	477 Congress Street Portland, ME 04101

TERRENCE J. DEWAN & ASSOCIATES FIRM OVERVIEW

TJD&A is a professional landscape architectural and planning firm in Yarmouth, Maine dedicated to approaching land use

“The State House Common stands as a testament to Maine craftsmanship and work ethic. I am impressed with the work that you and your design team (Terrence J. DeWan & Associates) undertook, as well as your commitment to quality and timeliness in completing the project.”

– John E. Baldacci, Governor

opportunities with creativity, environmental sensitivity, and an awareness of client needs.

The staff of nine is composed of professionals with backgrounds in landscape architecture, recreation planning, land planning, visual resource assessment, permitting, graphic design, model making, research, and technical writing.

Terry DeWan established TJD&A in 1988 after eleven years experience as a founding partner of Mitchell-DeWan Associates, where he was involved with over 300 projects in the New

England region. TJD&A is committed to appropriate design solutions that evolve from environmental awareness, understanding the needs of our clients, and effective communication with municipal and state officials. The firm has an underlying commitment to land stewardship and faith in the future of New England.

TJD&A has full graphic and computer capabilities for the preparation of presentation materials, perspectives, slide shows, photosimulations, computer assisted drafting, and desktop publishing. We take great pride in balancing computer generated products with hand drawn graphics.

Due to the complexity of today's regulatory climate, most land planning projects require an interdisciplinary approach to problem solving and environmental permitting. TJD&A has extensive experience working with the current environmental regulations that can affect development proposals: e.g., NRPA Applications, DEP Site Location of Development Permits, and Army Corps of Engineers permits. Our success in the permitting process is a function of understanding the problems, knowledge of the applicable regulations, and familiarity with the personnel at the various

review agencies.

Most applications require a coordinated team approach to address the complexities usually encountered. Over the past fifteen years we have established excellent working relationships with professionals in the areas of architecture, planning, law, market research, surveying, civil engineering, traffic engineering, soils evaluation, hydrogeology, wetland evaluation, wildlife biology, and archaeology. Great care is taken to match the abilities and experience of team members with the specific requirements of individual projects to ensure timely, sensitive, and practical results.

The services offered by the firm include:

- SITE PLANNING
- MASTER PLANNING
- RECREATION PLANNING
- VISUAL INVENTORIES AND ASSESSMENT
- PERMITTING
- MODEL BUILDING

BAKER DESIGN CONSULTANTS

FIRM OVERVIEW

Baker Design Consultants is a firm dedicated to providing planning and design services to clients and communities on projects that make our infrastructure safer and on programs that encourage access to ocean, estuary, river, lake, and wilderness recreational resources in an economic, safe, and environmentally responsible manner.

SMALL FIRM WITH TRACK RECORD

Established in 1996, Baker Design Consultants Inc. has remained a small engineering firm with a select listing of projects and clients. The firm has an extensive portfolio of civil, marine, and structural engineering design projects that include buildings, bridges, dams, waterfront improvements, and site development.

CLIENT/COMMUNITY PARTNERSHIP

Baker Design Consultants will establish the short and long-term goals of each project through client workshops and public participation. Early identification of program expectations and design requirements will establish a realistic program budget.

Under the guidance of Barney Baker, PE, cost-effective technical designs are provided for each community that considers potential grant sources, environmental constraints, construction schedule, and long-term maintenance and safety.

TEAM TAILORED TO PROJECT NEEDS

With Federal, State, and Local regulations for design, environmental impact, and accessibility constantly being updated and expanded, consultant service requirements for engineering projects have become increasingly complex and costly. Baker Design Consultants has countered this trend by remaining a small versatile shop with the ability to supplement expertise from an extensive portfolio of specialized Subconsultants in the region. The resulting Project Team is tailored to meet the needs of the client efficiently and economically.

TOOLS FOR THE JOB

The firm has state of the art project management and design software, drafting (AutoCAD Civil 3D 2012) and color plotting capabilities to support the technical and graphic demands of any project.

PENOBSCOT ENVIRONMENTAL CONSULTING, INC. FIRM OVERVIEW

For over 25 years, Penobscot Environmental Consulting, Inc.'s, staff members have provided services in a wide range of ecological sciences in support of sustainable natural resource management and environmental permitting. From our offices in Camden, Maine we support business sectors throughout North America that include energy project development,

transportation infrastructure, forest management, ecological risk assessment, responsible real estate development, forest certification, recreational development, and carbon sequestration/greenhouse gas claim validation.

We have been a leader in providing proactive environmental consulting services related to regulatory compliance, environmental permitting, and NEPA documentation. Our wetland delineation, function-value assessment, and mitigation work in particular dates back to the mid-1980s when wetland regulations were first evolving. With that history, we have a wealth of experience and relationships with agency personnel that can be applied to your particular project.

Our specific services can include delineation of regulated resources — such as eelgrass, wetlands, vernal pools, and streams — GPS survey of resource boundary flagging using a Trimble GeoXT unit, exporting resource boundary data layers for your project CADD files, preparation of local, State, and Federal permit applications, agency consultation, and permit application facilitation. Such services have been provided in support of energy project development, transportation infrastructure construction, commercial and residential real estate development, forest management, shoreline stabilization projects, and recreational enhancements.

In association with our work on hydropower relicensing projects, we have been involved in a variety of recreational enhancement projects that include boat launch design, picnic area improvement plans, instream safety plans for fishing and whitewater boating, river access trails and boat slides, and hiking trails. Our services include complete project development from site inventories and topographic surveys to design, permitting, and construction oversight.

NORTHEAST CIVIL SOLUTIONS, INC.

FIRM OVERVIEW

The Firm: Northeast Civil Solutions, Inc. (NCS) was established in 1993 and has steadily grown to become one of the preeminent engineering and surveying firms in northern New England. The firm offers a full range of civil engineering and land surveying services, ROW mapping and negotiation services, as well as wetlands and soils science, Geographic Information Services (GIS) consulting, land planning, and federal and state permitting. NCS is a certified Disadvantaged Business Enterprise (DBE) that is professionally licensed and insured and completes projects throughout New England, including work for the federal and state governments, municipalities, and various industrial, commercial, and private clients.

What We Do: Types of projects include roadway and parking area design, marine facilities engineering, hydraulic modeling, utilities engineering, citywide mapping; roadway and bridge layout; industrial, commercial, and residential subdivisions; construction layout; topographic and hydrographic surveying; stormwater management; wetlands identification; site plans and boundary surveys. Our projects are performed by experienced professional surveyors and engineers who put all of their energy in to making sure the project is designed right and our clients are satisfied with the work we provide.

PLANNING DECISIONS, INC.

FIRM OVERVIEW

Planning Decisions is a highly respected planning and research firm with offices in Portland and Hallowell. We provide services to public and private sector clients as well as non-profit organizations in a variety of areas. A major focus of the firm's work is on municipal planning and development issues including creative approaches for involving the public in

the community decision-making process, the development of innovative land use management techniques, and the use of financing tools to fund capital expenditures. For the purposes of this proposal, the following qualifications are relevant:

Economic Impact Assessment – Planning Decisions has extensive experience in the assessment of the financial and fiscal impacts of various activities. We have recently completed assessments of the economic impact of the Rockland Lobster Festival and the America’s Cup World Series Races in Newport, RI on the respective regional economies. We have also looked at the economic and/or fiscal impacts of major capital investments such as the reconstruction of the jetty at Camp Ellis in Saco and the removal of the MERC facility in Biddeford.

Funding for Capital Improvements – Planning Decisions has worked with a number of communities to identify and create potential sources of funding for capital improvement projects. We developed impact fees for a number of communities, worked on various TIF proposals, and worked with Bar Harbor to explore the creation of a BID to fund infrastructure improvements. We have developed impact fees to help fund a wide range of facilities from bicycle improvements in Kennebunk to school construction in Gorham to extensive recreation facilities in Saco.

Market Feasibility Analysis – Planning Decisions works with private developers and financing agencies to evaluate the market supports for development proposals including a range of residential uses and small-scale commercial and mixed-use projects.

G. REFERENCES

	PROJECT NAME	CLIENT REFERENCE
T.Y. Lin International	Topsham Trails Feasibility Study and Phase 1 Final Design LAP project	Richard Roedner Town of Topsham 207.725.5821
	Belfast Harbor Walk LAP project - Belfast, ME	Wayne Marshall City of Belfast 207.338.1417 x 35 Aurele Gorneau, II MaineDOT 207.634.3553
	Beth Condon Path Design, Yarmouth, ME	Dan Jellis (now Steve Johnson) Town of Yarmouth 207.846.2401
	Second Bridge Replacement LAP project - North Haven, ME	Jeffrey Tweedie MaineDOT 207.592.2291 Joseph Stone Town of North Haven 207.867.4433
	Complete Streets Workshops - MA	Christopher Ahmadjian UMass 508.751.2198
	On-Call Engineering Services, City of Portland, ME	Katherine Earley Dept. of Public Services 207.874.8830
TJD&A	Thomaston Green and Thomaston Trail and Overlook – Thomaston, ME	Valmore Blastow Jr Town of Thomaston 207.354.6107 x 225
	Eastern Prom Trail, Bayside Master Plan, Bayside Trail – Portland, ME	Alex Jaegerman City of Portland 207.874.8724 Rick Knowland City of Portland 207.872.8300
	Beth Condon Memorial Pathway and Royal River Corridor Study – Yarmouth	Vanessa Farr Town of Yarmouth 207. 846.2401 Dan Jellis Town of Yarmouth 207.846.2401
	Scarborough Design Guidelines and Pine Point Access Path – Scarborough, ME	Dan Bacon Town of Scarborough 207.730.4041 Jim Wendel Town of Scarborough 207.730.4043
	Bonney Park and Auburn Riverwalk – Auburn, ME	Reine Mynahan City of Auburn 207.333.6601 x 1330
Penobst. Environ.	Deerfield River Hydroelectric Project Recreational Enhancements for TransCanada	Matthew Cole TransCanada 413.424.7229
Baker Design Consultants	Yarmouth Town Landing - Yarmouth, ME	Nathan Tupper Town of Yarmouth 207.846.9036 Vanessa Farr Town of Yarmouth 207.846.2401
	Memorial Pier Replacement – Wiscasset, ME	Laurie Smith Town of Wiscasset 207.882.8200
	Colonial Pemaquid Pier Project- Pemaquid, ME	Skip Varney Maine Department of Conservation 207.287.4970

	Rehabilitation measures for the Mackworth Island Causeway – Falmouth/Portland, ME	Joseph Ostwald Maine Bureau of General Services 207.642.7353
Planning Decisions	Implementation of the Comprehensive Plan, Scarborough, ME	Dan Bacon Town of Scarborough 207.730.4041
	Camp Ellis Breakwater Economic Assessment: Update of the Comprehensive Plan – Saco, ME	Rick Michaud City of Saco 207.282.3487
	Economic Impact of the Rockland Lobster Festival - Hallowell, ME	Mike Starn City of Hallowell 207.623.4021 x 203
Northeast Civil Solutions	Westbrook RiverWalk – Presumpscot River, Westbrook, ME	Marty Pease Verizon Communications 207.797.1119
	Rails to Trails Survey – Windham to Westbrook, ME	Greg Blake HNTB Corporation 207.228.0878

H(A). HOURS BY TASK BY PERSON CHART

RW=River Walk PL = Public Landing

TASK CODE	TASK DESCRIPTION	TYLI					TJD&A			BDC			PD		NCS			PE	TOT Hrs
		PM	SCE	STE	SE	TS	PM	PLA	TS	PE	E	TS	PM	SEC	SS	PS		WS	
1	Review existing conditions and uses	8	8	2		2	4	8	2	1	8				6	6		15	70
2	Community input and facilitation for RW & PL	16	14				16	8		1	8							8	71
3a	Develop RW schematic plan	4	4			8	12	18	4									2	52
3b	Develop PL schematic plan, 3D visual renderings	4	4	6	4	8	10	18	8	4	16	4							86
4	Provide economic impact of a RW and redesigned PL	1											24	8					33
5	Estimates for construction and maintenance	4	2			2	2	6	4	2	4	4							30
6	Recommend funding sources	1									1		8						10
7	Coordinate with town departments (covered under other tasks)																		
8	Identify and assist with obtaining easements	1	1				4	6							4				16
9	Identify DEP/ACOE permitting for RW and	1																8	9
TOTAL LABOR HRS PER TASK		40	33	8	4	20	48	64	18	8	37	8	32	8	10	6		33	377
LEGEND	PM- Proj Mgr SCE – Sr Civil Eng STE – Sr Traffic Eng	SE – Struct Eng TS – Tech Support			PLA – Project Landscape Arch			PE – Principal Eng E – Engineer SEC – Sr Econ			SS – Sr Surveyor PS – Proj Surveyor WS – Wetland Scientist								

H(B). COSTS BY TASK CHART

Task	Task Description	Total Cost
1	Review existing conditions and uses	\$ 6,853 (17.3%)
2	Community input and facilitation for RW & PL	\$ 8,056 (20.3%)
3a	Develop RW schematic plan	\$ 5,360 (13.5%)
3b	Develop PL schematic plan, 3D visual renderings	\$ 8,674 (21.9%)
4	Provide economic impact of a RW and redesigned PL	\$ 4,090 (10.3%)
5	Estimates for construction and maintenance	\$ 2,956 (7.4%)
6	Recommend funding sources	\$ 1,220 (3.1%)
7	Coordinate with town departments (covered under other tasks)	
8	Identify and assist with obtaining easements	\$ 1,752 (4.4%)
9	Identify DEP/ACOE permitting for RW and PL	\$ 730 (1.8%)
	TOTAL	\$39,691 (100%)

I. RATES PER HOUR FOR ADDITIONAL TASKS

TYLI

PM	Project Manager	\$130
SCE	Sr Civil Engineer	\$120
STE	Sr Traffic Engineer	\$120
SE	Structural Engineer	\$120
TS	Technical Support	\$ 75

TJD&A

PM	Project Manager	\$130
PLA	Project Landscape Architect	\$ 97
TS	Technical Support	\$ 76

BDC

PE	Principal Engineer	\$120
E	Engineer	\$ 90
TS	Technical Support	\$ 75
TS	Technical Support	\$ 75

PD

PM	Project Manager	\$125
SEC	Senior Economist	\$120

NCS

SS	Senior Surveyor	\$100
PS	Project Surveyor	\$ 75

PE

WS	Wetland Scientist	\$ 75
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