



<p>Prepared For: Town of Urbana PO Box 186 Hammondsport, NY 14840</p>	<p>Prepared By: Larson Design Group 1 West Market Street Suite 301 Corning, NY 14830</p>
<p>April 13, 2016</p>	

Offices

PENNSYLVANIA

Williamsport (Headquarters)

1000 Commerce Park Drive, Suite 201
(570) 323-6603

Pittsburgh

220 Grant St 7th Floor
(724) 591-8562

2591 Wexford Bayne Road, Suite 305
Sewickley, PA 15143

Beaver

300 South Walnut Lane, Suite 202
(724) 495-7020

Selinsgrove

1780 Route 522
(570) 374-5700

Lititz

201 East Oregon Road, Suite 110
(717) 824-4618

Bethel

Bethel Business Center, 9533 Old 22
(717) 933-5530

WEST VIRGINIA

Morgantown

2502 Cranberry Square
(304) 777-2940

NEW YORK

Apalachin

8836 State Route 434
(607) 258-0090

Corning

1 West Market Street, Suite 301
(607) 936-7076

TEXAS

San Antonio

1149 East Commerce Street, Suite 101
(210) 257-8605

OHIO

Cleveland

3401 Enterprise Parkway, Suite 340, Beachwood
(216) 455-5711





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Larson Design Group®

April 13, 2016

John Webster, Town Supervisor
Town of Urbana
PO Box 186
Hammondsport, NY 14840

Re: Champlin Pier Reconstruction Project

Dear Mr. Webster,

We are grateful for the opportunity to assist the Town of Urbana with the Town's first priority, redevelopment of the Champlin Pier. This resubmission proposal expands upon the original concept of the Larson Design Group (LDG) team completing 100% complete design documents. Additionally, we will now coordinate and secure necessary permits for the project and provide contract administration services during the construction phase.

Having been a part of the original planning team with Ingalls Planning & Design, LDG understands the principles of the master plan, realizes the desires of all community partners, and appreciates the challenges of implementation. LDG has partnered with McLaren Engineering Group; together, we bring a vast amount of experience to the Town's project. Our collective experience has shown us time and again that grasping the nuances of our client's vision is the key to delivering a project on time, on budget and, most importantly, in a manner that the entire community can be proud of.

During the master planning process, you witnessed LDG's ability to work with a teaming partner to assist with visioning, seek unfiltered public input, and articulate the future of the Hammondsport Waterfront. Now, join us in experiencing another one of our strengths—the design and engineering expertise needed for the implementation phase. LDG's corporate motto, "Your Vision. Made Real." is clear; we are driven to deliver the best design team, the best solution, and the best best outcome for the Town of Urbana. Let us show you how.

If you have any questions, please contact me at (570) 560-3058 or via sbeattie@larsondesigngroup.com.

Sincerely,

LARSON DESIGN GROUP



Steven M. Beattie, P.L.A.
Project Manager

cc: Gregory Cummings, PE
Andrew Keister, PE, PLS
File: 2016-126

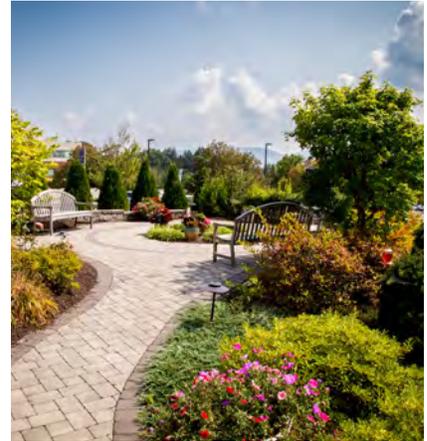
YOUR VISION. MADE REAL.

An employee owned company



Architects Engineers Surveyors

Corning 1 West Market Street, Suite 301, Corning, NY 14830
Tel (607) 936-7076 Toll Free (877) 323-6603 Fax (607) 936-7086
www.larsondesigngroup.com



LDG Firm Profile

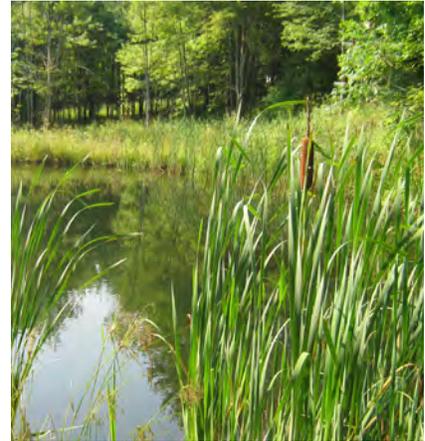
MISSION: Larson Design Group (LDG) is a growing, 300+ employee-owned company teaming with our clients to provide responsive, innovative solutions to facility, transportation, land development, and environmental needs. We communicate honestly and responsibly to deliver value-added services to clients who share our goals of quality, growth, and sustainability. Our success is reflected in our personal and professional development, and in our commitment to community stewardship.

CORE VALUES: Client Service Excellence, Performance, Learning, Teamwork, Innovation, Stewardship

OUR MARKETS: Alternative Energy, Athletics, Civic/Cultural, CNG/NGV, Commercial, Energy, Healthcare, Higher Education, Hospitality, Industrial, Mine Subsidence Investigations, Municipal, Oil & Gas Midstream, Oil & Gas Upstream E&P, Recreation, Residential, Retail, Transportation

SERVICES: 3D Scanning, Brand Architecture, Bridge Design, Bridge Inspection & Maintenance, Construction Services, Covered Bridge Rehabilitation, Energy Design & Permitting, Environmental & Ecological Services, Facilities Engineering, Geotechnical Engineering, GIS/Asset Management, Highway, Landscape Architecture, LEED Consulting/Sustainable Design, Master Planning, Site Design Engineering & Land Development, Survey, Transportation Engineering, Water/Wastewater

RECOGNITION: Engineering News Record (ENR) Top 500 Design Firms; Architectural Record Top 250 Architecture Firm; Zweig White Top 150 Hot Firms; PSMJ (Professional Services Management Journal) Circle of Excellence



PRINCIPALS

Keith S. Kuzio, PE – President/Chief Executive Officer

Brenda I. Nichols – Chief Financial Officer

David DeBlander, PE – Vice President of Operations & Performance Management

Mark K. Morgenfruh, SPHR – Vice President of Human Resources

Stephen D. Murgas – Vice President of IT Operations

Andrew D. Keister, PE, PLS – Vice President of Civil Engineering

Douglas F. Smith, PE – Vice President of Transportation

Christopher S. Bostaph – Vice President of Energy

Robert J. Gehr, AIA, NCARB – Regional Director of Brand Architecture

Dan Manns, PE – Director of Facilities Engineering

ESTIMATED NUMBER OF PROJECTS

1,600

ESTIMATED ANNUAL PAYROLL

\$23.0 Million

LARGEST CLIENT (ANNUAL FEES)

PennDOT – Public Sector

Statoil USA Onshore Properties – Private Sector

BANKING REFERENCE

Peter Bower

First National Bank, Williamsport, PA

STAFF DETAILS

Professional Engineers – 80

Professional Licensed Surveyors – 14

Registered Professional Archaeologist – 1

Registered Architects – 3

Registered Landscape Architects – 2

Professional Wetland Scientist – 2

Water/Wastewater Operators – 2

Sewage Enforcement Officers – 5

LEED® Accredited Professionals – 14

McLaren Firm Profile

OVERVIEW: Founded in 1977, M.G. McLaren, P.C. (McLaren) has a 39-year history of providing multidiscipline consulting engineering services to clients worldwide. McLaren is headquartered in West Nyack, NY and has regional offices in New York City, NY; Albany, NY; Lehigh Valley, PA; Middletown, CT; Baltimore, MD; Roswell, GA; Orlando, FL; San Luis Obispo, CA; and Oran, Algeria. McLaren provides premier professional engineering services through eight (8) technical divisions: Marine, Waterborne Transportation, Bridge/Highway/Rail, Survey, Site/Civil, Structural, Forensics, and Entertainment.

Our 180-person staff includes skilled civil, geotechnical, structural, marine, and mechanical engineers, P.E. licensed underwater inspectors, construction management specialists, specification writers and CAD designers experienced in the latest computer-aided design equipment and software. McLaren's success in providing timely, innovative, and cost effective solutions has led to steady growth in the size of our divisions.

Our services include feasibility studies; project management; all phases of design (from conceptual to final); preparation of specifications and cost estimates; value engineering; constructibility reviews; and construction services, including shop drawing review, field inspection/supervision, contract administration, CPM scheduling, and as-built drawing preparation.

MARINE ENGINEERING AND WATERFRONT DEVELOPMENT: McLaren distinguishes itself as one of the nation's leading experts in the

underwater inspection, assessment, design and construction inspection of waterfront structures. As a recognized leader in the waterfront facilities development industry, McLaren has provided design, engineering, and inspection services for many of these type of projects nationwide. Waterfront/shoreline development projects are particularly geared for McLaren, as we can cover many of the work elements and aspects of a project with our multidiscipline services. Our depth of experience and expertise encompasses all aspects of marine design and construction, including:

- Application of Advanced Materials
- Breakwaters/Riprap
- Bulkheads, Relieving Platforms, Quay Walls rehabilitation/new construction
- Cathodic Protection – investigation/design
- Crane/Crane Rails and Off-Loading Machinery and Equipment
- Dredging
- Dry Docks
- Effects of Water Chemistry on Materials
- Fendering and Berthing Energy Absorption
- Floating Structures (terminals & piers)
- Gangways/ADA Compliance
- Geotechnical Studies and Design



- Launches (Kayak and Crew)
- Marina Designs/Studies/Permitting
- Marine Borer Studies and Remediation, Infestation and Appropriate Mitigation
- Marine Terminal Operations Analysis
- Multi-modal Facilities
- Navigation Aids
- Permitting
- Pier Design – rehabilitation / new construction
- Port and Marine Terminal Planning and Development
- Recreational Marinas for Pleasure Craft
- Relieving Platforms
- RO-RO Facilities
- Seismic Design
- Terminals – berthing, loading and conveying systems
- Tidal Influences
- Timber Structure Design and Repairs
- Underwater Engineering Inspections
- Wharves

McLaren's professional staff includes specialists in coastal engineering, who are expert in wave analysis, wave attenuation, sediment transport, environmental loading, and structural coastal interaction. McLaren provides waterfront facility master planning, development/design, and design-build RFP document preparation services. Port terminals and marine layout planning, dry bulk handing/conveying, container terminal feasibility studies/design, TEU loading/unloading analyses, RO-RO and LO-LO planning/design, liquid bulk transshipment planning and design, cruise ship terminal

design, all are within the realm of expertise offered by McLaren's Marine Division.

Through our extensive experience in this rather specialized field, we can offer expertise in cost estimating, life cycle analysis, and construction supervision. Our underwater inspection capabilities provide assurance that construction is carried out in conformance with plans.

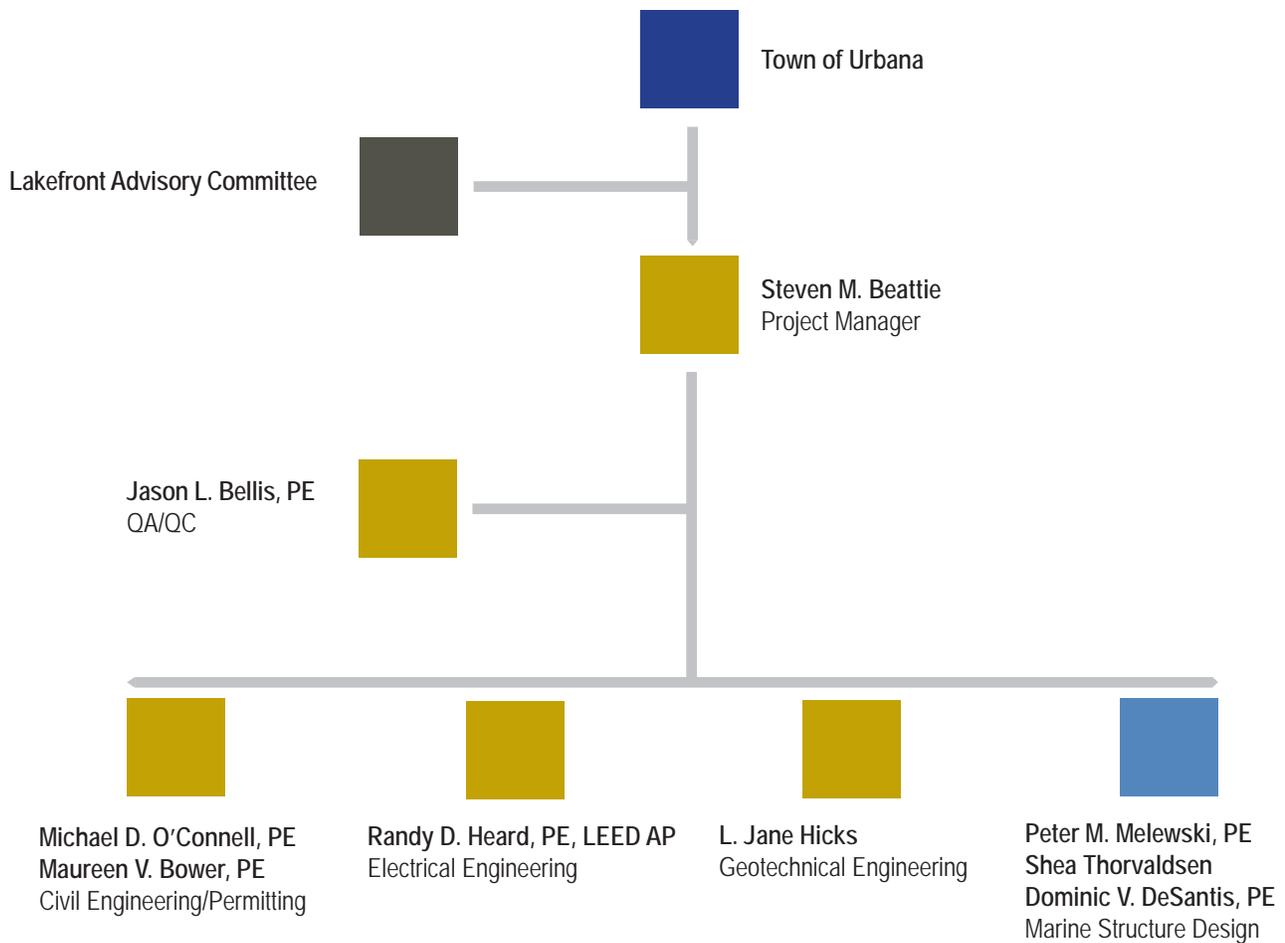
ENVIRONMENTAL PERMITTING: McLaren has successfully prepared the environmental permit applications and guided clients through the maze of waterfront-related permits and approvals for large municipal projects. McLaren's suggestions for innovative project alternatives have greatly reduced the potential for impacts to aquatic biota and the estuarine habitats, thereby allowing the project to be successfully permitted within a relatively short time frame. Furthermore, by eliminating certain impact issues, the need for extensive fieldwork is greatly reduced.

McLaren is intimately familiar with the process and issues that must be addressed in permitting waterfront projects. Because agency review of permit applications can be a lengthy process, McLaren strives to:

- Design projects in a way that minimizes potential problems during the review period to the extent practicable
- Get review agency approval of overall project approach and concept as early as possible
- Develop project construction schedules (including those for producing construction drawings) that recognize the uncertainties regarding the timing of permit issuance

Organization Chart

Below is an organization chart that shows how the LDG project Team will function. The main point-of-contact will be our proposed Project Manager, Steven Beattie, RLA, although our entire Team will remain accessible throughout the entire project. All LDG staff will complete their tasks from our Corning, NY office.



- Larson Design Group
- McLaren Engineering Group



Steven M. Beattie

Project Manager/Landscape Architecture

As a Landscape Architect, Steve is responsible for site design, site development entitlement services, construction documents, client management, personnel supervision, and construction administration on numerous municipal, commercial, and institutional projects. His experience includes site layout and grading, park and recreation design, streetscape/roadway design, planting plans, utility coordination, site investigation and analysis, and preparation of construction drawings and specifications. He takes an aggressive approach in maintaining a high standard for quality assurance and control while constantly looking for efficiencies throughout the design process.

- Hammondsport Waterfront Planning, Town of Urbana, Steuben County, NY
- St. Louis Street Enhancement Project, Borough of Lewisburg, Union County, PA
- Market Street Hometown Streets Project, Borough of Lewisburg, Union County, PA
- South Fifth Street Improvement Project, Borough of Lewisburg, Union County, PA
- Arts Walk – Phase III, City of Allentown, Lehigh County, PA
- Cedar Beach and Lehigh Parkway Bathroom Construction, City of Allentown, Lehigh County, PA
- Brown Avenue Park Master Plan and Implementation, Borough of Milton, Northumberland County, PA
- Dewart Community Park, Delaware Township, Northumberland County, PA

Years with Larson Design Group - 5
Total Years' Experience - 20

EDUCATION

West Virginia University
Bachelor of Science
Landscape Architecture, 1996

SUNY Cobleskill
Associate in Applied Science
Landscape Development, 1993

PROFESSIONAL REGISTRATIONS

Pennsylvania, 1999 – LA-001535-L
West Virginia, 2013 – No. 384

CERTIFICATIONS

PA Building Code Official
Accessibility Inspector/Plans
Examiner
Residential Building Inspector
Residential Electrical Inspector
Residential Energy Inspector
Residential Mechanical Inspector
Residential Plumbing Inspector
PA DEP Sewage Enforcement
Officer
Maryland Certified Professional
Horticulturist

MEMBERSHIPS

Central PA Chamber of Commerce,
Immediate Past Chairman of Board
Borough of Lewisburg Emergency
Management Coordinator
Pennsylvania Association of Sewage
Enforcement Officers



Michael D. O'Connell, PE

Project Manager - Site

Michael is a civil engineer with a background in the construction and surveying fields. He brings more than 20 years of experience in educational, municipal, residential, retail, commercial, and sports site development projects. Areas of expertise include water and sewage systems, roadways, storm water and floodplain management, site layout, and land development. Michael has significant experience in all phases of development projects such as state and local agency permitting and review requirements, environmental applications, cost estimates, construction specifications, technical reports, feasibility studies, Phase 1 Environmental Site Assessments, in-field inspection/certification, construction administration, and problem solving.

- Eldridge Park Athletic Facility, Elmira, NY
- Water Distribution System, Village of Odessa, Odessa, NY
- Corning Community College Sewer Main Replacement, Corning, NY
- Floodplain Studies, City of Elmira, Elmira, NY
- Hickory View Apartments, Arnot Realty Corp., Big Flats, NY
- Tioga Downs Racino Facility Improvement and Expansion, Nichols, NY
- Dandy Mini-Marts, Williams Oil, PA and NY

Years with Larson Design Group - 4
Total Years' Experience - 23

EDUCATION

Clarkson University
Bachelor of Science
Civil and Environmental Engineering
1992

PROFESSIONAL REGISTRATIONS

New York – PE #076300
Pennsylvania – PE #081621

MEMBERSHIPS

American Society of Civil Engineers



Maureen V. Bower, PE

Project Engineer - Site

Maureen's project experience includes environmental permitting, stormwater management design, site design, gas pad design, roadway geometry design, drainage design, erosion and sedimentation control plans and inspections, and highway occupancy plans in both New York and Pennsylvania.

Design experience includes site design, hydrology and hydraulic design, stormwater management best management practice design, gas pad design, erosion and sedimentation control plans for pipeline projects, inspections, and permitting, bridge joint rehabilitation plans, and drainage design. Report experience includes erosion and sedimentation control reports, post construction stormwater management reports, and Stormwater Management Pollution Prevention Plans (SWPPP).

- Tioga Downs Racino Facility Improvement and Expansion, Nichols, NY
- Dandy Mini-Marts, Williams Oil, PA and NY
- Dominion Environmental Permitting, Pennsylvania and New York State
Preparation of environmental permits such as General Permits, Joint Application Permits, and State Pollutant Discharge Elimination System permits. Design of erosion and sediment control plans and stream crossing plans.
- Dominion Erosion and Sedimentation Control Inspections, Sabinsville and Harrison Valley, PA
Conducted environmental compliance inspections in accordance with Pennsylvania Department of Environmental Protection ESCGP-1 and NPDES permits.
- Dominion SWPPP Inspections, Woodhull, NY
Conducted environmental compliance inspections in accordance with New York Department of Environmental Conservation SPDES and SWPPP requirements.
- Natural Gas Energy Client
Gas pad design, vertical and horizontal geometry design for access roads, and design of erosion and sedimentation measures.

Years with Larson Design Group - 7
Total Years' Experience - 11

EDUCATION

Lafayette College
Bachelor of Science
Civil Engineering, 2006

PROFESSIONAL REGISTRATIONS

Pennsylvania - PE081060

CONTINUING EDUCATION

NGVi (Natural Gas Vehicle Institute)
CNG Fueling Stations: A Project Manager's Guide, 2011
Green Infrastructure Workshop, 2011
Stormwater Ponds and Wetlands
NYSDEC, 2012
Stormwater Management for Linear Projects-NYSDEC, 2012
Best Management Practices For Erosion and Sediment Control, Stormwater Management, 2012
Construction Activity Training Sessions for Contractors and Developers Dealing with Stormwater, Erosion, And Sediment, 2013
Stormwater and the Development Process, 2013



Randy D. Heard, PE, LEED AP

Project Manager - Electrical Engineering

Randy is a Project Manager and the lead Electrical Engineer in Facilities Engineering. He is responsible for all phases of project development, including project scoping and proposals, organizing, and executing and coordinating assignments of the electrical design team. He also maintains a workload of electrical design including utility services, power distribution, emergency/standby power systems, lighting, fire alarm, security and access control, and control design.

- Maintenance Facility Fit-Out, Steuben County Department of Public Works, Bath, NY
- Kanakadea Park Campground Electrical Upgrades, Almond, NY
- Town of Thurston Office Building, Thurston, NY
- New Student Cafe, Cornell University, Ithaca, NY
- Electrical Engineering Modernization Projects, Elmira Housing Authority, Elmira, NY
- Underground Electrical Distribution for Labor Day Regatta, City of Lock Haven, Clinton County, PA
- Bus Maintenance Facility Renovation, River Valley Transit, Williamsport, PA

Years with Larson Design Group - 10
Total Years' Experience - 23

EDUCATION

Bucknell University
Bachelor of Science
Electrical Engineering, 1992

Broome Community College (SUNY)
Post-graduate Studies, 1998-1999

PROFESSIONAL REGISTRATIONS

Alabama - #32053-E
California - #E19996
Connecticut - #PEN.0026638
Delaware - #15836
District of Columbia - PE #905024
Florida - #72677
Georgia - #PE035853
Illinois - #062.063527
Maryland - #35722
Massachusetts - #49138
Michigan - #6201057032
Mississippi - #20216
Missouri - #2011027851
New Jersey - #GE 47662
New York - #077425-1
North Carolina - #038500
Ohio - #74073
Oklahoma - #25241
Pennsylvania - PE #071963
South Carolina - #29131
Texas - #109127 - 2011
Virginia -- #0402 045369
West Virginia - #19448
NCEES - #34959

MEMBERSHIPS

Institute of Electrical & Electronics
Engineers
New York State Society of
Professional Engineers



Jason L. Bellis, PE

Project Manager/QA-QC

Jason is responsible for all phases of project development including state and agency permitting and review requirements, environmental applications, cost estimates, construction specifications, technical reports, feasibility studies, in-field inspection/certification, construction administration and problem solving. His areas of expertise include water and sewage distribution and treatment systems, stormwater and floodplain management and land development for municipal, industrial, governmental and educational site development projects. Jason is able to monitor, update and successfully meet design and construction schedules and finish at or under budget while maintaining multi-project workload. He also has five years of residential and small commercial septic system design through private practice, with significant experience gained in hands-on design and troubleshooting practices.

Years with Larson Design Group - 5
Total Years' Experience - 16

EDUCATION

Bucknell University
Bachelor of Science
Civil Engineering, 1999

PROFESSIONAL REGISTRATIONS

New York – #081921-1

- Tioga Downs Racino Facility Improvement and Expansion, Nichols, NY
- Watermain Extension Study, Village of Hammondsport, Steuben Co., NY
- Wastewater Treatment Facility Evaluation, Corning Community College, Corning, NY
- Production Well and Water Treatment Facility, Village of Addison, Steuben Co., NY
- Water Distribution and Treatment System Improvement, Town of Greenwood, Steuben Co., NY
- Wastewater Collection and Treatment Facility, Town of Troupsburg, Steuben Co., NY
- Municipal Water Distribution System, Village of Odessa, Schuyler Co., NY
- Water System Improvements, Village of Candor, Tioga Co., NY



L. Jane Hicks

Project Designer - Geotechnical Engineering

Jane is a Design Engineer responsible for all aspects of geotechnical engineering projects conducted from the Morgantown, WV office. Her specific duties include geotechnical engineering analysis and design and preparing engineering proposals and reports. Jane has conducted geotechnical investigations and engineering evaluations for a myriad of clients including coal companies, power generation facilities, manufacturing plants, municipalities, engineering companies, and developers. Jane's technical skills include slope stability analysis, fill slope design, reinforced soil slope design, driven pile analysis, and development of geotechnical recommendations for difficult sites.

Years with Larson Design Group - 2
Total Years' Experience - 22

EDUCATION

West Virginia University
Master of Arts
Mathematical Education, 1989

West Virginia University
Bachelor of Science
Mining Engineering, 1981

- West Virginia University Baseball Stadium, Granville, WV
- Morgantown Airport Growth Plan, Morgantown, WV
- Forensic Investigations, West Virginia Board of Risk and Insurance Management (WV BRIM), Charleston, WV
- Allegeny Racetrack Dam Analysis, Little Orleans, MD
- Geotechnical Services for Oil & Gas Clients, WV and OH



Peter M. Melewski, PE

Project Executive - Marine

Mr. Melewski has 33 years (24 years in the public sector and 9 in the private sector) of experience in transportation and planning, including strategic long-range planning and programming, capital program/project management, design, maintenance, asset management, public outreach and involvement and environmental stewardship. Peter is a recognized leader in the industry, who has had his innovative engineering and management efforts on diverse subject matters covered in various media outlets, such as Smithsonian Magazine, Public Works Magazine, Engineering News-Record, The New York Times, and the cable television show Project Extreme.

Peter has extensive experience with major New York State bridge deck replacements under various MP&T conditions, including the Grand Island Bridge deck replacements north of Buffalo; Niagara Viaduct in downtown Buffalo; Castleton-on-Hudson Bridge carrying the Thruway over the Hudson River (partial deck replacement); and Walkway Over the Hudson, which had challenging permit conditions. Peter also led the effort for numerous prefabricated deck replacement projects on the Tappan Zee Bridge (Inverset, Exodermic, filled grid and precast concrete).

- Walkway Over the Hudson, Poughkeepsie, NY
- NYSDOT Region 8 Bundled Bridges Contract #3 (D900025) Design Build of Six Bridges in Orange and Westchester Counties, for New York State Department of Transportation
- Lake Champlain Crown Point Bridge; Crown Point, NY to Chimney Point, VT; for New York State Department of Transportation

EDUCATION

Rensselaer Polytechnic Institute
Master of Science
Urban and Environmental Studies, 1986

Syracuse University
Bachelor of Science
Civil Engineering, 1982

PROFESSIONAL REGISTRATIONS

New York #063831
Vermont #018.0009146

MEMBERSHIPS

American Society of Civil Engineers
Association of Bridge Construction and Design
Association of General Contractors of America (New York Chapter)
American Council of Engineering Companies, NY
New York State Interagency Bridge Security Committee
Chair, Highway Innovative Technology Evaluation Center (HITEC) panel for the segmental Channel Bridge (Federal Highway Administration)
HITEC panel for the Sound Print acoustical monitoring system
NCHRP Project on Minimizing Impacts to Waterways During Highway Construction
ASCE New York State Bridge Report Card Committee
AASHTO Technology Implementation Group-Prefabricated Panels for Highway Construction
SHRP 2 Capacity Expert Task Group for The Effect of Public-Private Partnerships and Non-Traditional Procurement Processes on Highway Planning, Environmental Review, & Collaborative Decision Making



Shea Thorvaldsen

Project Manager - Marine

Mr. Thorvaldsen has more than 19 years of marine, site/civil and geotechnical engineering for waterfront structures. He has provided design, inspection, and cost estimating services for marine structures and various projects nationwide. Mr. Thorvaldsen has a diverse background that includes the management and on-site supervision of numerous waterfront project components from the principal's role down to the supervisory/foreman roles. This includes engineering, design build, resident engineering inspections, SWPPP inspections, permitting, estimating and budgeting, bid review and award, cost management and control, project scheduling, submittal and shop drawing management, payment and change order processing, safety, punch list administration, engineering and project closeout capabilities.

- Waterfront Park Shoreline Stabilization; Dobbs Ferry, NY; for Village of Dobbs Ferry
- Pierson Park North; Tarrytown, NY; for Village of Tarrytown
- Playland Park - North Boardwalk; Rye, NY; for Westchester County
- SUNY Maritime Campus Waterfront; Bronx, NY; for the State University Construction Fund
- Haverstraw Village Contract; Haverstraw, NY; for Village of Haverstraw
- Pier 57 Restoration; New York, NY; for various agencies
- Green Street Site Development; Brooklyn, NY; for Greenpoint Landing Developers, LLC
- Hudson Park III; Yonkers, NY; for Collins Enterprises, LLC
- Pier 81 Bulkhead & Waterfront; New York, NY; for the Hudson River Park Trust
- Staten Island Homeport Bulkhead/Seawall Rehabilitation; Staten Island, NY; for New York City Economic Development Corporation

EDUCATION

Tulane University
Bachelor of Science
Civil Engineering, 1997

PROFESSIONAL REGISTRATIONS

Engineer-in-Training - Louisiana

CERTIFICATIONS

Professional Association of Diving
Instructors (PADI) Rescue Diver
Emergency First Responder/O2
Provider
OSHA 30, OSHA 1

MEMBERSHIPS

American Society of Civil Engineers
(ASCE)
Society of American Military
Engineers (SAME)



Dominic V. DeSantis, PE

Lead Marine Engineer

Mr. DeSantis is an engineer with experience in structural analysis and design, load rating, and renovation/rehabilitation. He specializes in steel and concrete design for marine and waterfront structures, such as piers, wharves, ferry landings, terminals and other associated structures.

- Village of Dobbs Ferry Waterfront Park; Dobbs Ferry, NY
- Ossining Ferry Landing Reconfiguration Project; for New York Waterway
- Superstorm Sandy Emergency Inspections at Battery Park City South Cove and Pier A; for Battery Park City Authority
- Transmitter Park; Brooklyn, NY; for New York City Economic Development Corporation
- Pier 78 Ferry Landing; for New York Waterway
- Port Newark Berth 3 Reconstruction; Newark, NJ; for The Port Authority of New York and New Jersey
- Pierson Park (Hudson River) Shoreline Stabilization; Tarrytown, NY; for Village of Tarrytown
- Emergency Landing Barges; various Manhattan locations; for New York City Department of Transportation
- Williamsburg, The Edge Waterfront Redevelopment; Brooklyn, NY; for New York City Economic Development Corporation
- Hoboken Ferry Terminal; for New Jersey Transit and the Port Authority of New York and New Jersey
- East and Harlem River Ferry Landings Project; New York City; for New York City Economic Development Corporation
- The Northside-Williamsburg Site Development and Ferry Landing; Brooklyn, NY; for Douglaston Development
- Greenpoint Openspace Improvements; Brooklyn, NY

EDUCATION

Manhattan College
Bachelor of Science
Civil Engineering, 2007

PROFESSIONAL REGISTRATIONS

New York #0090828

CERTIFICATIONS

Transportation Worker Identification
Credentials (TWIC)
FHWA-NHI- Course #130091
Underwater Bridge Inspection, 2010

Project Understanding

The Town of Urbana and the Village of Hammondsport started a journey in August 2014 to re-imagine the Keuka Lake Waterfront. By answering these questions where are we now, where do we want to go, and how do we get there - the Town and Village now have a waterfront master plan that moves the Hammondsport area to maintain its reputation as a thriving, quaint, must-see community. With the help of many partners, the drive to succeed, and a spirit of cooperation, the Keuka Lake waterfront concept will come into view and become reality.

We know the obvious. We know that the Keuka Lake waterfront is a priority of the Town. We know you have received a limited grant award to completely rebuild the Champlin Pier. We know this is just one of over 20 priorities that were identified in the waterfront masterplan.

We can dig a bit deeper, beyond simply the obvious. LDG understands what the Town is looking to accomplish, fix, and avoid with this first phase of the waterfront implementation.

ACCOMPLISH

The Town desires to make the first step and start physical improvements along the Keuka Lake riverfront. This will be the first accomplishment of what will become a multi-phased project to provide improved lakefront access, trails and amenities and a waterfront center and activity areas. A new Champlin Pier will become a defining symbol of the community and be the first aspect of a dynamic, engaging waterfront area.

LDG's Design Team will work with the Town to deliver this project as the Owner's Project Engineer. We will work on your behalf to develop a thoughtful design, ensure that the permitting process is timely and pain-free, select a responsible Contractor

through a competitive bid scenario, and guide the project during construction as the Town's contract administrator. This will ensure that the Town accomplishes its goal of implementing the first phase of waterfront improvements.

FIX

On Memorial Day weekend in 2017, imagine the maiden voyage of the "New" Keuka Maid docked adjacent to the new Town Pier; it's a photo that will take center stage in newspapers and social media channels. That day will culminate nearly three years of effort to erase the memory of the trying times related to the old Keuka Maid.

The sight of orange construction fencing along the current pier is simply an eyesore; a symbol of decay. We know that this is not representative of the Town or the Village or the good people of Hammondsport. LDG's team of professionals will work diligently to keep this project on track to erase these memories and instead guide a process where the new symbol of Hammondsport will take root. We will work with all entities that have an interest in this project; the Town Board, the Town Solicitor, the public, The New York State Department of Conservation, the Town's



concessionaire for the Keuka Maid and others. We will help fix the past by delivering a project that the region will be proud of.

AVOID

We want to avoid controversy. We want to avoid negativity. We want to avoid failed bids. We want to avoid delayed permitting. This is the “elephant” in the room, and we are willing to talk about it, discuss it, and have open communication so there is a complete understanding of project priorities and project options throughout the process.

The LDG Design Team is focused on Client Service Excellence. Our culture is to place the client first and to be open and honest during every step of the design process. Our client service excellence will ensure avoidance of potential difficulties that key public projects sometimes encounter. We have relationships with all entities involved that will help smoothly maneuver the process and avoid delays and unnecessary costs.

Our eyes are open - we are always looking to avoid stumbling blocks that can slow the process, or worse yet, take the fun out of the design process. We strive for the Thrill of the Ride; an enjoyable design process that builds trust and develops into a value-added relationship that the Town and the LDG Design Team can both take part in.



Project Approach

Larson Design Group (LDG) and its teaming partner McLaren Engineering Group will represent the Town of Urbana during the Design/Bid/Build procurement process. As the Owner's Engineer, we will guide the entire design process - from initial conceptual design to contract administration during the construction phase. Our role will ensure the Town is fully engaged throughout the entire process, fully understands each phase of the process, and makes critical decisions during each phase of the project.

The staff of LDG and McLaren Engineering Group possess the needed expertise to successfully complete projects along the lakefront and within a site very central to the Community. We realize that special consideration is needed when planning and construction of improvements occur within a busy public park area. Our success in many other municipalities underscores our ability to implement projects using a multi-step design process to assist in the completion of successful projects and keep our clients satisfied. As your Owner's Engineer, we will become your trusted adviser; our combined staff has the knowledge, know-how, and expertise needed to assist the Town with this important endeavor. Having a local presence in Corning enables us to be close by and readily accessible on short notice.

At the direction of the Town, the LDG Design Team will approach this project with the understanding that the project will consist of the construction of a new Champlin Pier and the necessary utility connections, accessibility, lighting, and a pavilion focal point at the end of the pier.

The LDG Design Team will work together to assist the Town in identifying the full scope of the project, and the current planning document will be reviewed and options identified for the various design elements, construction material selections, and lighting schemes. Following identification of

the proposed improvements, LDG will focus on probable cost estimating, preliminary and final design, permitting, public bidding, and contract administration.

Our project team is experienced in all aspects of the design/bid/build process, including assisting our clients with scoping a project, developing the project budget and schedule, coordinating permits, completing preliminary and final design, and providing bidding administration services. During construction, LDG's Design Team can assist with contract administration and limited inspection services necessary to ensure that construction is in conformance with the bid design, specifications, and permit limitations.

KEY ISSUES

Integration: The integration of the pier and the pavilion into the surrounding community is absolutely paramount. What the structure becomes



Steven Beattie discussing the proposed concepts of the Waterfront Master Plan at the community open house held at Hammondsport School on May 11th, 2015.

will determine its future use, and can dramatically affect the public's access to the water.

Coordination: At the heart of the LDG Design Team's approach is a series of working sessions that will include key Town staff, members of the Project Advisory Committee, the design team, as well as representatives of other agencies, users, and community members (at the discretion of the Town). We believe this type of collaborative and interactive effort is critical, given the importance of building community support, securing the necessary approvals, and ensuring timely and cost-effective completion of the work. The objective of the interactive workshop sessions will be to set realistic goals, establish priorities, and develop a clear and unified conceptual approach that has the enthusiastic support of the project team and the community.

Durability: The materials selected for the construction must be durable and low maintenance. The design parameters, such as the design event and structural loading established at the onset of the project, will be used to verify and confirm the durability of the proposed design. The design details and materials specified for the project shall be long-lasting, easily repaired and maintained, and have as low first cost as possible.

Geotechnical Stability: It will be imperative that the design of the mitigated system consider the geotechnical stability for public loading. Specific attention should be given to the geotechnical stability during high water and storm events.

Constructibility: The constructibility of a waterfront structure shall always be considered during the design process and development of the construction documents. From experience, LDG's Design Team knows that waterfront construction is impacted by many factors, such as changes in water level, and occasionally difficult or limited site access.

We also understand the importance of integration into the natural surroundings and activities on the waterfront. The team will provide a design that can accommodate these conditions and allow for an efficient and simplified installation process.

Timely Permits: The LDG Design Team will identify all required environmental permits as part of our effort. It is our experience that early communications with regulatory agencies and other agencies having jurisdiction over the project is vital to the successful and timely completion of a project. Improper or incomplete permit applications can lead to significant delays in the construction schedule. The LDG Design Team has a demonstrated history of providing expert, timely permitting services for waterfront projects throughout New York State. The integration of public access, landscaping approaches, and maximization of water surface/ water quality are all involved with this phase.

The following is a typical project approach we utilize with projects of this size and scope.

TASK 1 – PRELIMINARY DESIGN/STUDY PHASE

- The LDG Design Team will work with the Lakefront Advisory Committee and organize a Project Kick-off Meeting. This meeting will clearly identify the specific needs and goals of the project, establish project schedules, discuss the design process, and establish open lines of communication.
- The design team will conduct a field review of the subject site to determine opportunities and constraints relative to the initial goals for the project.
- The design team will conduct exploratory permit inquiries with the regulatory agencies with the assumption that the new Town Pier will be within the same footprint of the existing pier.

- The design team will review water, wastewater and electric utility needs for the future Keuka Maid tour boat.

- The design team will prepare and review replacement options for the new in-water pier structures and superstructure. This will include an alternatives analysis of materials for construction, life cycle costs, and cost benefit analysis of potential designs, and proposed use. Additionally, we will develop the potential design criteria that addresses the various expected environmental forces, including ice, wind, wake, wave, and others. Material samples, project photos, and existing piers in the region will all be discussed and considered. Since this is a more rustic pier, the choice of materials must be a conscious decision. What may be more modern, such as a plastic lumber, will not have the feel and look of a lake pier in the Finger Lakes region. This equally applies to the natural materials selected, as regionally sourced timbers would lend themselves to the character of the pier.

Based on guidance from the Town of Urbana for this resubmission, the design team will look at the full replacement of the piles, while also completely replacing the superstructure. The design team will prepare and review options for the proposed pavilion and proposed lighting, review product selection/ basis of design, and present the Waterfront Advisory Committee with our findings. The LDG design team will assist in the preparation of meeting minutes and will be prepared to document general discussion, final decisions made, and action items to be taken.

- The design team will prepare an opinion of probable construction cost (OPCC) or unit costs for potential options offered, following

the first study phase review meeting.

Surveys

The Larson Team will provide a hydrographic, topographic, and property survey of all lands proposed to be included in the Activity Node and waterfront promenade, as well as the landside area within 25 feet and any area between public lands and the mean low water line. The survey will include the following information:

- Topographic survey with one foot contours. Survey will be to low water elevation.



- Hydrographic surveys will be limited to the areas determined to require slope/shoreline stabilization. This survey will be performed before completion of the Conceptual Phase as water depths and limits of the collapse are significant to the concepts and re-design.
- Ownership/grant/lease status of all lands will be incorporated into the design.
- All manmade structures, buildings, or facilities on or within ten feet of the public promenade right-of-way.
- Above and below ground infrastructure, including stormwater management structures.
- Locate trees greater than 4-inches DBH.

Geotechnical Investigation

The LDG Design Team’s geotechnical investigation will focus on the stability of soils and elevation of bedrock, especially relative to the shoreline for all lands under control of the Town and proposed to be part of the Pier and Pavilion.

The LDG Design Team will assemble and review all available subsurface information, both marine and upland, provided by the Town for the proposed sites. Following our review of available information, we will determine the required quantity and preferred location for land and marine borings that will be required to proceed with the conceptual and schematic design phases. Borings would likely be specified to a depth of 65 feet below the existing mudline. If bedrock is encountered at shallower depths, as is expected, rock cores would be advanced until five feet of competent rock are encountered. During the process of obtaining soil borings, The LDG Design Team will perform the following services:

- Establish the subsurface design criteria to be provided to the Town

- Prepare a boring plan and obtain all necessary approvals relative to the work
- Provide field oversight during the investigation and document the results of the subsurface exploration. The information obtained will be utilized in the design of all applicable phases of the project.
- Assist the drilling contractor in obtaining the necessary agency approvals to perform this work

Upon completion of the marine soil boring investigation program and any necessary laboratory testing, the LDG Design Team will prepare a Geotechnical Report documenting the findings in a clear and concise fashion. The LDG Design Team will assist in submitting a complete Geotechnical Report including findings of both the marine and upland investigations to the Town.

TASK 2 – CONCEPTUAL DOCUMENTS

Following the acceptance of the study phase, the selected standards, and the probable design and construction cost of the project by the Town, the design team will proceed with preparation of the conceptual documents. The design team proposes to complete the conceptual documents to 30% of final design to adequately convey the intent of the project.

Environmental Quality Review

The LDG Design Team will conduct the environmental review in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations 6 NYCRR Part 617. Because of minimal impact on the site, and rehabilitation of the existing structures, Type II actions are applicable to this project. Categorically, Type II actions have been found to not have significant adverse impacts on the environment, or actions that have been statutorily exempted from

SEQR review. Type II actions do not require a negative or positive declaration or an environmental impact statement (EIS), hence it is excluded. However, in order to determine a final Type II action decision, we will prepare an EAF (environment assessment form) and submit it to the Town for resolution.

The LDG Design Team is highly experienced and proactive in coordinating with regulatory agencies. The applicable permits required for this project include the SPDES General Permit for NYSDEC Stormwater Discharges from Construction Activity, Water Quality Protection, a USACE nationwide permit, and US Coast Guard permit.

TASK 3 – CONTRACT DOCUMENTS

Design Development (60%)

Upon approval of the selected schematic design alternative, The LDG Design Team shall develop the Construction Design Documents, which will include drawings, technical specifications, cost estimates, and calculations.

The LDG Design Team will be responsible for producing a full construction design package including new drawings and technical/contractual specifications as follows:

- The design team will coordinate and design new electrical service, site lighting controls, layout of the electrical distribution system for the pier, and a photometric layout for pier lighting (railings and accent lighting). The Team will prepare an electrical plan including single-line/riser diagrams and schematics, panel and equipment schedules, and typical electrical construction details.
- The design team will develop the final pier drawings based upon the selected alternative above. This will include environmental and live load development, general selection

of member sizes and materials to be incorporated.

- The design team will prepare the following plans as a part of the package:
 - Marine Engineering (Substructure and Piles) Plan
 - Pavilion Architectural Plan
 - Utility Plan
 - Electrical/Lighting Plan
 - Typical Construction Details

At this stage, the plans will constitute a 60 percent completion. The plans will contain sufficient details to provide a general definition of the proposed design concepts and construction staging. A draft technical specification will be provided with this submission. At minimum, this drawing set will include a cover sheet, general notes, plans, sections, and details indicating the specified improvements. The LDG Design Team's opinion of probable construction cost will be developed using a contingency of 20 percent. The 60 percent design development set of documents will be submitted to the Town for review and comment. The LDG Design Team will lead a meeting with the project partners to review the documents and ensure that the Town is clear on the progress of the documents, and to identify decisions to be made by the Town. The LDG Design Team will continue with developing the documents during the review to maintain project schedules.

Design Development (100%)

The LDG Design Team will incorporate any comments received and continue to develop the drawings to 100 percent completion. Along with the set of 100 percent complete drawings, The LDG Design Team will submit a set of standard technical specifications and an opinion of probable construction cost using a 15 percent contingency. A written response to all comments will be provided.

Final design and construction documents will be provided to the Town and the project advisory committee for review. Once final comments and approval are received, The LDG Design Team will incorporate the comments into the design documents and submit the final drawings and technical specifications. A final design calculation package will also be included with this submission. Documents will be certified by a licensed professional engineer and affixed with a corporate seal. The design team will prepare a complete package of bid-ready contract documents. The package will include:

- Instructions to bidders
- Bid documents
- Contract language, including applicable federal and state provisions
- Special notes
- General and technical specifications
- Plans
- A list of supplemental information available to bidders (i.e., subsurface exploration logs, record as-built plans, etc.)
- Other pertinent information

LDG will prepare and deliver a digital copy of contract drawings and a project manual for the design. The Contract Documents will be prepared utilizing EJCDC Standard General Conditions with special project requirements incorporated. Project Technical Specifications will be prepared in Construction Standards Institute (CSI) format and applicable standards of NYSDOT and manufacturer's data will be incorporated into the specifications, as required. An updated estimate of opinion of probable construction costs will be provided.

In accordance with the LDG Project Specific Quality Assurance Plan, a final quality review of all documents will be conducted prior to public bidding.

TASK 4 – PERMITTING

Concurrent with the Design Phases, the LDG Design Team shall commence with the pre-permitting tasks of the project. The LDG Design Team will develop the pre-permit documents from the recommendations using the results of the Design Phase described above. These documents will include:

- A project narrative
- Preliminary policy consistency documents (Coastal Zone Management)
- Permit applications
- Site drawings

The LDG Design Team will prepare the necessary permit or other approval applications for required permits or approvals. A pre-application meeting with the Department of State and the appropriate federal, state, and local regulatory authorities will be held as necessary to discuss the necessary permit or other approval applications. Prior to filing, the LDG Design Team will submit all applications to the Department of State for review and comment. Potential permitting and approval agencies include, but are not limited to:

- Town of Urbana
- US Army Corps of Engineers
- NY State Department of State for consistency with the federal Coastal Zone Management Act
- NY Department of Environmental Conservation
- NY Office of General Services pursuant to the Public Lands Law (including LWRP conformance)
- NY Office of Parks, Recreation, and Historic Preservation or the SHPO

Also, prior to construction, the LDG Design Team will demonstrate that the project is in compliance with 6 NYCRR 502 "Floodplain Management

Criteria for State Projects” by submitting a signed certification, by an official authorized to enforce local floodplain management regulations that the project complies with the requirements of the statute.

TASK 5 – BIDDING ADMINISTRATION SERVICES

- LDG will prepare the advertisement for bid for the Town to publish, as required.
- LDG will provide two hardcopy and .pdf sets of contract documents for the Town’s use and the IDA’s use.
- LDG will post the plans and specifications on our web-based bidding site for any and all contractors to view and download.
- LDG will maintain a log of plan holders, prepare any clarifications, and respond to contractor requests for information. LDG will prepare and issue bid addenda, as required.
- LDG will attend the proposal opening, review opened proposals for responsiveness, prepare a bid tabulation, and assist the Town in bid evaluation/selection.
- LDG will prepare a recommendation of award to the Town for consideration.

TASK 6 – CONTRACT ADMINISTRATION SERVICES

- Prepare necessary correspondence between the Town and Contractor throughout the duration of the project.
- Conduct a pre-construction meeting with the selected Contractor and Town staff. Assist in the preparation of the final agreements for signature by the Owner and Contractor.
- Perform periodic review of site work at bi-weekly intervals (assumed 3 month construction timeline; 6 total site progress

meetings) as applicable to progress. We estimate that construction will occur over a three-month period. Meeting minutes will be prepared following these site progress meetings.

- Prepare and administer written change orders, if required.
- Review shop-drawing submittals made by contractor.
- Review payment requests and provide recommendation to the Town.
- Prepare supplemental field orders/sketches and written change orders as needed throughout the project.
- Based upon construction progress and upon authorization by the Owner, LDG will prepare and issue the notice of substantial completion.
- Perform two (2) final inspections prior to recommendations of final payment by the Town to verify punch-list item completion. LDG will also verify that all closeout documents provided by the contractor are complete, accurate, and submitted to the Town.

TASK 7 – LIMITED INSPECTION SERVICES

Similarly, The LDG Design Team believes that periodic site visits by a representative from the team will provide the highest quality job. Services include:

- Scheduled Inspections:
 - Continuously During the borings
 - Continuously during pile driving (approximately 10-15 days)
 - At completion of substructure
 - At substantial completion for punchlist

Waterfront Master Plan

Town of Urbana & Village of Hammondsport, NY

LDG teamed with Ingalls Planning & Design to complete a master plan for the Hammondsport-Urbana waterfront along the southern end of Keuka Lake. LDG was an integral team member and led tasks associated with the master planning process, including the design concepts for wayfinding, and concept design of the trail system, parking layout, and public pier. LDG also investigated infrastructure, wetlands and floodplains, and deed research within the project area. In addition, LDG developed an order of magnitude construction estimates for the major components of the master plan recommendations. We also assisted with key person interviews, the public input meeting, a public open house, and attended all advisory committee meetings through the master plan development.

The team utilized GIS applications for the mapping of the project and utilized Google SketchUp to convey the proposed concept and vision. The use of this advanced software allowed the team to produce high-quality deliverables at a reasonable cost.

The final master plan provides for 21 priorities for the community to focus on and implement. These priorities were developed through extensive community input and opportunities existing within the project site. As with most master plans, a deep understanding of the community's needs is critical to the development of specific, achievable actions to improve waterfront aesthetics, access, and activities.

Market: Civic/Cultural, Municipal, Recreation

Services: Environmental & Ecological, Master Planning

Owner: Steuben County Industrial Development Agency, Town of Urbana, Village of Hammondsport



One Community, One Waterfront

Indian Pines Forcemain Replacement

Town of Jerusalem, NY

The Town of Jerusalem was interested in replacing the the aging 8-inch sanitary forcemain that connects from their Indian Pines Pump Station in the Town of Jerusalem to the Village of Penn Yan's collection system near Hicks Street. The main crosses under the outlet of Keuka Lake and the Town wanted to replace the over 50-year old main before it began to fail, potentially impacting the water quality of the lake. It was decided to directionally drill the new main so as to not disturb the bed and banks of the outlet. Additional work associated with the project included a new metering station and air release system.

In addition to the design of the main and its components, LDG provided wetlands delineation, topographic survey mapping of both the affected land and water depth, geotechnical evaluations (for the boring work), and environmental permitting.

Due to the proximity of the project to both park lands and the lake, the applicable reviews/permits included:

- NYSDEC - Stream Disturbance, SPDES
- ACOE - Navigable waters, freshwater wetlands
- NYNHP/SHPO - Historic preservation
- NYSOGS/ NYS Canals - Public Waters/Canals
- NYS Parks - work on park land
- Village of Penn Yan - easements, work on park land

Market: Municipal

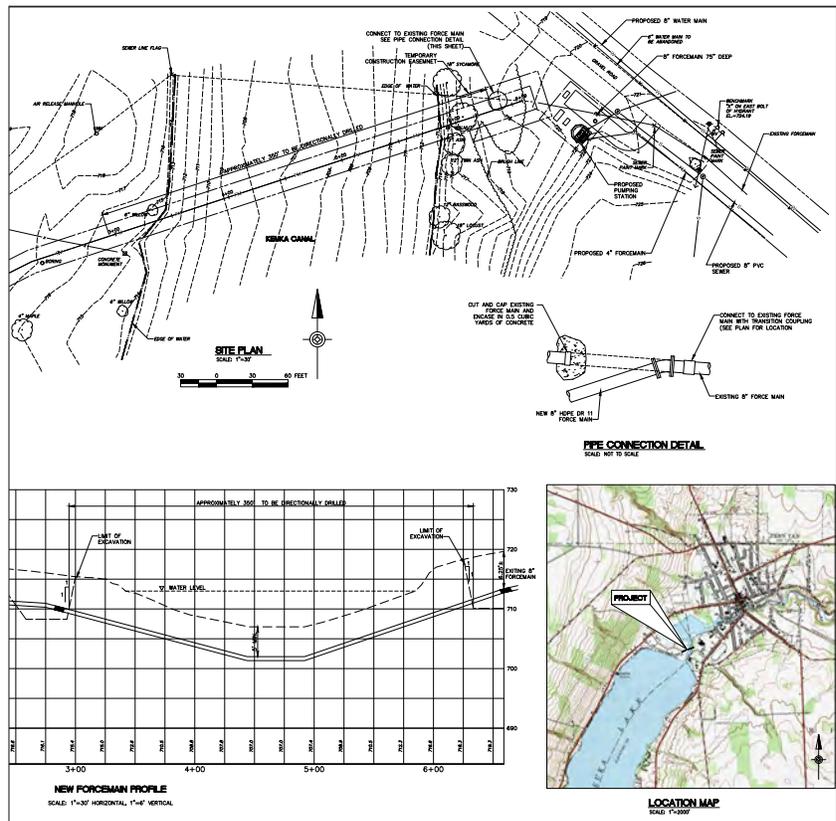
Services:

Environmental & Ecological, Geotechnical Engineering, Site Design & Land Development, Survey, Water/Wastewater

Construction Cost:

\$114,000

Owner: Town of Jerusalem



Jersey Shore River Access

Jersey Shore, PA

The project is located near the West Branch of the Susquehanna River in the Borough of Jersey Shore, PA. The project included the reconstruction of an existing access drive leading to the river. This drive provides access to a new concrete boat launch and floating ADA accessible dock. An existing parking lot was reconstructed and made into a boat trailer/car parking area, and additional new parking was constructed across South Main Street, creating 19 spaces. LDG secured permitting from the Pennsylvania Department of Environmental Protection (PADEP) and the Lycoming County Conservation District for water obstructions within the Susquehanna River, earth disturbance, and stormwater control. A portion of the funding for the project was provided by DCNR Bureau of Recreation and Conservation - Keystone Recreation, Park and Conservation Fund; The National Park Service - Chesapeake Bay Gateways and Watertrails Network; and The First Community Foundation Partnership of Pennsylvania.

Market: Municipal
Services: Construction Services, Site Design & Land Development, Survey
Construction Cost: \$484,737
Owner: Jersey Shore Borough



Location

Dobbs Ferry, New York

Client/Owner

Village of Dobbs Ferry

Services

Marine Engineering
 Marine Design
 Hydrographic Survey
 Permitting

Contract Period

2008-2014

Construction Cost

Shoreline Stabilization -
 \$1,377,710
 Fishing Pier and Floating
 Docks - \$565,000
 Total: \$2,000,000 est.

AWARD

2014 Ward House Small
 Project of the Year Award
 American Society of Civil
 Engineers, Lower Hudson
 Valley Branch



Project Description

The Village of Dobbs Ferry retained the services of McLaren Engineering Group (McLaren) to provide the necessary professional engineering services required to evaluate the existing stone rip-rap shore line embankment, and sheet piling conditions. The design included shore line stabilization; the potential of a boat berthing facilities, recreational alternatives, fishing pier; and the feasibility to install floating boat docks at the Village's Hudson River Waterfront Park. The Village was not only interested in stabilizing its shoreline, but developing the waterfront areas for recreational and/or practical use. The Dobbs Ferry Waterfront Park is located on the eastern edge of the Hudson River. The overall length of the waterfront edge is approximately 2,500 lin. ft.

McLaren's Role

McLaren provided marine engineering and surveying services, to evaluate and design the most cost-effective means, to develop and rehabilitate the shoreline. The engineering services provided by McLaren included:

- Inspection and assessment of existing stone rip-rap revetment along the shoreline
- Hydrographic survey
- Design of shoreline stabilization improvements including new rip-rap revetment, and tied back sheet pile bulkhead
- Design of an approximately 75 ft long timber fishing pier and floating docks capable of supporting up to 8 transient boaters.
- Preparation of a cost analysis
- Development of construction documents
- Permitting assistance
- Construction administrative services



Dock



Fishing Pier

A key element to the success of this project was resolving coastal design issues associated with significant environmental forces as well as federal and state coastal permitting processes. McLaren worked to resolve the physical and visual impacts on the surrounding environment.

McLaren also provided bid phase support, construction consulting services, public hearing attendance, and New York State Department of State (NYSDOS) project reporting.

Harbors at Haverstraw – Haverstraw Shoreline

Location

Haverstraw, New York

Client/Owner

Ginsburg Development,
LLC

Services

Waterfront Engineering
Site/Civil Engineering
Marine Engineering
Shoreline Stabilization
Marina Development
Construction
Administration

Contract Period

2001-2008

Construction Value

\$500,000,000

Project Description

This large-scale waterfront redevelopment in the Village of Haverstraw, along the Hudson River, consists of approximately 900 residential units. Continuous public waterfront access was incorporated into the project via a promenade and various recreational waterfront features including a fishing pier, kayak launch, and marina. Construction occurred from 2002 to 2008, and was phased into four distinct sites.



Harbors at Haverstraw

McLaren's Role

McLaren Engineering Group provided waterfront site development services including marina development, site/civil engineering, marine engineering, shoreline stabilization, and construction administration. These services included:

- Preparation of an overall concept plan for the development
- Preparation of an in water structures plan
- Fathometric survey of the shoreline
- Shoreline investigation and assessment
- Shoreline design alternatives
- Preparation of an existing conditions survey report for the entire waterfront
- Permit preparation / acquisition
- Condition assessment of timber piles
- Development of guidelines for the promenade and shoreline stabilization
- Preparation of construction documents associated with the site A promenade and shoreline stabilization along the Hudson River waterfront
- Design of foundations for the following elements of site A:
 - Gazebo
 - Plaza Lighthouse
 - Fire Draught Station
 - Kayak Launch
 - Water Fountain Feature
 - Pedestrian Bridge



Promenade at Haverstraw

Steeplechase Pier Reconstruction

Location

Coney Island
Brooklyn, New York

Client/Owner

New York City Department of
Parks & Recreation

Services

Structural Engineering
Marine Engineering
Mechanical and Electrical
Engineering

Contract Period

2012-2015

Construction Value

\$12,000,000 (est.)



Pier Damage



Rendering



Project Description

McLaren Engineering Group (McLaren) was retained by the New York City Department of Parks and Recreation (NYCDPR) to provide structural and marine engineering design services for the reconstruction of Steeplechase Pier, which was damaged during Superstorm Sandy. Immediately after the Storm, McLaren became involved in assisting NYCDPR in the assessment and rebuilding of the Pier. As the prime design consultant, McLaren in collaboration with architectural and mechanical and electrical sub-consultants, prepared construction documents for the full reconstruction of Steeplechase Pier in response to the damage caused by Superstorm Sandy within six (6) weeks.

McLaren's Role

McLaren provided engineering services for the inspection and condition assessment, design and construction administration for the reconstruction of the Pier. The Pier is approximately 1,100 feet long and varies in width from approximately 22 feet to 45 feet. The pre-storm construction of the Pier consisted of concrete piles and pile caps supporting a timber deck and timber joist system. There was also a timber railing around the perimeter of the Pier.

McLaren conducted detailed underwater and above water visual inspections of the Pier; documented the inspection findings and performed a damage and condition assessment of the Pier.

Following the inspection and condition assessment McLaren, in coordination with our sub-consultants, designed the full deck replacement of this historic pier. The reconstruction design provided by McLaren included new prestressed, precast concrete beams anchored to the existing concrete pile caps. A new composite / recycled plastic lumber (RPL) deck was designed to replace the existing, damaged timber deck. A new aluminum railing system, aluminum and stainless steel shade structures and benches constructed from the reclaimed decking of the original pier were also designed by McLaren and installed during the reconstruction of the Pier.

In addition to these structural and architectural features, a new lighting system and fire line were also included in this project. McLaren coordinated with our Mechanical and Electrical Engineering sub-consultant during the design of the new electrical conduit system and light poles that run the full length of the Pier. McLaren was also involved in the design of a dry fire line system on the Pier.

During the construction phase of this project McLaren provided construction administration services including submittal review, RFI responses, performing construction progress site visits and attendance at construction site meetings.

Fee and Schedule

FEE

Larson Design Group (LDG) proposes to provide services requested by RFP and detailed in our Project Approach for a lump sum fee of **\$147,850.00**.

EXCLUSIONS

The following services are excluded for the scope of this project:

- Design and/or Site Plan Town Approvals for the municipal parking lot or other site improvements to Champlin Beach shown in the Master Plan.
- Permits and governmental review fees.
- Hazardous abatement/environmental engineering.
- Offsite design for roadways and utilities.
- Wetland studies/delineation.
- Archaeological, historical preservation, or cultural resources studies/reports.
- Additional design revisions per agency comments other than those listed.
- Completion and preparation for variances, special exceptions, or zoning amendments.
- Property boundary surveys, easements, right-of-ways.
- Record drawings/as-built surveys.

SCHEDULE

LDG anticipates the following project schedule:

Selection of Owner's Consultant	May 2016
Project Kick-off Meeting	Early June 2016
Study Phase	Early August 2016
Design Documents	End of September 2016
Project Bidding	October 2016
Project Award	November 2016
Project Completion	May 2017

Client Focus

At LDG, clients are the basis of our enterprise. We know that the first step in client-centered design is to listen carefully so we can understand fully. Our client focus is illustrated in a firm-wide Declaration of Client Care, signed by firm staff that pledges our commitment to service. This firm-wide promise is to:

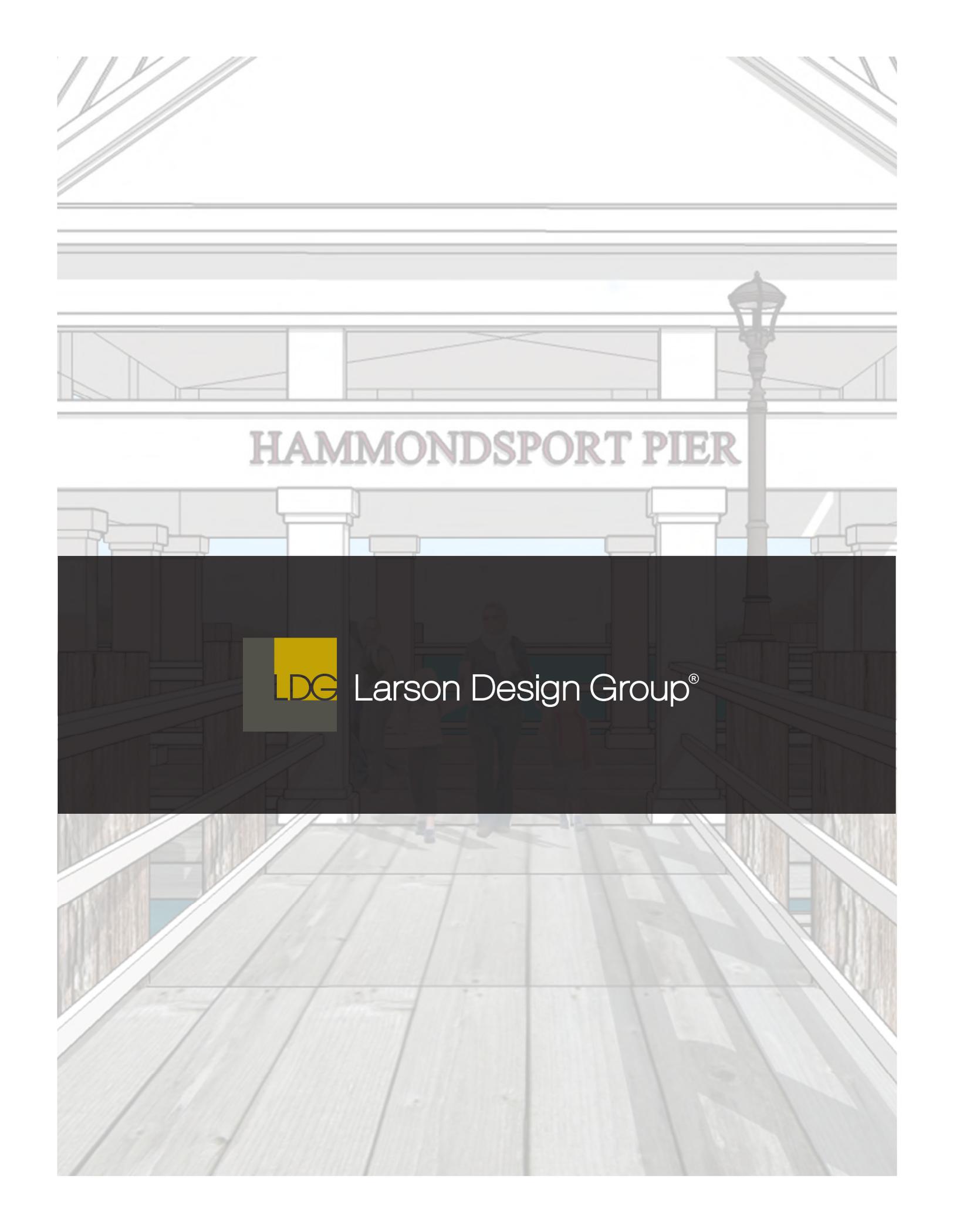
- Ensure that all project partners understand the requirements of the project;
- Provide effective and responsive communication to clients and all project team members;
- Maintain timeliness on all schedules; and
- Create high quality service products.

LDG is dedicated to excellence in client service because we believe that any team, including ours, can be made better. That’s why we have chosen to monitor our service through Customer Follow Up (CFU) – to gather what our clients think and focus on providing them with a better customer experience.

We gather information such as feedback on our project managers, capabilities, a project’s budget, and a client’s willingness to use us in the future. Clients who participate in CFU are interviewed during the start of a project, and at 50% and 100% completion (design). We may also interview you outside of a project to gather general feedback on our proposal submissions, performance, and project teams.

Empowerment Collaboration Accountability
 (888) 323-6603 www.larsondesigngroup.com



An architectural rendering of the Hammond Sport Pier. The top half shows a perspective view of a walkway with a wooden deck, a railing, and a street lamp. The middle section features a white wall with the text 'HAMMONDSPORT PIER' in a serif font. The bottom half shows a dark, silhouetted interior space with a person sitting at a table.

HAMMONDSPORT PIER

The logo for Larson Design Group, consisting of the letters 'LDG' in a white, sans-serif font. The 'L' and 'D' are positioned to the left of the 'G', and they are partially overlaid by a yellow square.

LDG

Larson Design Group®