

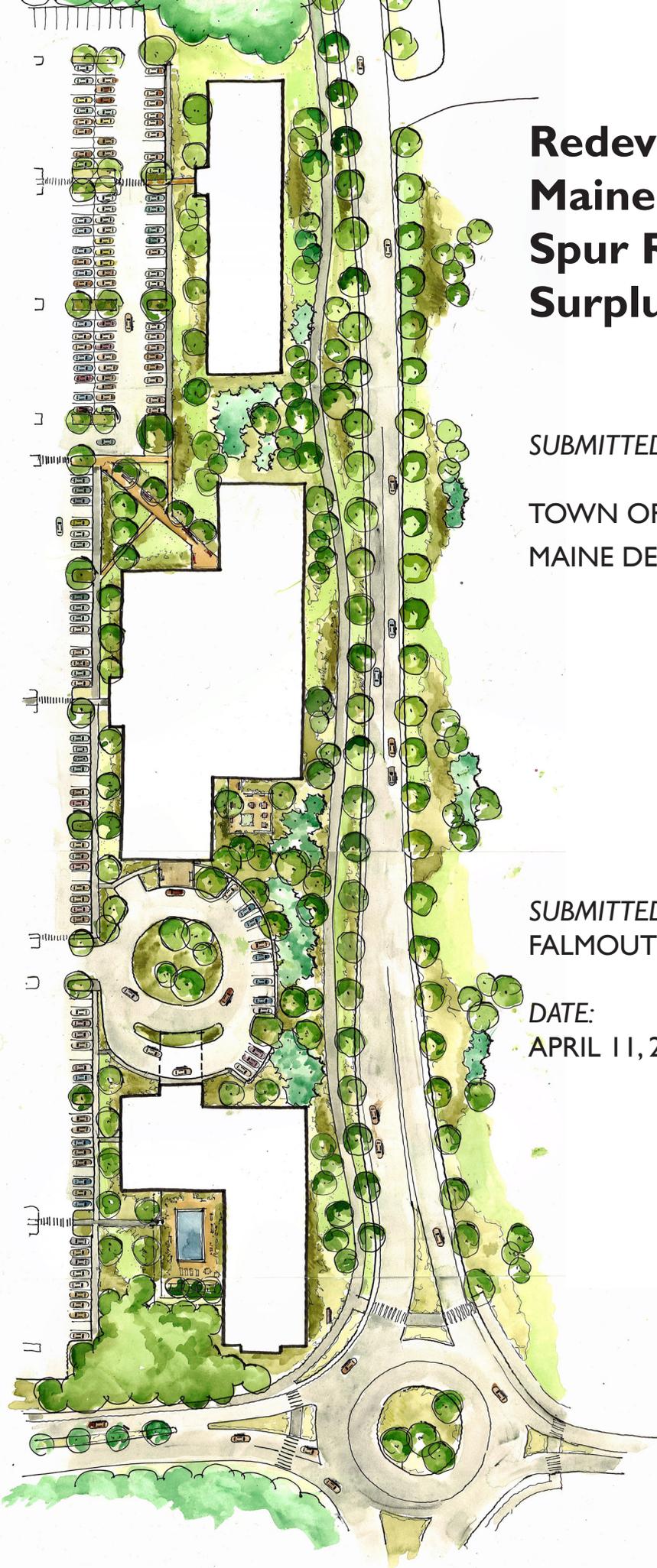
# Redevelopment Proposal for Maine Turnpike Falmouth Spur Ramp System and Surplus Property

*SUBMITTED TO:*

TOWN OF FALMOUTH AND  
MAINE DEPARTMENT OF TRANSPORTATION

*SUBMITTED BY:*  
FALMOUTH GATEWAY SPUR, LLC

*DATE:*  
APRIL 11, 2016



Falmouth Gateway Spur LLC  
c/o Fletcher, Selser & Devine  
2 Monument Square, 7<sup>th</sup> Floor  
Portland, ME 04101

April 11, 2016

Mr. Nathan Poore  
Falmouth Town Manager  
Falmouth Town Hall  
271 Falmouth Road  
Falmouth, ME 04105

Subject: Falmouth Spur Call for Offers Submission

Dear Nathan,

Falmouth Gateway Spur LLC is pleased to submit this response to the Falmouth Spur Call for Offers. Falmouth Gateway Spur LLC, a joint venture among principals from JPA Management LLC and Devine Capital LLC, has been established to pursue the Spur parcel while incorporating abutting land as part of a master plan for a vibrant mixed use development in accordance with stated Falmouth objectives of promoting appropriate economic growth along the Route One commercial corridor.

We believe our Project Team has the vision, company experience, personnel qualifications and project understanding to deliver a project that exceeds the vision of the Town as well as the Maine Department of Transportation (MaineDOT).

Included in this proposal are plans and narratives to reconfigure the Maine Turnpike Falmouth Spur Ramp System and to develop the 11-acre property currently owned by MaineDOT. This project offers a unique opportunity through a public/private partnership for the development of a new parcel of land in a vibrant commercial corridor.

Falmouth Gateway Spur is submitting two alternative designs for the reconfigured intersection, herein, and seeks the Town's input relative to the final design. Concept #1 consists of a traditional signalized four way intersection. Concept #2 consists of a multilane roundabout, which we believe better aligns with the Town's Vision to serve as a northern gateway to Route 1.

Working with Gorrill Palmer and Richardson Associates, we have developed a mixed use development plan for the MaineDOT property as well as the vacant land adjacent to the Falmouth Shopping Center. The inclusion of a Hotel, Class A Office Space, a Mixed Use Structure and Residential Apartments will strengthen the northern end of Route 1 with activity throughout the day and weekends that will lead to additional development and redevelopment opportunities on the abutting properties.

Should you have any questions or require additional information, please feel free to contact Al Palmer at Gorrill Palmer, 707 Sable Oaks Drive, Suite 30, South Portland, ME 04106, 207.772.2515, [apalmer@gorrillpalmer.com](mailto:apalmer@gorrillpalmer.com).

Falmouth Gateway Spur LLC looks forward to your review of this proposal.

Sincerely,  
Falmouth Gateway Spur LLC



Bernard M. Devine, Jr.  
Member/Manager



## DEVELOPMENT TEAM QUALIFICATIONS

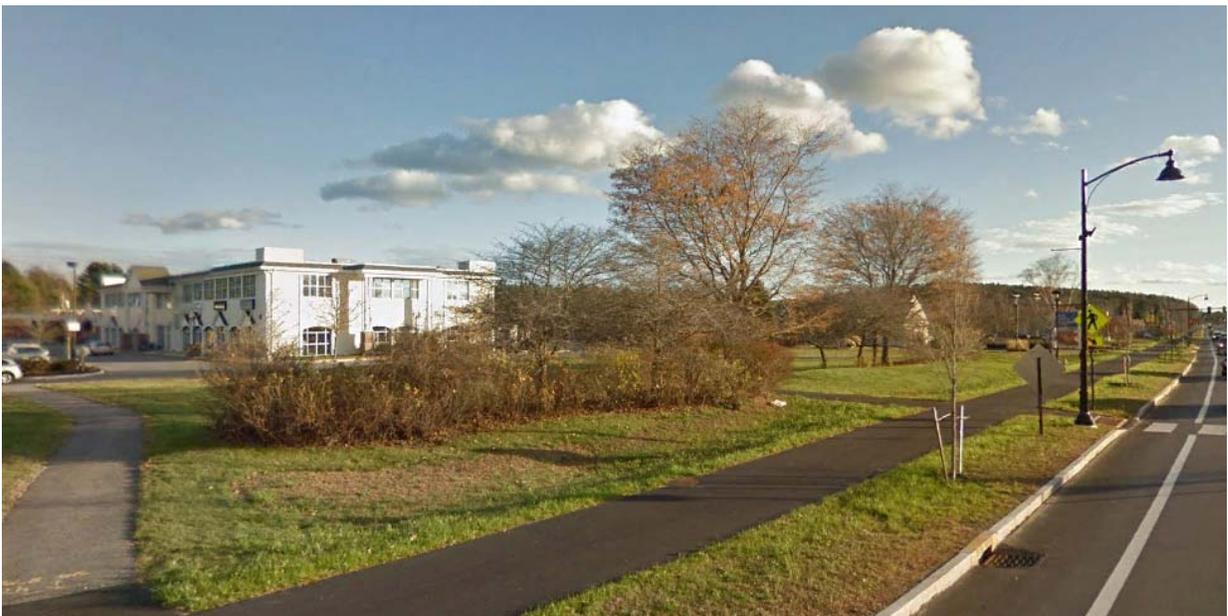
### Team Members

Falmouth Gateway Spur LLC is a joint venture among principals from JPA Management LLC and Devine Capital LLC established to pursue the MDOT Spur parcel and incorporate abutting controlled land to master plan a viable mixed use development in accordance with stated Falmouth objectives of promoting appropriate economic growth along the Route One commercial corridor.

Principals from Falmouth Gateway Spur LLC have decades of experience in all aspects of large scale commercial ground-up development. Their combined portfolios include significant Hotel, Office, Residential and Retail Developments throughout New England. The principals of Falmouth Gateway Spur LLC have owned significant commercial assets in Falmouth and value their productive working relationship with the Town.

Falmouth Gateway Spur LLC believes in a hands-on approach to development and recognizes the important role collaboration plays in development projects. As experienced developers, the complexities of successfully structuring, permitting and constructing projects is understood. Falmouth Gateway Spur LLC has drawn on past relationships and assembled the very best Maine based team of experts to assist us:

- Civil Engineers- Gorrill Palmer of South Portland, Maine provides integrated site development and transportation engineering services for public and private entities. A significant benefit to our Project Delivery Approach is the ability to offer both Transportation and Land Development Services through a single, coordinated team of professionals. The firm has benefitted from development of a client base that focuses on long term relationships spanning multiple projects whereby we can deliver our client's vision with a consistency of results. Gorrill Palmer has designed and permitted over 6,000,000 square feet of commercial space since 1998.
- Landscape Architects- Richardson and Associates of Saco, Maine is known for its ability to strengthen, enhance and define the relationship between people and places. Richardson & Associates has played an active role in the design process for commercial and residential projects since 1991.
- Legal Counsel- Fletcher, Selser & Devine, LLC of Portland, Maine is a boutique law firm focusing on real estate development, real estate transactions, and commercial and public finance. Recently founded by three members of a large Portland law firm, the firm's attorneys have extensive experience with large-scale projects, land use issues, zoning and subdivision matters, commercial real estate, and public and private lending and finance. Fletcher, Selser & Devine's lawyers have represented clients in 33 U.S. states and are known for their efficient, results-oriented, collaborative approach to practicing law.



## Project Experience

The following is a sample of projects our various team members have developed/owned:

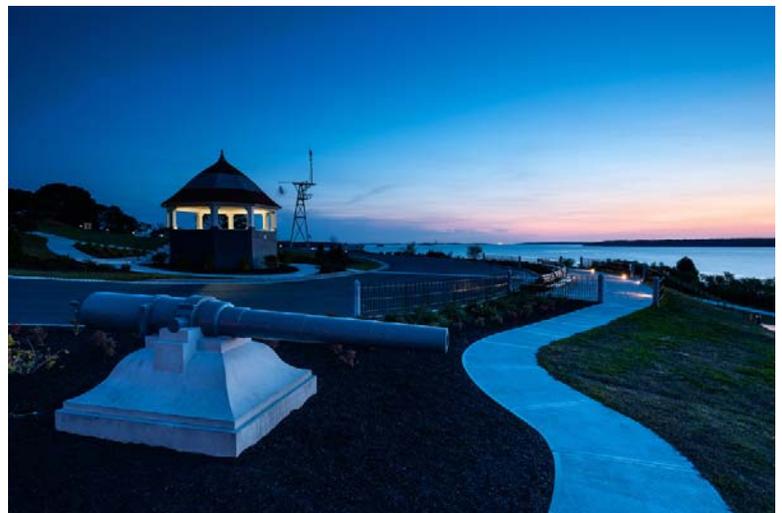
- JPA Management LLC
  - ❖ Falmouth Shopping Center, Falmouth, Maine
  - ❖ Marden's Plaza, Sanford, Maine
  - ❖ Mexico Plaza, Mexico, Maine
  - ❖ Skowhegan Village Plaza, Skowhegan, Maine
  - ❖ Carver Shopping Center, Carver, Massachusetts
  - ❖ TJ Maxx Plaza, Hyannis, Massachusetts
  - ❖ Radisson Hotel, Manchester, New Hampshire



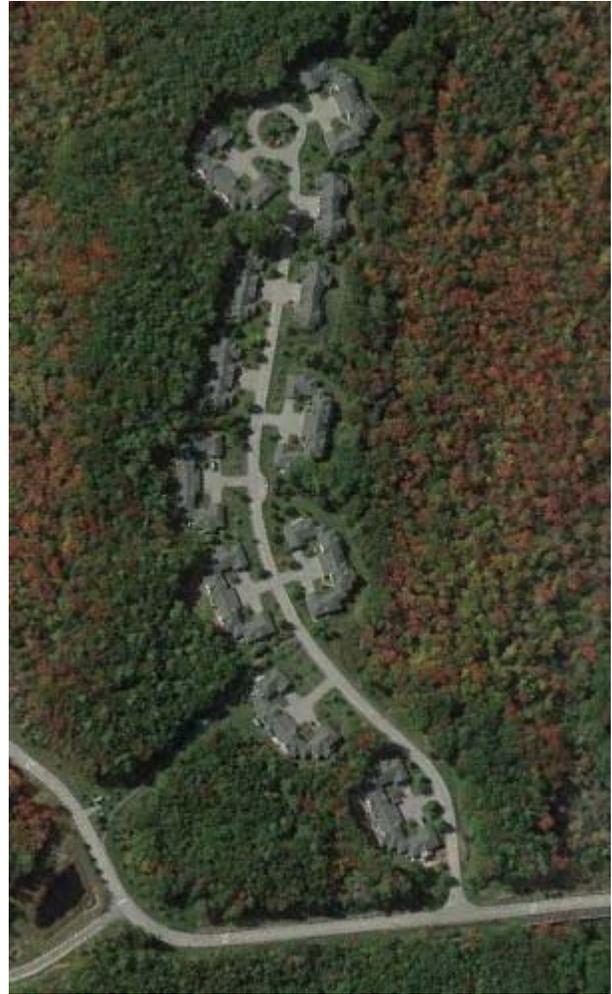
- ❖ Towne Plaza, Whitinsville, Massachusetts
- ❖ West Seventh Street Condominiums, South Boston, Massachusetts
- ❖ Howell Street Condominiums Phase I, Dorchester, Massachusetts
- ❖ 858 East Second Street Condominiums, South Boston, Massachusetts

- Devine Capital LLC
  - ❖ Scarborough Gallery, Scarborough, Maine, 510,000 sf,
  - ❖ Meeting House Brook, Wallingford, Connecticut, 210,000 sf
  - ❖ Ellsworth Shopping Center, Ellsworth, Maine, 107,000 sf
  - ❖ Mountain Valley Mall, North Conway, New Hampshire, 212,000 sf

- Gorrill Palmer
  - ❖ Biddeford Crossing, Biddeford, Maine, 525,000 sf
  - ❖ Augusta Crossing, Augusta, Maine, 460,000 sf
  - ❖ WEX Corporate Headquarters, South Portland, Maine, 140,000 sf
  - ❖ Spring Harbor Hospital, Westbrook, Maine
  - ❖ Presumpscot River Place, Portland, Maine
  - ❖ Mixed Use Development, Portland, Maine, 18,000 sf Retail, 63 Apartments
  - ❖ Fort Allen Park, Portland, Maine



- Richardson Associates
  - ❖ IDEXX Corporation, Westbrook, Maine, 57 Acres
  - ❖ Piper Shores Retirement Community, Scarborough, Maine, 137 acres
  - ❖ Patrons Oxford Insurance, Portland, Maine, 3 Acres
  
- Fletcher, Selser & Devine
  - ❖ Zoning Due Diligence for Hotel Development, Southern Maine
  - ❖ Tax Exempt Bond Financing for Capital Improvements for Nonprofit Educational Institution, Central Maine
  - ❖ Tax Exempt Bond Financing to fund County Jail Construction, Southern Maine
  - ❖ 8,000,000 acre multi-state land purchase
  - ❖ Master planning concept plan and related subdivisions, consisting of 89 lots among 5 subdivisions, Northern Maine
  - ❖ 400,000 acre zoning, master planned development and conservation project, Northern Maine



**References**

We encourage you to contact our references as we are proud of the relationships we have developed. The following references are provided for the principals of Falmouth Gateway Spur LLC:

- **JPA Management LLC**
  - ❖ **Financial**
    - Citizens Bank  
28 State Street, Boston, MA 02109  
Philip Wadleigh, (617) 725-5628
    - Boston Mutual Insurance Company  
120 Royall Street, Canton, MA 02021  
William J. Wahl, (781) 770-0216
    - Androscoggin Savings Bank  
30 Lisbon Street, Lewiston, ME 04240  
Christopher Logan, Chief Lending Officer (207) 376-3686
  - ❖ **Municipal**
    - Boston Redevelopment Authority  
Boston City Hall, 1 City Hall Square #9, Boston, MA 02201  
David A. Carlson, Deputy Director of Urban Design, (617) 722-4300

- City of Boston, Inspectional Services Department  
1010 Massachusetts Ave. Boston, MA 02118  
William Christopher, Commissioner, (617) 635-5300
- City of Manchester, NH  
Hon. Theodore Gatsas, Mayor, (603) 624-6500

❖ **Business**

- Radisson Hotels International  
Philip Silberstein, Vice President Development, (617) 928-1611
- Pinnacle Advisory Group  
164 Canal Street, Boston, MA 02114  
Rachel J. Roginsky, Principal, (617) 722-9916
- CBRE New England  
2 Wall Street, Manchester, NH 03101  
Roger Dieker, First Vice President, (603) 540-8315  
And  
600 Atlantic Ave., Boston, MA 02210  
Dave McElroy, (617) 292-7030
- Patrick Ahearn Architect  
160 Commonwealth Ave., Boston, MA 02116  
Patrick Ahearn, A.I.A., Principal, (617) 266-1710

❖ **Tenants**

- Baker, Newman & Noyes P.A.  
280 Fore Street, Portland, ME 04101  
Sean Sinclair, Principal & Chief Operating Officer, (207) 791-7560
- CAFCO Construction Management Inc.  
77 Charles Street South, Boston, MA 02116  
Edward McCabe, President, (617) 426-7600

➤ **Devine Capital, LLC**

❖ **Financial**

- Filler Associates  
70 Cedar Street, Portland ME 04101  
Gerald Nadeau, CPA, (207) 772-0153
- Lexington Wealth Management  
12 Waltham Street, Lexington, MA 02421  
Michael Tucci, President, (781) 860-7745
- Bar Harbor Bank & Trust  
125 High Street, Ellsworth, ME 04605  
Adam Robertson, Supervisor, (207) 945-5244

❖ **Municipal**

- Town of Scarborough Maine, Planning Office  
259 U.S. Route One, Scarborough, ME 04070  
Dan Bacon, Town Planner, (207) 730-4041
  
- University of Southern Maine  
President & CEO USM Foundation  
Former Maine Commissioner of Transportation  
Former Mayor of Portland, Maine  
George Campbell, (603) 312-2695

❖ **Business**

- W.S. Development  
73 Boylston Street, Boston, MA 02467  
Jeremy Sclar, President, (617) 237-8900
  
- KGI Properties  
10 Memorial Boulevard, Providence, RI 02903  
Richard Granara, Managing Partner Development & Construction,  
(401) 273-8600
  
- G.L. Rogers & Associates  
1 Varrell Lane  
York Harbor, ME 03909  
Holly Malloy, Vice President, (207) 363-3540

# REDEVELOPMENT PROPOSAL

## Overview

The vision contemplated by the Town of Falmouth and the Maine Department of Transportation (MaineDOT) in proposing a public/private partnership is to allow a private developer, in collaboration with the Town and MaineDOT, to reconfigure a major interstate intersection thereby creating in excess of 11 acres of land for development within an existing vibrant corridor. This unique approach to redevelopment will provide the following benefits:

- Provide a northern gateway to the Route 1 Corridor that currently does not exist - a signature approach to the revitalized corridor
- Provide a highway system that will accommodate growth over the next 20 years, versus the typical development/permitting process that has a one year horizon for improvements which results in a piecemeal approach to corridor planning.
- Provide a Redevelopment Plan that meets the Town's vision with respect to providing streetscape development abutting Route 1 that will establish a development pattern that can be extrapolated to other underutilized parcels in this Corridor

## Confidentiality Consideration

Given both the substantial cost involved in developing design plans in accordance with MaineDOT standards and specifications for the Highway Project portion of the proposed redevelopment project, and the public nature of the submission process with the Town, Falmouth Gateway Spur LLC wishes to note that the plans, drawings and additional materials submitted at this stage of the submission process, are conceptual and preliminary in nature. Nonetheless, they are designed to provide a thoughtful overview and depiction of the proposed redevelopment of the Maine Turnpike Falmouth Spur Ramp System and Surplus Property. The Applicant also wishes to note that upon the earlier of the execution of a (i) mutually agreeable purchase and sale agreement for the transfer of the Surplus Property, or (ii) mutually agreeable confidentiality and non-disclosure agreement, Falmouth Gateway Spur LLC will submit to the Town the detailed plans, drawings and additional materials in connection with the build-out of Highway Project portion of the redevelopment project for the Town and MaineDOT's review and evaluation.

## Proposed Highway Project Improvements

In accordance with the Submission Requirements under the Call for Offers, this narrative is intended to provide an overview of the proposed Highway Project Improvements.

Falmouth Gateway Spur hereby submits two alternative designs for a reconfigured intersection and seeks the Town's input relative to the final design. Concept #1 consists of a traditional signalized four-way intersection. Concept #2 consists of a multi-lane roundabout, which we believe better aligns with the Town's vision to have a northern gateway to Route 1. While Concept #2 is projected to cost approximately \$520,000 more than Concept #1, we believe that it is a better investment for the community as it provides a signature approach to the Route 1 corridor from the north, and enhances access and visibility to other parcels in the vicinity of the Spur – all of which will contribute to the future development/redevelopment potential. Additionally, Concept #2 is a sustainable design as it reduces electrical demand in comparison to a signalized intersection operating 24 hours per day, 365 days per year.

As both Concept #1 and Concept #2 have been designed to meet the MaineDOT Standards and Requirements, both concepts are feasible. We hope to engage the community to discuss how the reconfiguration of the intersection via a roundabout offers greater benefits, despite its slightly higher initial investment. We look forward to collaborating with the Town Council and MaineDOT on this aspect of the project as well.

## Traffic Analysis

Gorrill Palmer completed a preliminary analysis for an at-grade intersection of the Turnpike Spur with Route 1. This analysis determined whether the intersection could accommodate traffic from a mixed-use development on the westbound approach and still meet the MaineDOT criteria of a Level of Service “D” and a less than 200 foot 95% queue length on the Turnpike Spur. The analysis included both a roundabout and a signalized intersection:

### ➤ Signalized Intersection

Syncho/Sim Traffic computer software was used to assess the operation of a signalized intersection with additional traffic from a mixed-use development added to a westbound approach to the intersection. This assessment was to determine the lane uses of a signalized intersection with additional traffic from a potential development. The conclusion of the assessment is that a signalized intersection can accommodate the 2038 PM peak hour traffic volumes and additional traffic from a mixed-use development. Through an iterative process, GP found an adequate combination of lane uses. Each of the four approaches to the intersection includes three lanes; left, through, and right. These lane uses allow all the approaches to operate at a LOS “D” or better with an overall intersection LOS “C”, while maintaining a Turnpike Spur 95% queue length of less than 200 feet.

GP based the timing of the intersection on the network of existing signalized intersections to the south of the Turnpike Spur. These timings were provided by others.

### ➤ Roundabout

Gorrill Palmer assessed the operation of a roundabout at the Route 1 / Turnpike Spur intersection based on the 2038 PM peak hour traffic volumes. Using both NCHRP 672 and HCM 2010, GP determined the number of lanes required in the roundabout to accommodate a significant volume of traffic from a mixed-use development added to a westbound approach to the intersection. Using an iterative process GP determined that a combination single and double lane roundabout (multilane roundabout) would satisfy the MaineDOT requirements for LOS and 95% queue length on the Turnpike Spur. The northbound and southbound approaches have two entering and exiting lanes and the eastbound approach and the proposed westbound approach each have one entering and exiting lane.

GP also modeled the multilane roundabout using the Synchro/SimTraffic computer software to confirm the LOS and 95% queue length on the Turnpike Spur. This model supported that the proposed layout would meet the MaineDOT LOS and 95% queue length operational requirements.

Upon the Confidentiality Considerations noted above being addressed, Falmouth Gateway Spur LLC intends to submit the detailed Traffic Analysis for the Selected Concept for Town and MaineDOT review.

## Highway Design

Gorrill Palmer has prepared the Schematic Design for the two intersection concepts in accordance with Appendix C from the Call for Offers. As we are seeking concurrence from the Town of Falmouth relative to which intersection concept should be included in the final project, the design effort to date is less than the anticipated 30% Design Drawings envisioned in the Call for Offers, nor have updated Rights of Way mapping been prepared at this time.

Attached to this Section of our Proposal are the following:

- Concept #1 – Signalized Intersection Schematic Design Plans
- Concept #2 – Roundabout Schematic Design Plans

- Memorandum summarizing the Highway Design efforts to date and compliance with the various items outlined in Appendix C of the Call for Offers

In reviewing the Concept Plans, please note that only the first and last cross section plans have been provided as part of this Submittal. Upon satisfaction of the Confidentiality Considerations noted above, Falmouth Gateway Spur LLC will submit updated Plan Sets, including all cross sections generated to date for the Selected Concept, to the Town and MaineDOT for review.

**Proposed Redevelopment for MaineDOT Land**

The reconfiguration of the Ramp System provides approximately 11 acres of “new land” for development. Falmouth Gateway Spur LLC’s evaluation of this “Ramp Parcel” indicates that the 11 acre parcel may support approximately 125,000 s.f. of development opportunity. However, given the development complexities and significant costs associated with the Highway Project (involving the removal of existing highway infrastructure and the construction of either a signalized intersection or roundabout), the redevelopment of the 11 acre parcel alone would be economically challenging for a commercial developer, if not unviable. Given this challenge, a significant benefit of the Falmouth Gateway Spur LLC proposal is the inclusion of the land abutting Falmouth Shopping Center within the overall development plan. Specifically, in addition to the “Ramp Parcel”, our overall proposal includes the development of the following abutting parcels:

- Tax Map U12, Lot 2 – Undeveloped portion of the Falmouth Shopping Center north and easterly of the adjacent gas station on Route 1, consisting of approximately 4.8 acres of land
- Tax Map U12, Lot 7A – Currently undeveloped, and consisting of approximately 4.9 acres of land
- Tax Map U12, Lot 2B – Currently undeveloped, and consisting of approximately 14.9 acres of land

In addition to the parcels noted above, Falmouth Gateway Spur LLC proposes a public connector through the Falmouth Shopping Center to the signalized intersection opposite Bucknam Road.

In an effort to align with the Town’s vision for greater intensity of land use within the Route 1 corridor, the design team in the development of the proposed site plan investigated (i) the developable areas within the proposed redevelopment area considering wetlands, stream setbacks, and steep grades, and (ii) various potential uses, with parking requirements in mind. In alignment with the Town’s vision for mixed uses, the proposed redevelopment of the MaineDOT land, together with the abutting land mentioned above, includes a hotel, commercial office building, a mixed use structure and multi-family housing. Below is a table of parameters by use:

	Size	Number of Stories	Parking Spaces (Reduced by 7% for Shared Parking)
Hotel	100 Room	4	93
Office	150,000 SF	4	698
Multi-Use	30,000 SF	2	112
Residential	130 Units	2	195

Parking was calculated using the following ratios:

- Hotel – 1 space per room
- Office Building – 5 spaces/1000 sf
- Mixed Use Bldg – 4 spaces/1000 sf

With a “shared parking” reduction of approximately 7%

- Residential- 1.5 spaces/unit

Two site plans are included in the submission: (i) the overall site plan including abutting properties to illustrate the development's integration into the neighborhood and proposed access, and (ii) a detailed site plan. There are two proposed means of access to the site: (i) via the Bucknam Road intersection, through the Falmouth Shopping Center and (ii) via the four way intersection, or roundabout, depending on the Town and MaineDOT's selection. As shown, a public boulevard will bisect the development, providing separation between the commercial and residential uses. The boulevard was designed to complement the Town's recent improvements along Route 1. Additionally, a shared drop-off/arrival area is shown for the proposed office building and hotel. Landscaping will be in accordance with the Town's Ordinance and is anticipated to be consistent, visually, with the Town's recent "village-themed" improvements along Route 1. In addition to the site plans, Richardson Associates has prepared two sketches depicting site details and cross sections; the first for Route 1 approaching the roundabout, and the second of the public boulevard as it bisects the site.

### **Complementing the Town's Vision for Route 1 South**

The site will serve as the Northern Gateway to the Town and was designed with this in mind. The Town's vision for Route 1 South is to provide a "mixed use area, with a vibrant retail and service, professional office and residential core." The proposed redevelopment is mixed use in nature: including office, hotel, a multi-use building and a residential component. The plan shows a great intensity of land use while capitalizing on existing utility infrastructure.

### **Design Elements**

The building edge is located at the sidewalk abutting Route 1, with parking screened from public view in the rear of the buildings. Residential units are proposed at the rear of the site with screening for visual privacy and noise reduction. Building architecture will provide horizontal and vertical relief and open space is provided throughout the site. Utilities will be underground along Route 1 and within the boulevard to minimize visual distractions and complement the Town's recent improvements. Onsite lighting will be fully shielded to limit light trespass, while maintaining safe lighting levels.

### **Proposed sustainability, energy efficiency, and stormwater quality management measures**

The site location is a "smart" location - located at the edge of the developed portion of Route 1 and benefiting from the nearby utility infrastructure and public services.

The highway project will reuse gravel from the existing ramps, and recycle the existing concrete.

The redevelopment project will include a variety of energy efficient and environmentally-friendly design features including efficient heating, ventilation and air conditioning systems, energy-star appliances and light fixtures. Gorrill Palmer has two certified Leadership in Energy and Environmental Design specialists (LEED) at their firm. JPA has recent experience renovating residential buildings to include efficient heating, ventilation and air conditioning units, energy-star appliances and light fixtures.

The site is a tributary to the Mill Creek Watershed. The proposed redevelopment will utilize best management practices such as bio-retention cells and underdrain filters as a means to provide stormwater quality management to protect this valuable environmental resource. Also, Falmouth Gateway Spur, LLC's ownership of abutting land will provide mitigation area within the same watershed.

### **Phasing**

The development will be phased in accordance with market conditions. Falmouth Gateway Spur LLC anticipates phasing/construction of the public boulevard and commercial buildings initially followed by the residential housing development as is practical given market conditions.

### **Residential Details**

Although the details of the proposed residential development may change upon further refinement in collaboration with the Town, presently five 2-story market rate rental buildings are proposed, containing a total of approximately 130 dwelling units. The units would likely be a mix of 1 and 2 bedroom configurations, and be offered at market rates.

### **Commercial Details**

Although the details of the proposed development may change with further refinement, the types of commercial tenants anticipated include office, hotel and a multi-use building (envisioned to include retail/restaurant/professional services). It is anticipated that tenants would pay market rate rental costs.

### **Community Benefits Package**

Falmouth Gateway Spur LLC has the experience and access to resources necessary to carry-out such a redevelopment proposal. The major stakeholders of Falmouth Gateway Spur, LLC also own the abutting properties to the southwest. This would ensure the proposed development is easily integrated into the neighborhood.

Falmouth Gateway Spur, LLC will collaborate with the Town in the overall planning of the site in a public/private partnership that would include portions of the site for public use. While we defer to Town for their judgement, we envision the public portions of the site as follows:

#### **Public Outdoor Space**

Public space, including trails and sidewalks are proposed throughout the site to create a pedestrian-friendly neighborhood. Additionally, there will be a public parking area adjacent to the trail system which will connect to the Falmouth Nature Preserve. This civic use/public access is intended to strengthen the Town's identity by providing frequent and meaningful opportunities for the community members and visitors to connect and access nature.

#### **Public Boulevard**

The interconnecting drive is envisioned to be a boulevard-style public infrastructure project. Its design will complement that of Route 1 - with a 14' center median island, 5' shoulders which could accommodate bicyclists, and a separated 6' walkway.

## Redevelopment Plans & Typical Sections



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Rev.	Date	Revision

CALL FOR OFFERS	Date	By
Issued For	4/11/16	AMP

Design: -- Draft: CG Date: FEB 2016  
 Checked: AMP Scale: 1"=70' Job No.: 3117  
 File Name: 3117-RENDER.dwg  
 This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.



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 www.gorrillpalmer.com  
 207.772.2515

Drawing Name:	<b>Rendered Concept Plan</b>
Project:	<b>Route 1 Spur Redevelopment</b> Route 1, Falmouth, Maine
Client:	<b>Falmouth Gateway Spur, LLC</b> 2 Monument Square, 7th Floor, Portland, ME 04101

Drawing No.  
**1**



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Rev.	Date	Revision

CALL FOR OFFERS	4/11/16	AMP
Issued For	Date	By

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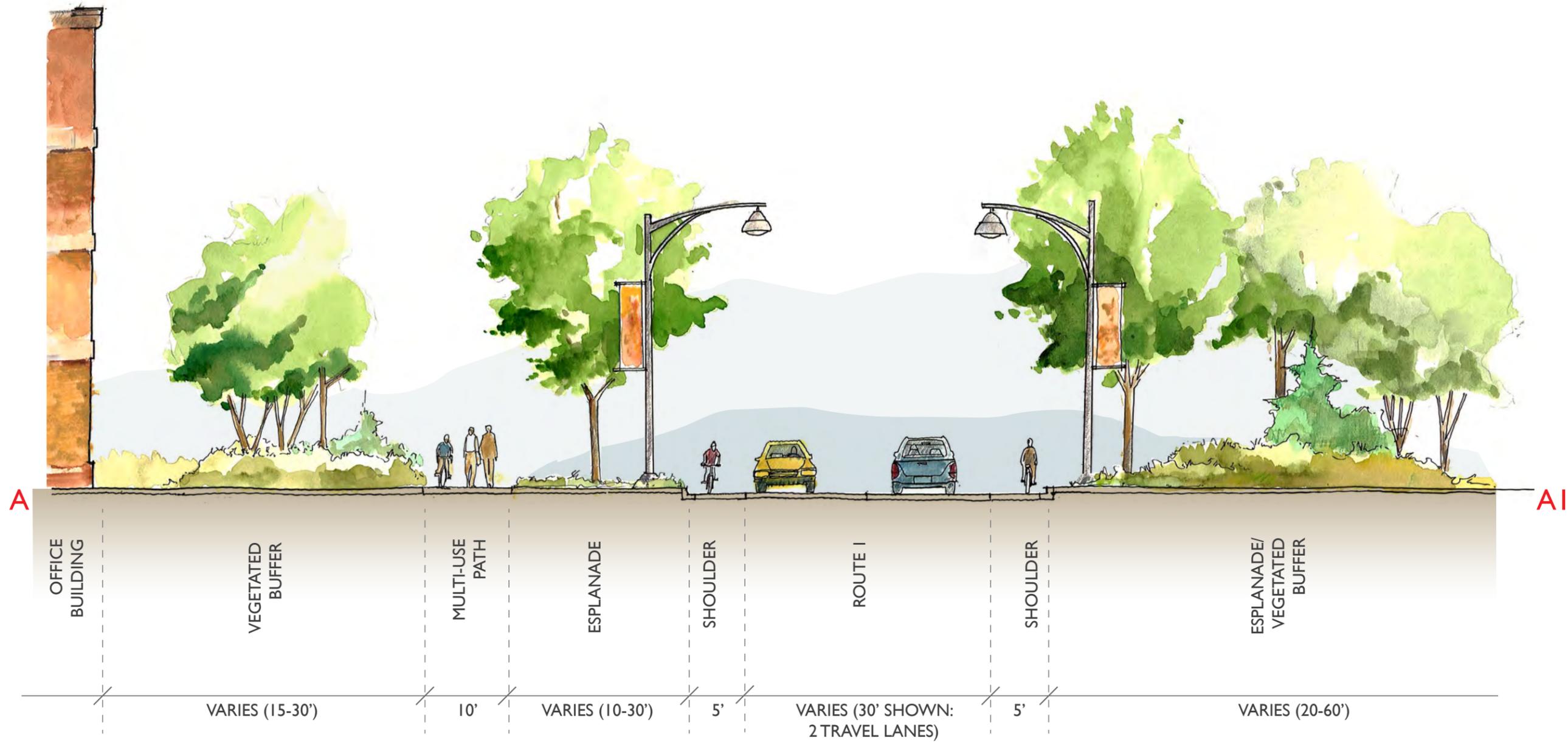
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Project:	<b>Route 1 Spur Redevelopment</b> Route 1, Falmouth, Maine
Client:	<b>Falmouth Gateway Spur, LLC</b> 2 Monument Square, 7th Floor, Portland, ME 04101

Drawing No.  
**2**



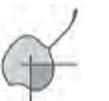
# DETAIL PLAN: ROUTE I

Not to Scale



# SECTION: ROUTE I

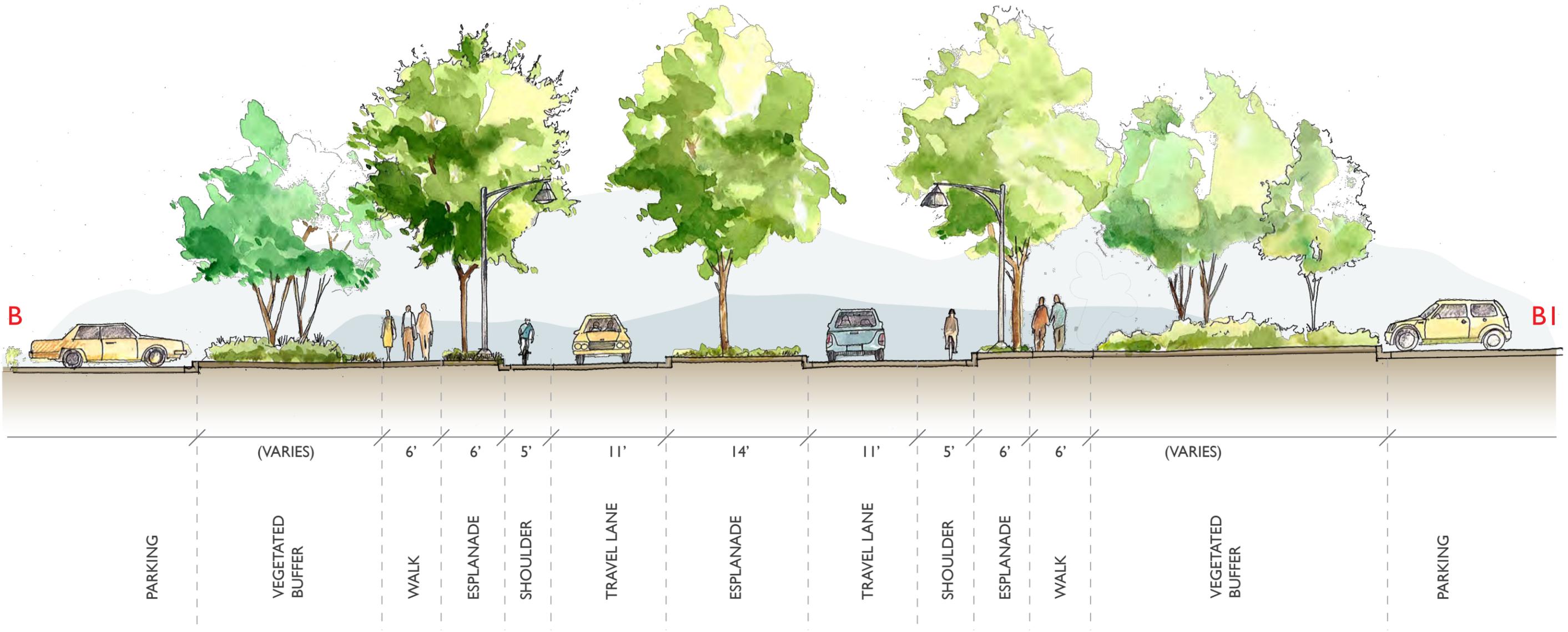
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# DETAIL PLAN: BOULEVARD

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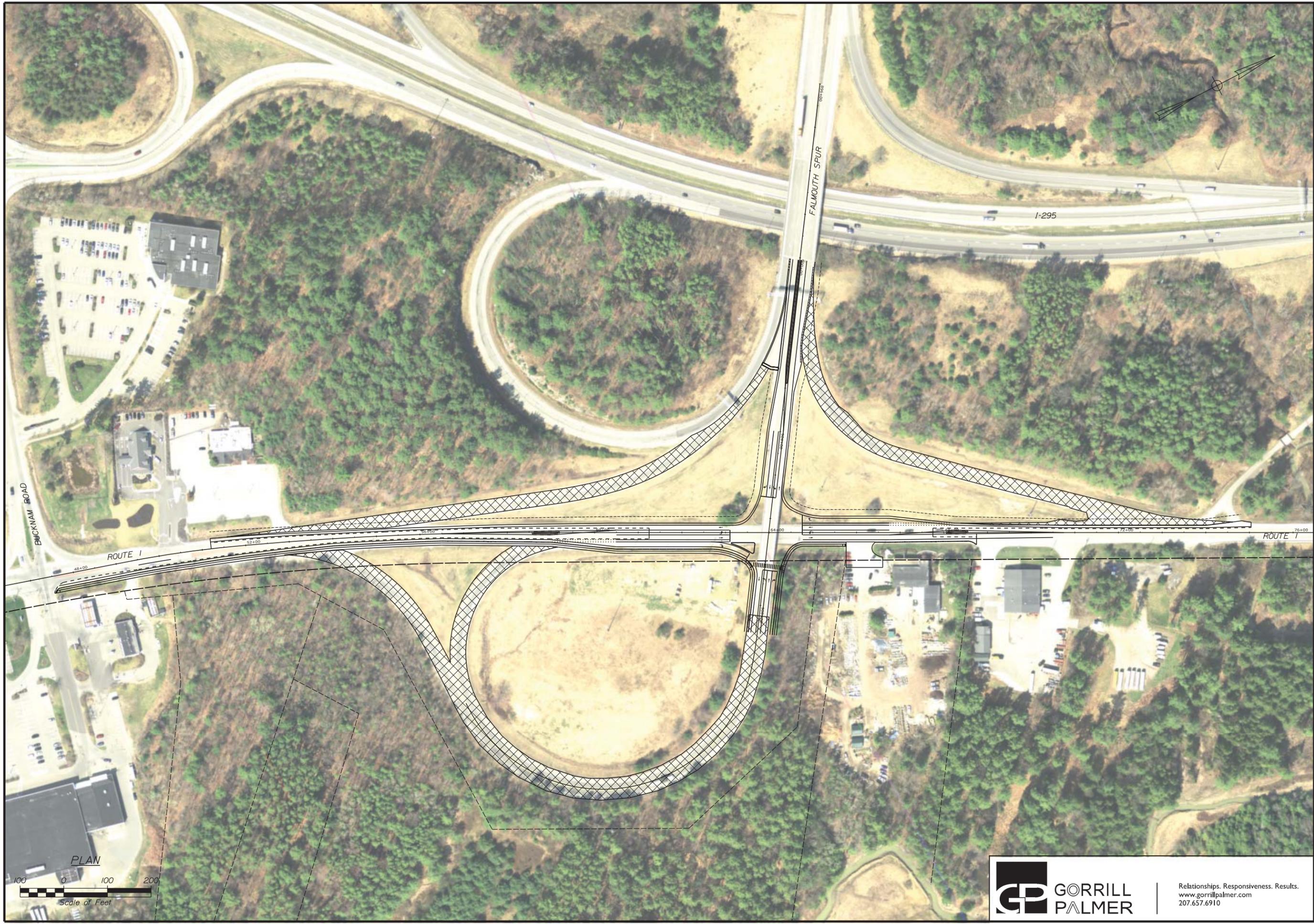




# SECTION: BOULEVARD

Not to Scale

## Highway Plans – Signalized Intersection



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 207.657.6910

FALMOUTH  
 SIGNALIZED INTERSECTION  
 OVERALL PLAN

SHEET NUMBER

22  
 OF -

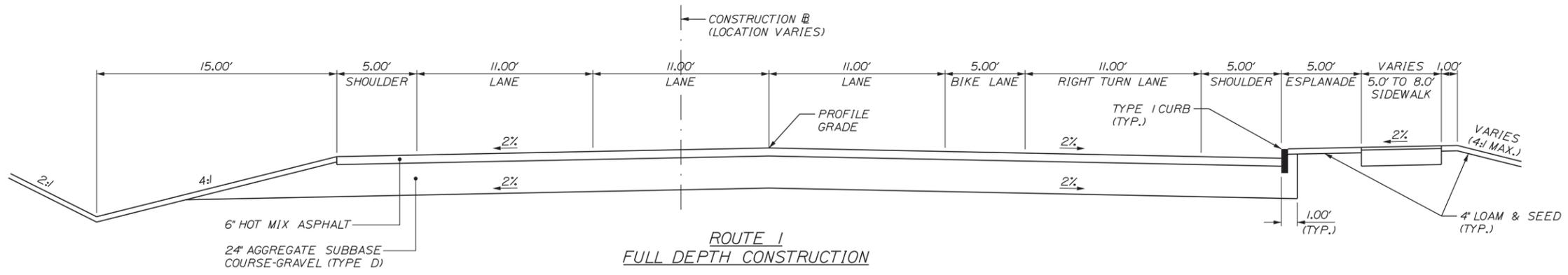
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DESIGNS-DETAILED		DESIGNS-DETAILED		P.E. NUMBER
REVISIONS 1		REVISIONS 1		DATE
REVISIONS 2		REVISIONS 2		
REVISIONS 3		REVISIONS 3		
REVISIONS 4		REVISIONS 4		
FIELD CHANGES		FIELD CHANGES		

Date: 3/24/2016

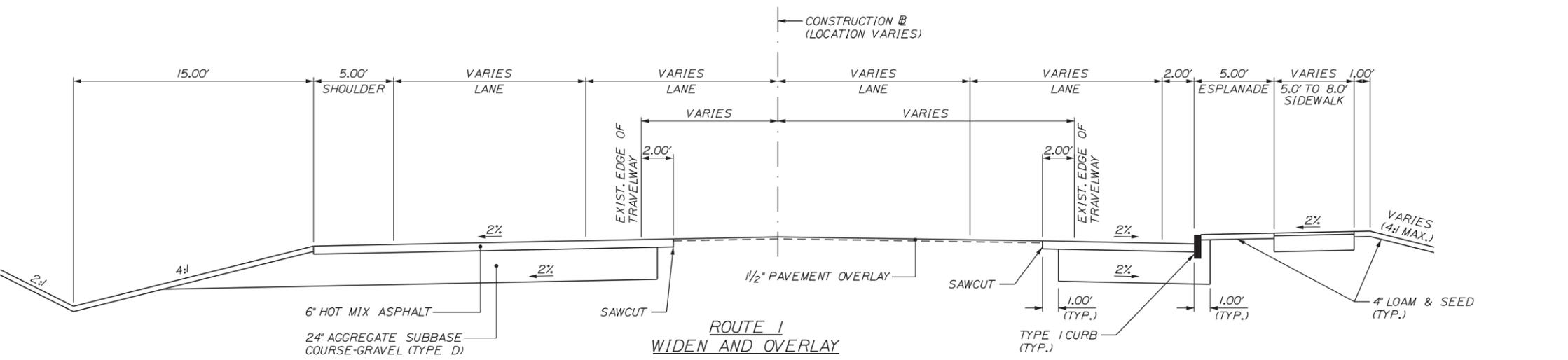
Username: mcondiff

Division: HIGHWAY

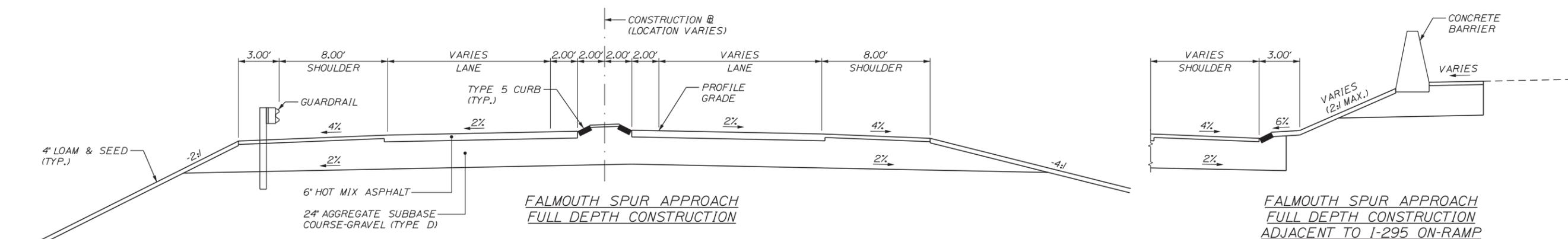
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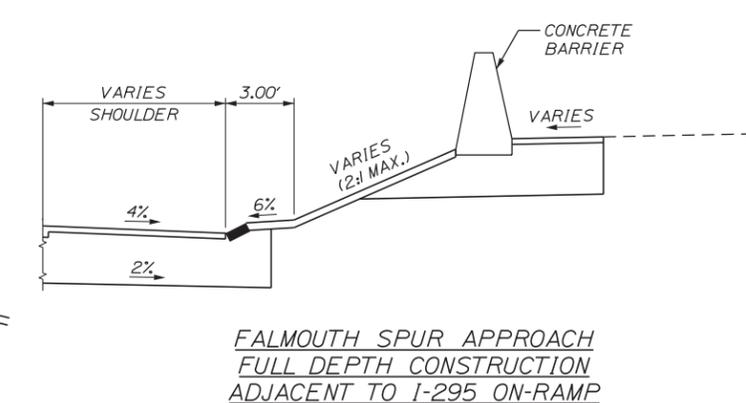
ROUTE 1  
FULL DEPTH CONSTRUCTION



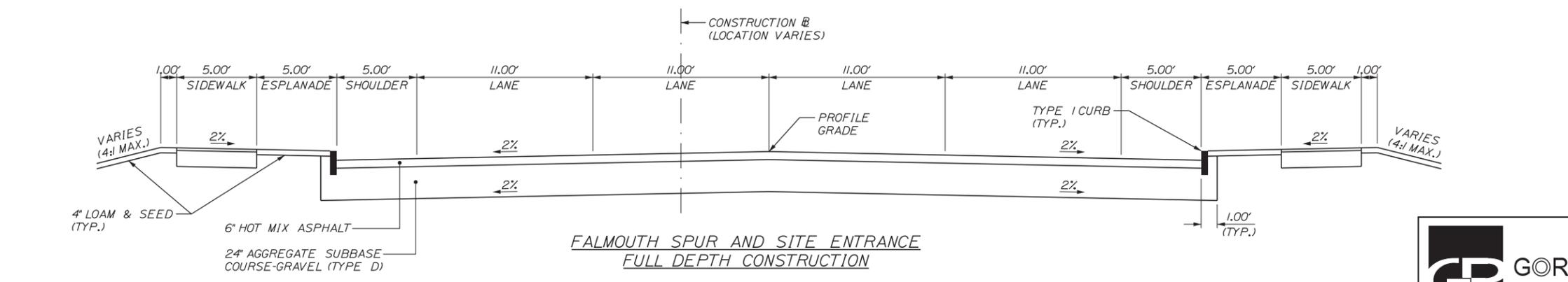
ROUTE 1  
WIDEN AND OVERLAY



FALMOUTH SPUR APPROACH  
FULL DEPTH CONSTRUCTION



FALMOUTH SPUR APPROACH  
FULL DEPTH CONSTRUCTION  
ADJACENT TO I-295 ON-RAMP



FALMOUTH SPUR AND SITE ENTRANCE  
FULL DEPTH CONSTRUCTION

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED  
DESIGN-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
	03/16			
	03/16			

FALMOUTH  
TYPICAL SECTIONS

SHEET NUMBER

23  
OF -

HIGHWAY PLANS

PIN



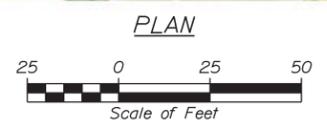
FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

24  
OF -



Relationships. Responsiveness. Results.  
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207.657.6910

Date: 3/24/2016

Username: mcurdiff

Division: HIGHWAY

Filename: ... \Highway\025\_HDPlan02-alt2.dgn



FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

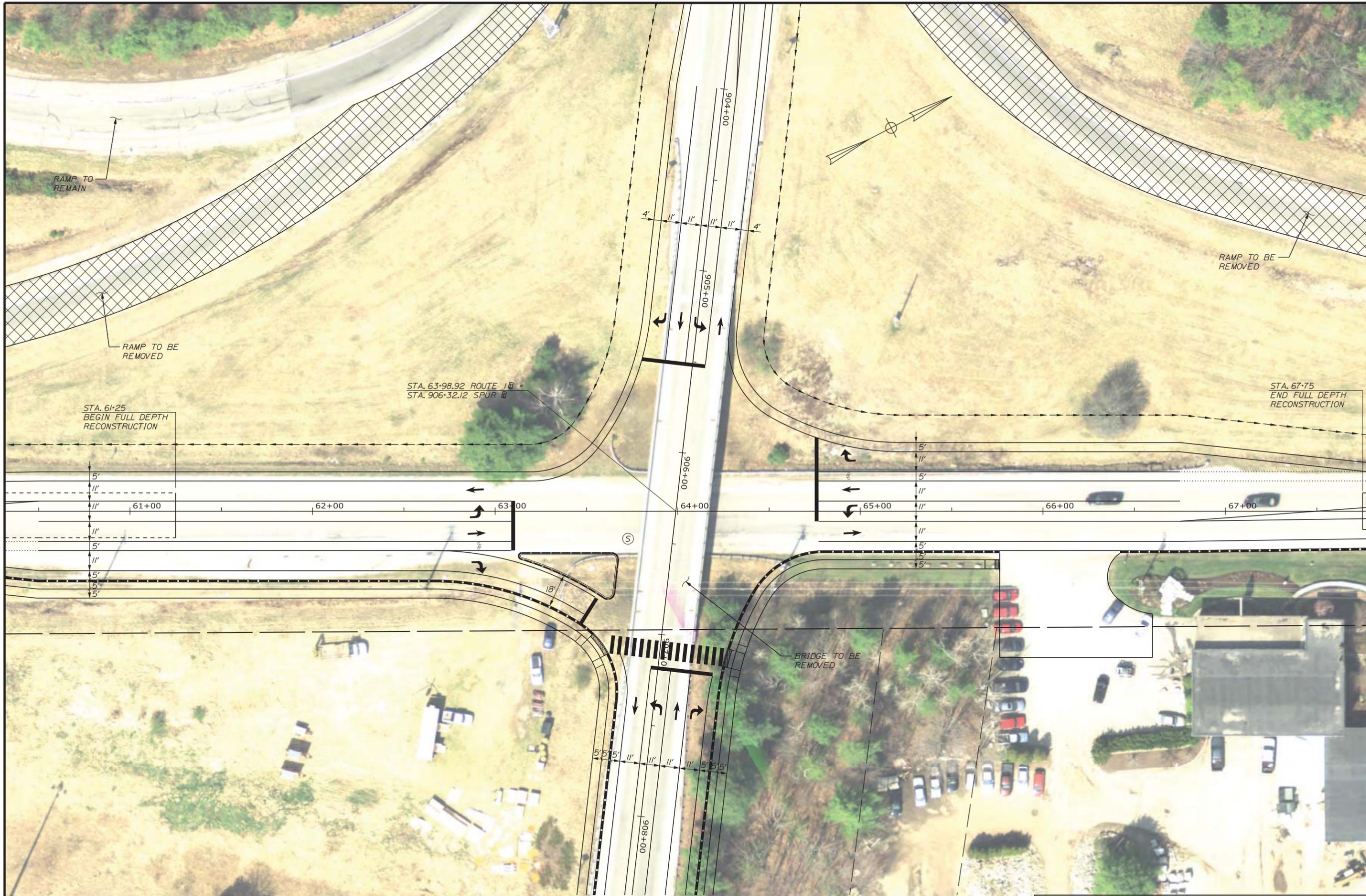
FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

25  
OF -



Relationships. Responsiveness. Results.  
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FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

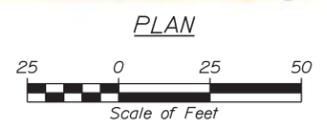
26  
OF -



Ⓢ = SIGNALIZED INTERSECTION



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FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

27  
OF -



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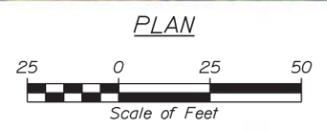
FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

28  
OF -



Relationships. Responsiveness. Results.  
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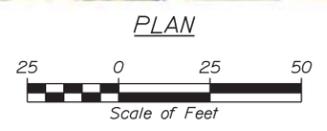
FALMOUTH SPUR  
RAMP REDEVELOPMENT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
SIGNALIZED INTERSECTION  
PLANS

SHEET NUMBER

29  
OF -



Relationships. Responsiveness. Results.  
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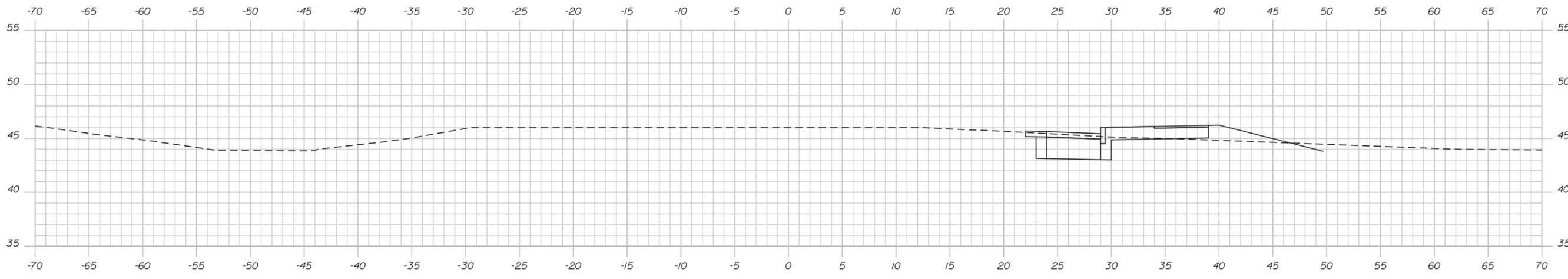


Date: 3/24/2016

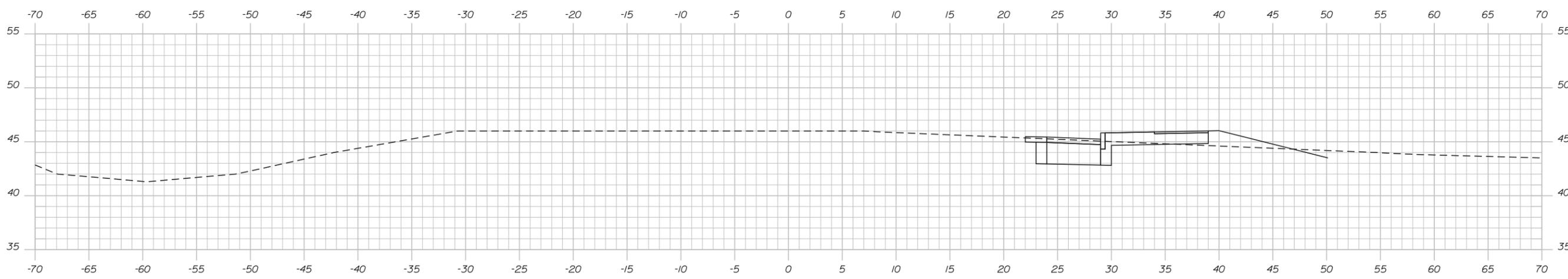
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Division: HIGHWAY

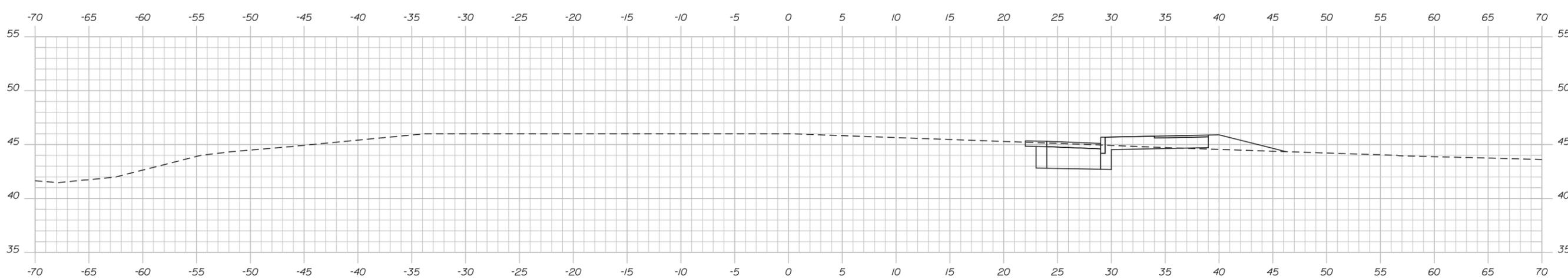
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49+00.00



48+50.00



48+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
SIGNATURE  
\_\_\_\_\_  
P.E. NUMBER  
\_\_\_\_\_  
DATE

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	-	03/16
CHECKED-REVIEWED	-	03/16
DESIGNS-DETAILED	-	-
DESIGNS-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

FALMOUTH  
CUMBERLAND  
FALMOUTH  
CROSS SECTIONS

SHEET NUMBER  
**Xse**  
OF -

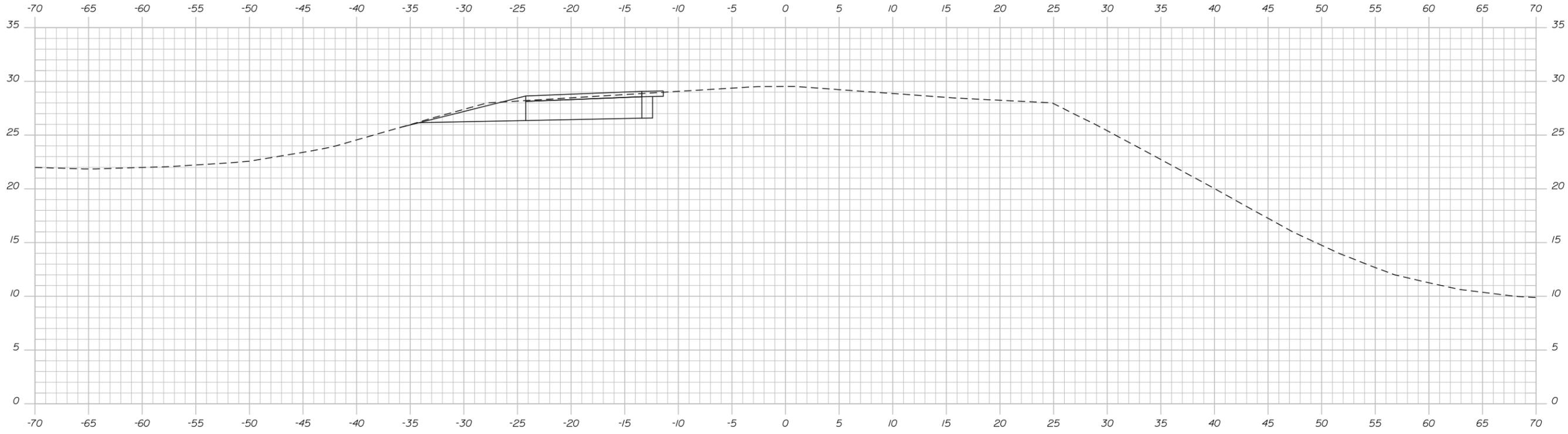
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Username: mcondiff

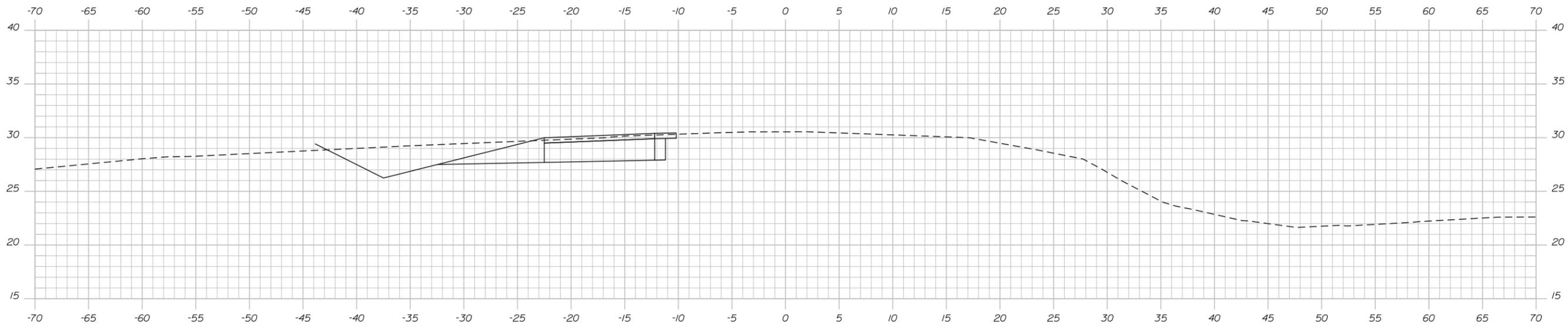
Division: HIGHWAY

Filename: ... \00\Highway\Xsect-olt2.dgn

CROSS SECTIONS HAVE BEEN PREPARED FROM STATION 48+00 TO STATION 75+00.  
AFTER SELECTION OF THIS PROJECT AS THE WINNING PROPOSAL, CROSS SECTIONS FROM STATION 49+50 TO STATION 74+00 WOULD BE SUBMITTED TO THE TOWN OF FALMOUTH AND MAINEDOT AS PART OF A SUBSEQUENT SUBMITTAL.



75+00.00



74+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
P.E. NUMBER  
DATE

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	-	03/16
CHECKED-REVIEWED	-	03/16
DESIGN-DETAILED	-	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

FALMOUTH  
CUMBERLAND  
FALMOUTH  
CROSS SECTIONS

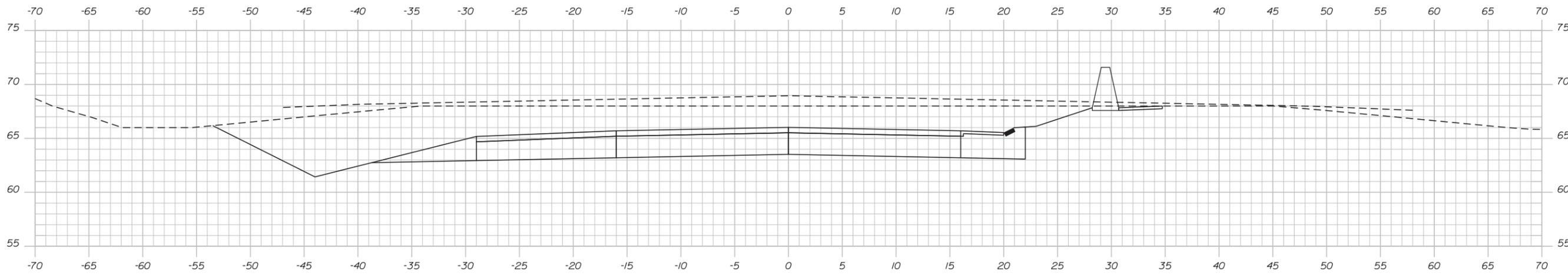
SHEET NUMBER  
**Xse**  
OF -

Date: 3/24/2016

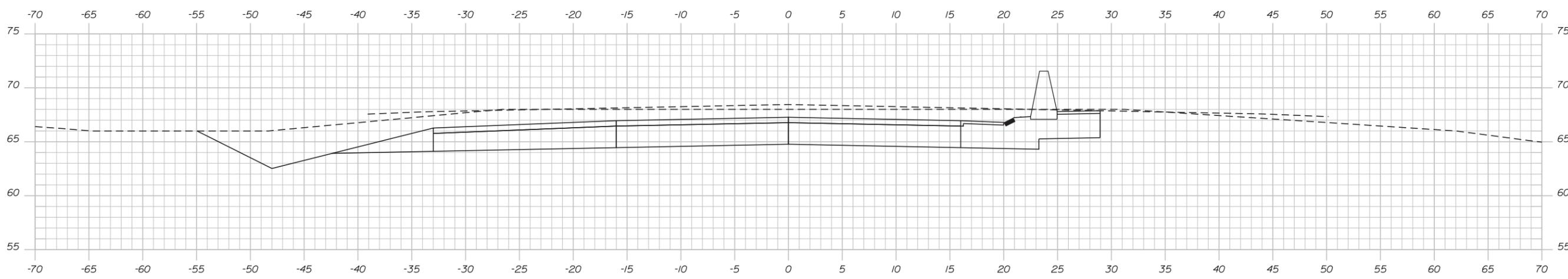
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Division: HIGHWAY

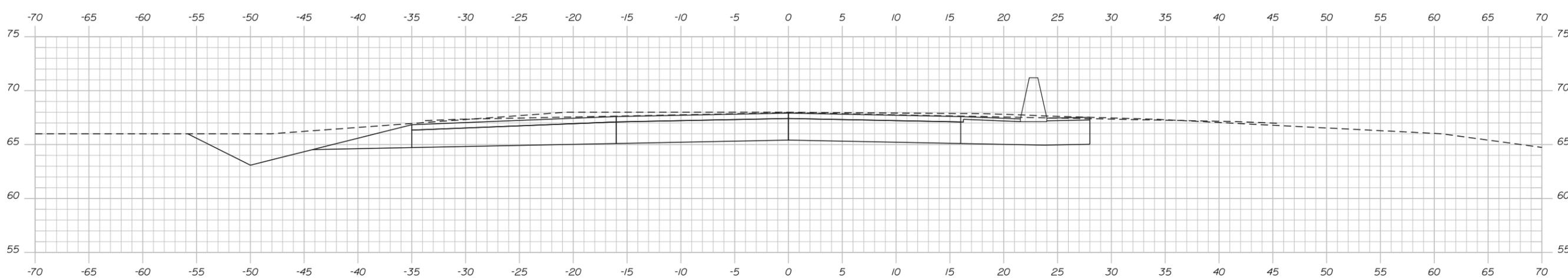
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901+50.00



901+00.00



900+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED  
DESIGN-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
	03/16			
	03/16			

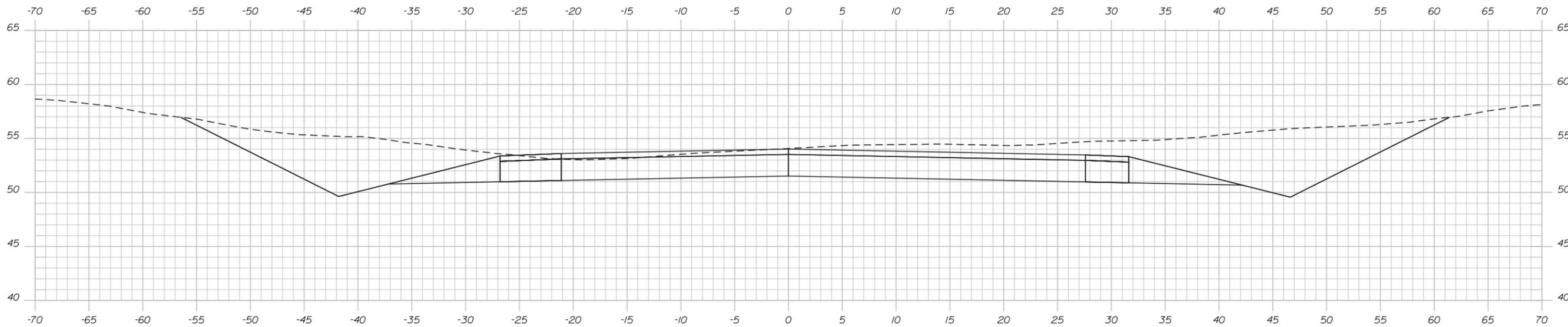
FALMOUTH  
CUMBERLAND  
FALMOUTH  
CROSS SECTIONS

SHEET NUMBER  
**Xse**  
OF -

HIGHWAY PLANS  
PIN

CROSS SECTIONS HAVE BEEN PREPARED FROM STATION 900+50 TO STATION 905+50.

AFTER SELECTION OF THIS PROJECT AS THE WINNING PROPOSAL, CROSS SECTIONS FROM STATION 902+00 TO STATION 905+00 WOULD BE SUBMITTED TO THE TOWN OF FALMOUTH AND MAINEDOT AS PART OF A SUBSEQUENT SUBMITTAL.



905+50.00

Sta. 905+50.00 to Sta. 905+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER \_\_\_\_\_  
 CHECKED-REVIEWED \_\_\_\_\_  
 DESIGNS-DETAILED \_\_\_\_\_  
 REVISIONS 1 \_\_\_\_\_  
 REVISIONS 2 \_\_\_\_\_  
 REVISIONS 3 \_\_\_\_\_  
 REVISIONS 4 \_\_\_\_\_  
 FIELD CHANGES \_\_\_\_\_

BY \_\_\_\_\_  
 DATE 03/16/16

SIGNATURE \_\_\_\_\_  
 P.E. NUMBER \_\_\_\_\_  
 DATE \_\_\_\_\_

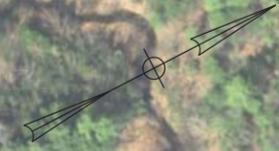
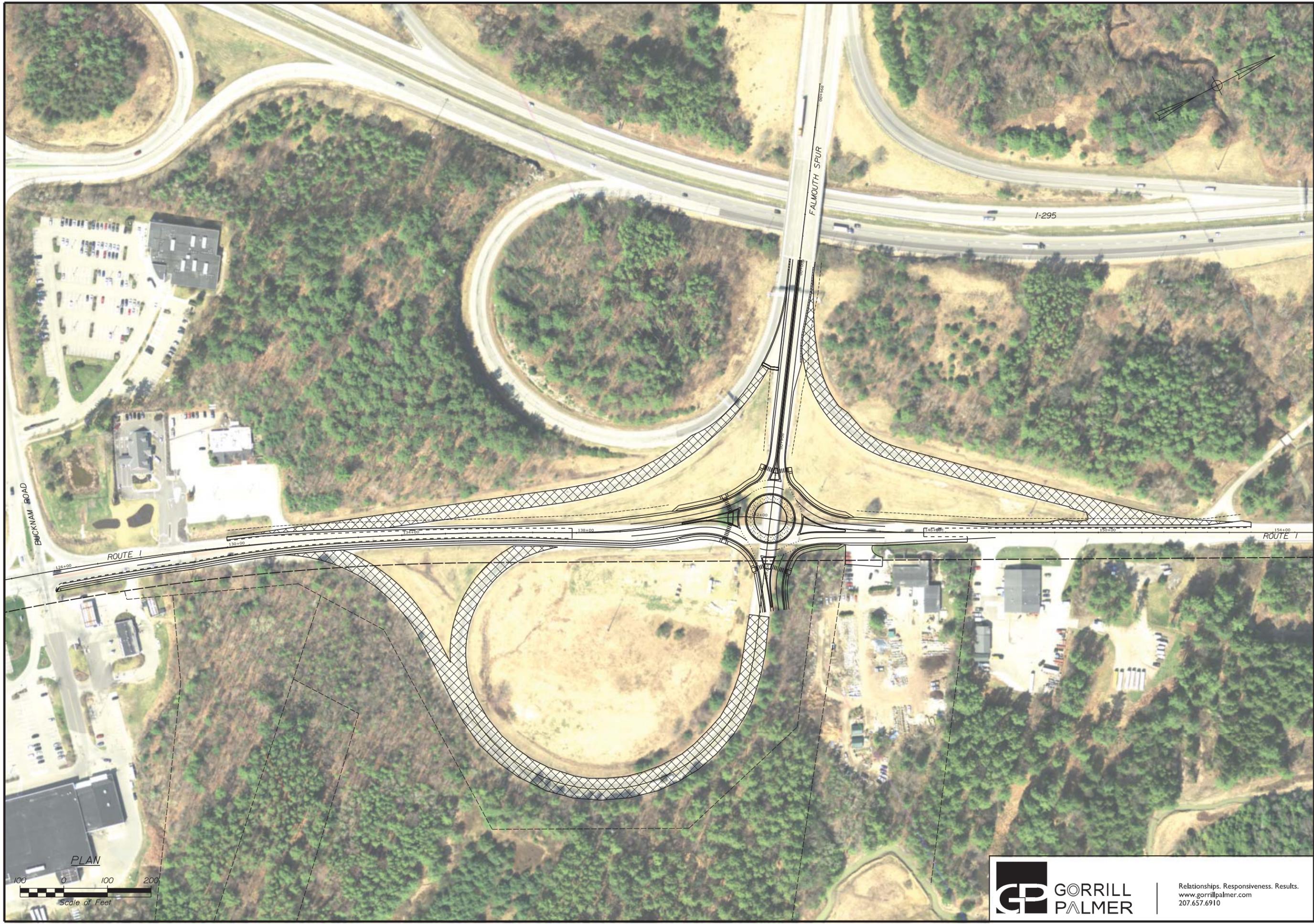
FALMOUTH  
CUMBERLAND  
FALMOUTH  
CROSS SECTIONS

SHEET NUMBER  
**Xse**  
OF -

HIGHWAY PLANS

PIN

## Highway Plans – Roundabout



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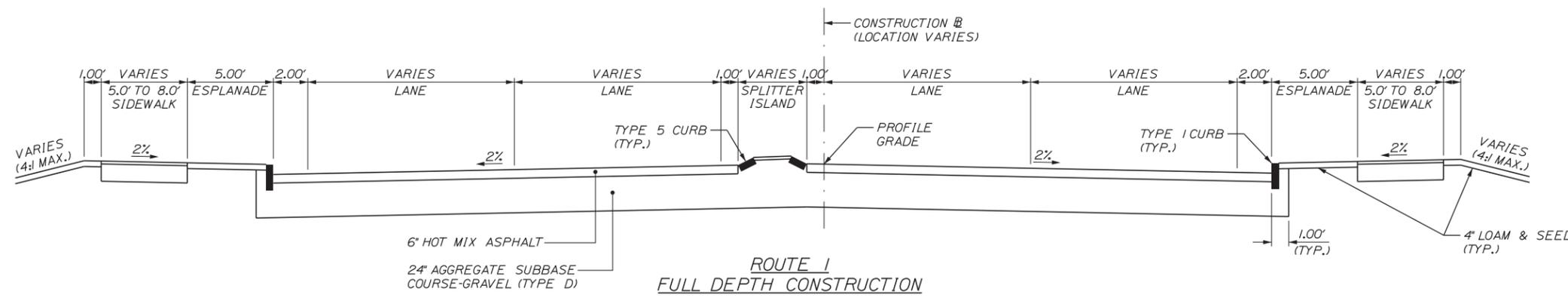
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		PROJ. MANAGER	BY	DATE
		DESIGN-DETAILED	-	03/16
<b>FALMOUTH ROUNDABOUT OVERALL PLAN</b>		CHECKED-REVIEWED	-	03/16
		SIGNED-DETAILED	-	-
		DESIGN-DETAILED	-	-
		REVISIONS 1	-	-
<b>SHEET NUMBER</b>  <b>2</b>  OF -		REVISIONS 2	-	-
		REVISIONS 3	-	-
		REVISIONS 4	-	-
		FIELD CHANGES	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		DESIGN-DETAILED	-	03/16
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		CHECKED-REVIEWED	-	03/16
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		SIGNED-DETAILED	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		DESIGN-DETAILED	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		REVISIONS 1	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		REVISIONS 2	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		REVISIONS 3	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		REVISIONS 4	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		FIELD CHANGES	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		DATE	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		SIGNATURE	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		P.E. NUMBER	-	-
<b>FALMOUTH SPUR RAMP REDEVELOPMENT</b>		DATE	-	-

Date: 3/24/2016

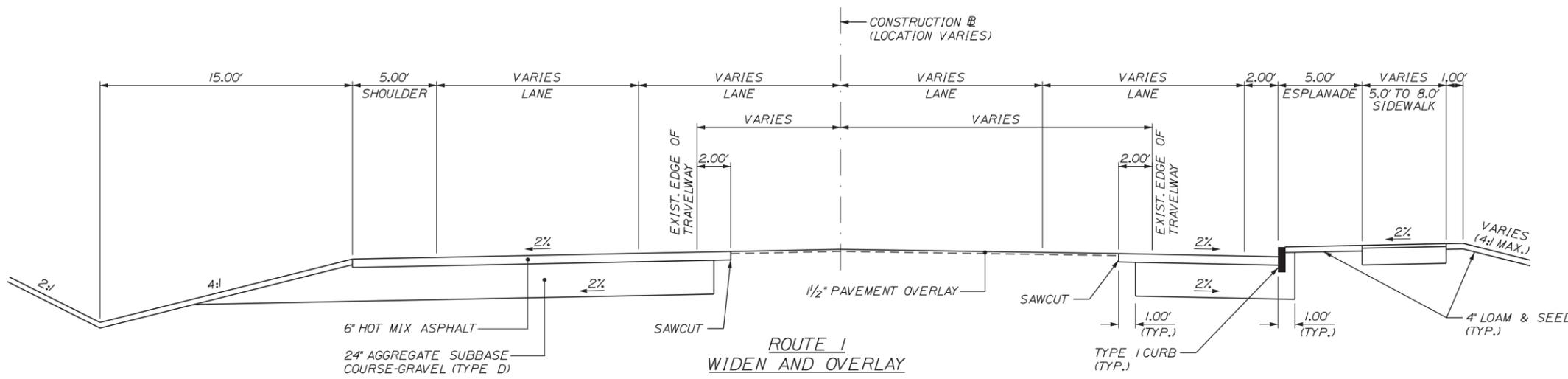
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Division: HIGHWAY

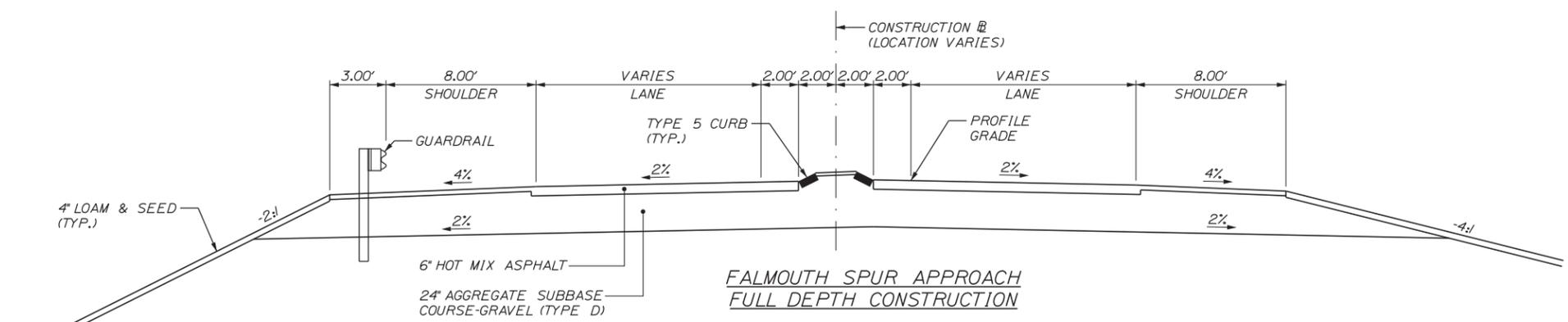
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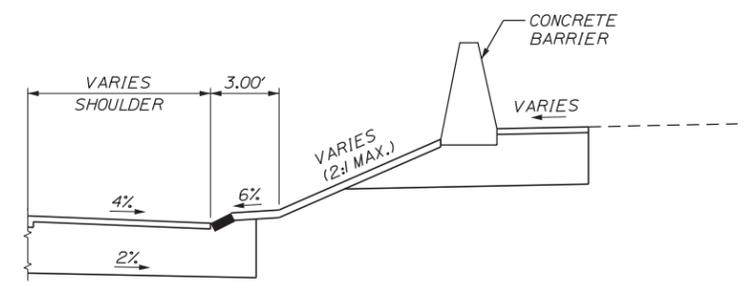
ROUTE 1 FULL DEPTH CONSTRUCTION



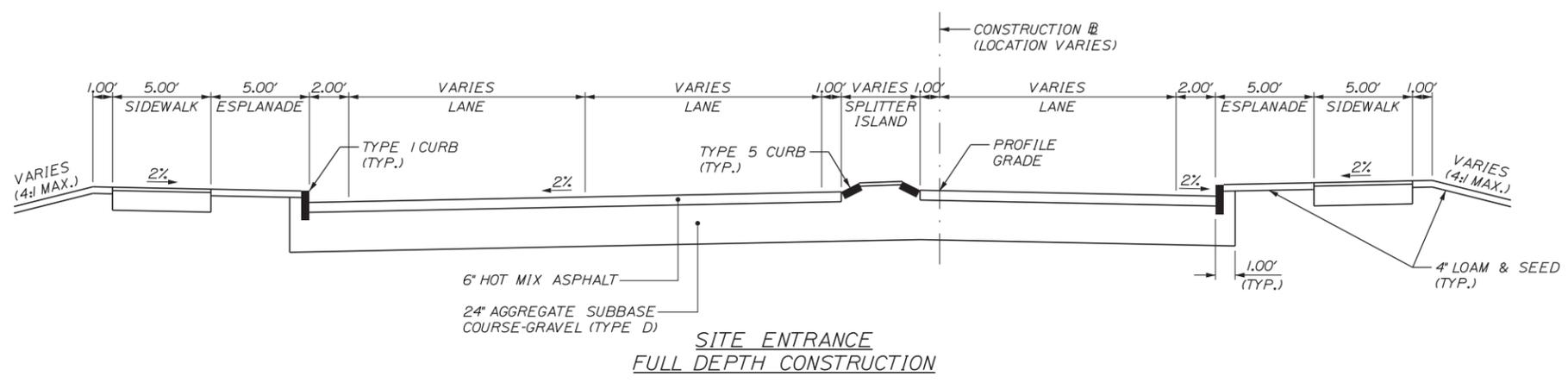
ROUTE 1 WIDEN AND OVERLAY



FALMOUTH SPUR APPROACH FULL DEPTH CONSTRUCTION



FALMOUTH SPUR APPROACH FULL DEPTH CONSTRUCTION ADJACENT TO I-295 ON-RAMP



SITE ENTRANCE FULL DEPTH CONSTRUCTION

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED  
DESIGN-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
	03/16			
	03/16			

FALMOUTH  
TYPICAL SECTIONS

SHEET NUMBER

3

OF -



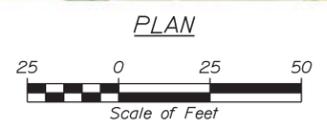
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HIGHWAY PLANS

PIN



STA. 125+94  
 BEGIN PROJECT  
 LIMIT OF WORK



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FALMOUTH SPUR RAMP REDEVELOPMENT		FALMOUTH ROUNDAOUT PLANS	
PROJ. MANAGER	BY	DATE	
CHECKED-REVIEWED		03/16	
DESIGNS DET AILED		03/16	SIGNATURE
DESIGNS DET AILED			P.E. NUMBER
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
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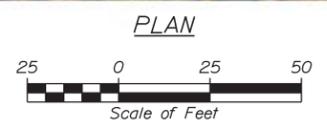


FALMOUTH SPUR  
RAMP REDEVELOPMENT

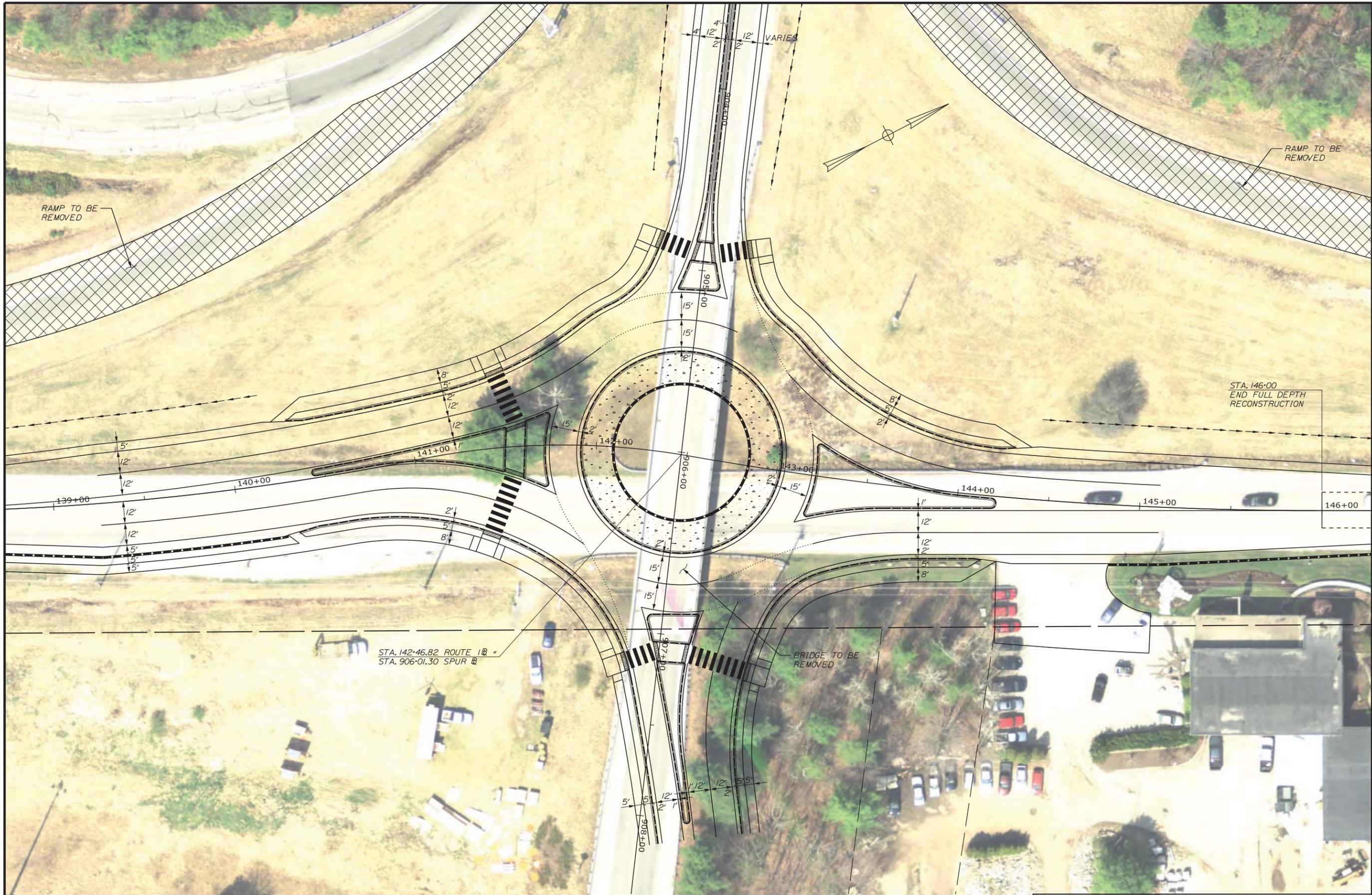
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CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
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REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
ROUNDAUT PLANS

SHEET NUMBER  
**5**  
OF -



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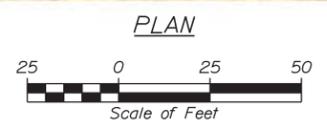
FALMOUTH SPUR  
RAMP REDEVELOPMENT

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CHECKED-REVIEWED		03/16
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FIELD CHANGES		

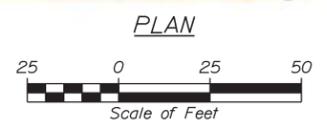
FALMOUTH  
ROUNDAUT PLANS

SHEET NUMBER

6  
OF -



Relationships. Responsiveness. Results.  
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FALMOUTH SPUR RAMP REDEVELOPMENT		PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	03/16	CHECKED-REVIEWED		03/16
DESIGNS-DETAILED		DESIGNS-DETAILED		SIGNATURE
REVISIONS 1		REVISIONS 1		P.E. NUMBER
REVISIONS 2		REVISIONS 2		DATE
REVISIONS 3		REVISIONS 3		
REVISIONS 4		REVISIONS 4		
FIELD CHANGES				

FALMOUTH

ROUNDABOUT PLANS

SHEET NUMBER

7  
OF -



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STA. 153+50  
 END PROJECT  
 LIMIT OF WORK

152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00

PLAN



Relationships. Responsiveness. Results.  
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FALMOUTH SPUR  
 RAMP REDEVELOPMENT

FALMOUTH

ROUNDABOUT PLANS

SHEET NUMBER

8

OF -

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		03/16
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
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FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE



FALMOUTH SPUR  
RAMP REDEVELOPMENT

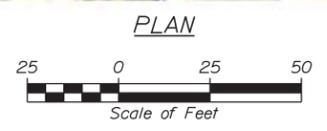
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CHECKED-REVIEWED	03/VB	SIGNATURE
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	03/VB	
CHECKED-REVIEWED	03/VB	SIGNATURE
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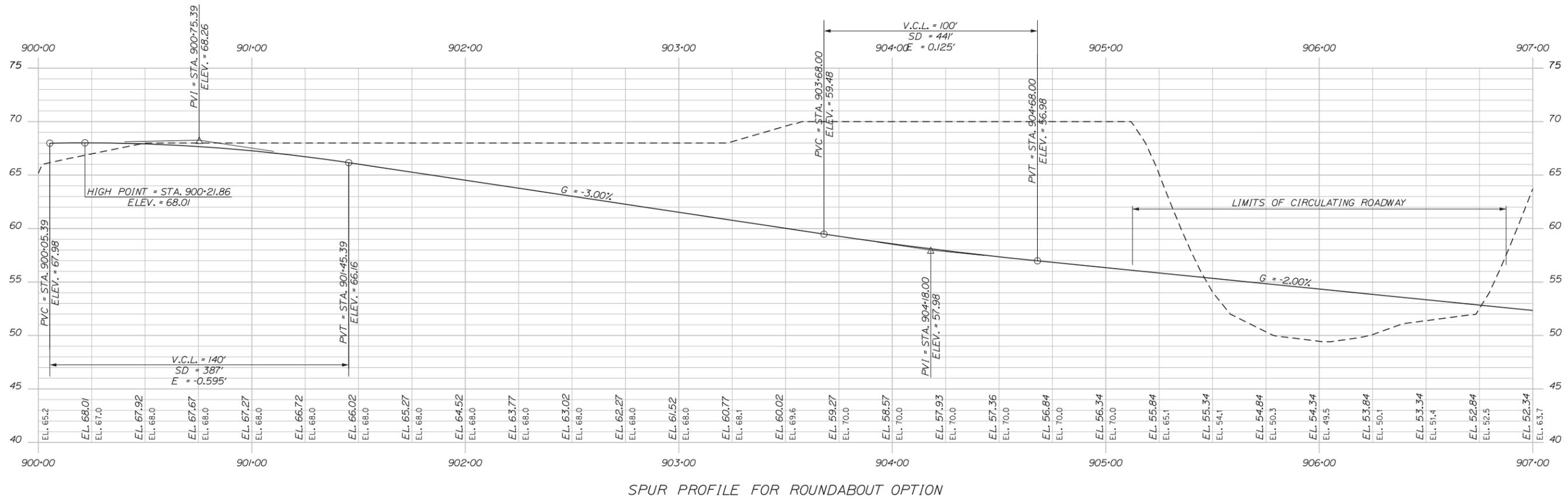
FALMOUTH  
ROUNDABOUT PLANS

SHEET NUMBER

9  
OF -



Relationships. Responsiveness. Results.  
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SPUR PROFILE FOR ROUNDABOUT OPTION



Relationships. Responsiveness. Results.  
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE

DATE

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED  
DESIGN-DETAILED  
REVISIONS 1  
REVISIONS 2  
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REVISIONS 4  
FIELD CHANGES

FALMOUTH

SHEET NUMBER

10

OF -

PROFILES

PIN

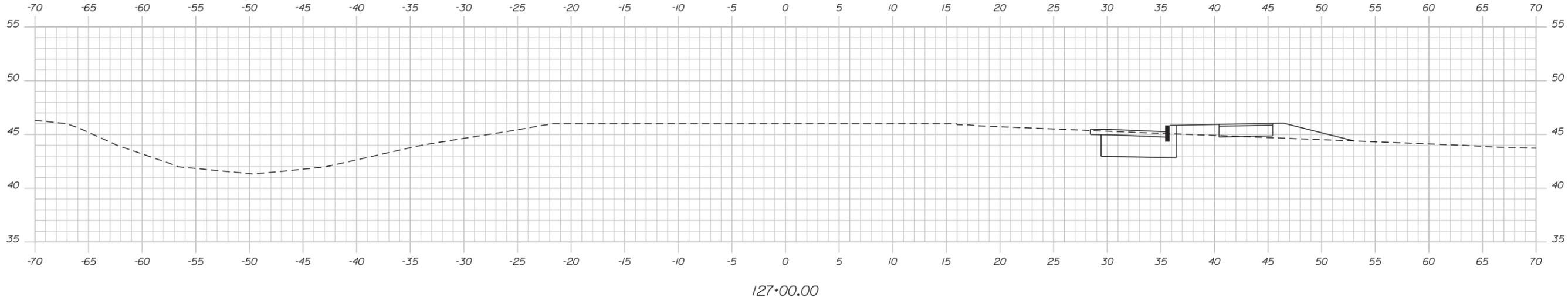
HIGHWAY PLANS

Date: 3/24/2016

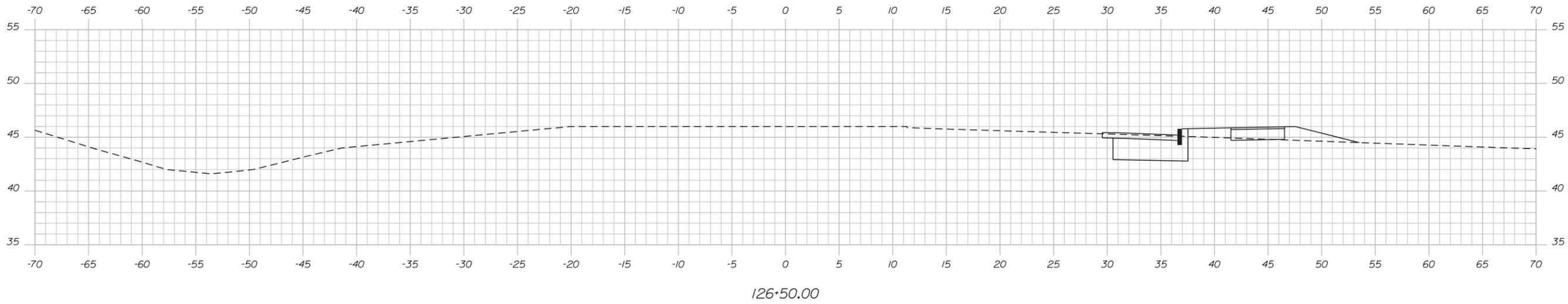
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Division: HIGHWAY

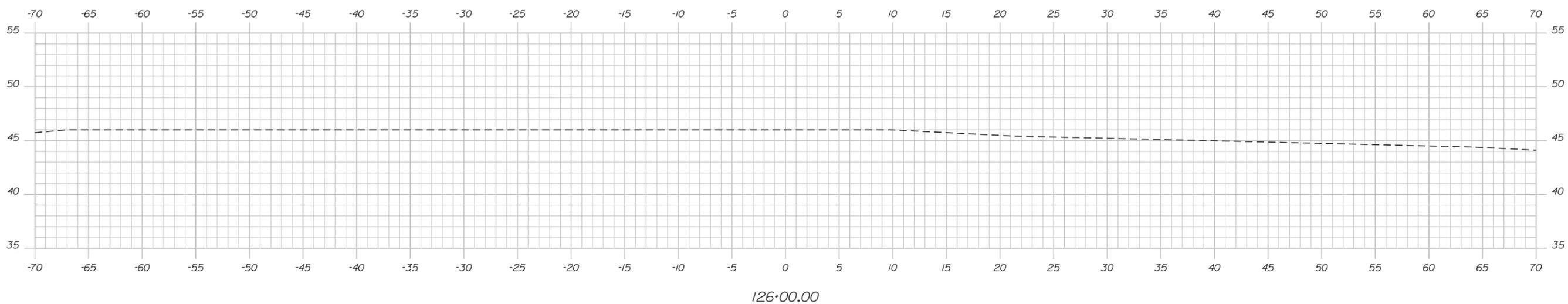
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127+00.00



126+50.00



126+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PIN -  
HIGHWAY PLANS

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGNS-DETAILED  
DESIGNS-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
	03/16			
	03/16			

FALMOUTH

CROSS SECTIONS

SHEET NUMBER  
**Xse**  
OF -

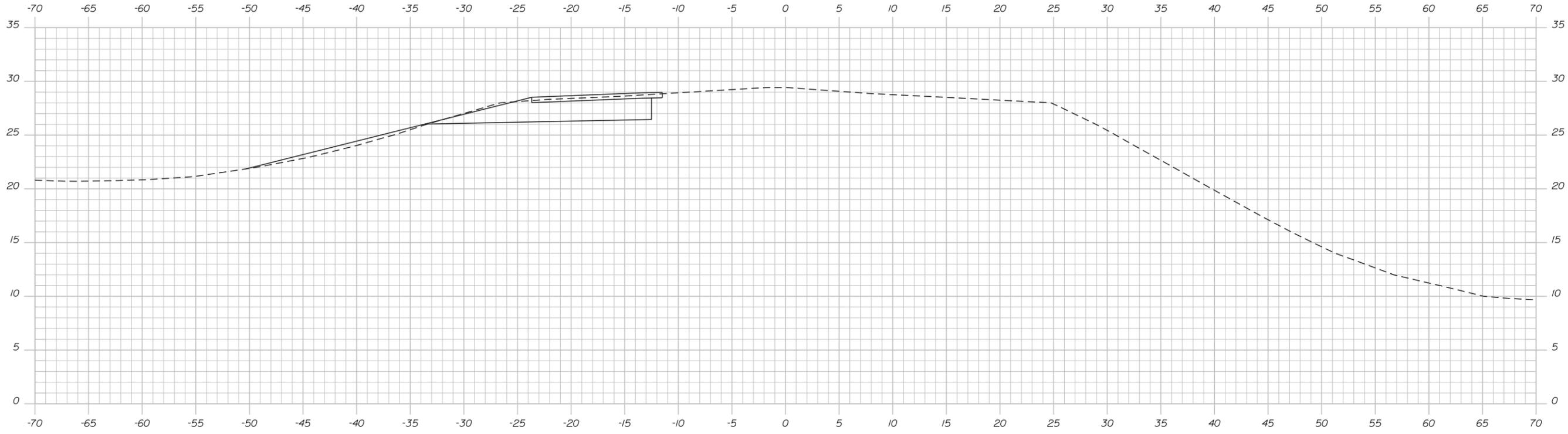
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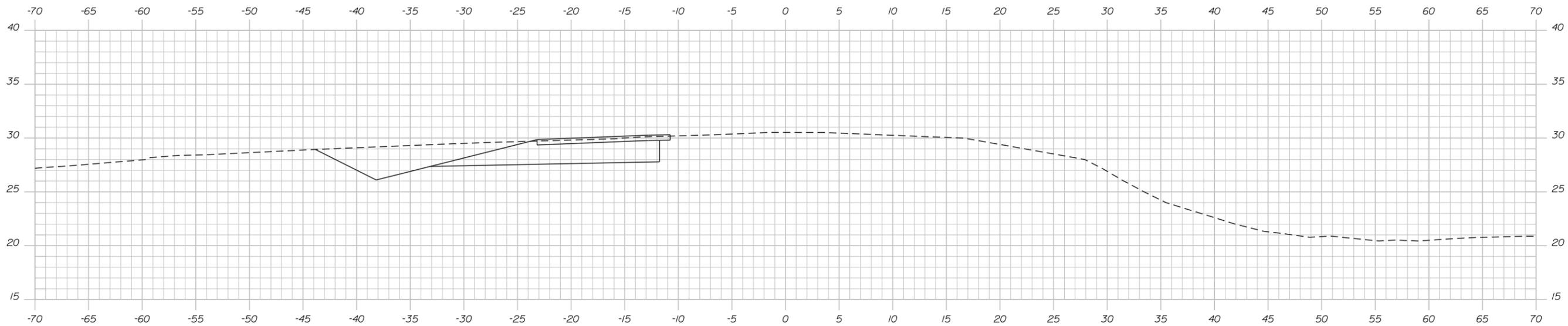
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CROSS SECTIONS HAVE BEEN PREPARED FROM STATION 126+00 TO STATION 153+50  
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153+50.00



153+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

PIN

SIGNATURE

DATE

BY

DATE

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

P.E. NUMBER

DATE

DATE

DATE

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FALMOUTH

CROSS SECTIONS

SHEET NUMBER

Xse

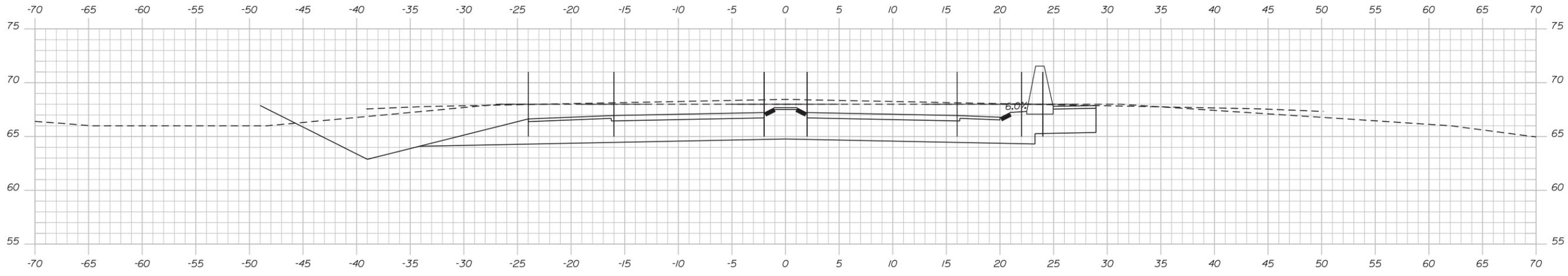
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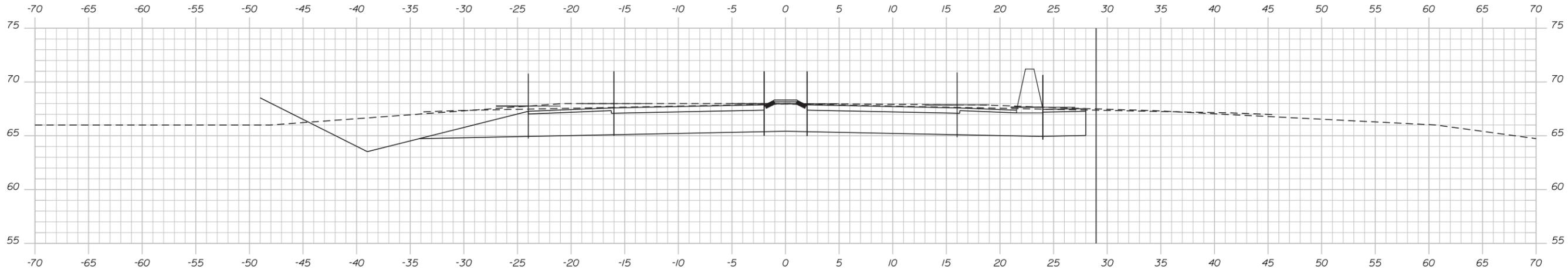
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Division: HIGHWAY

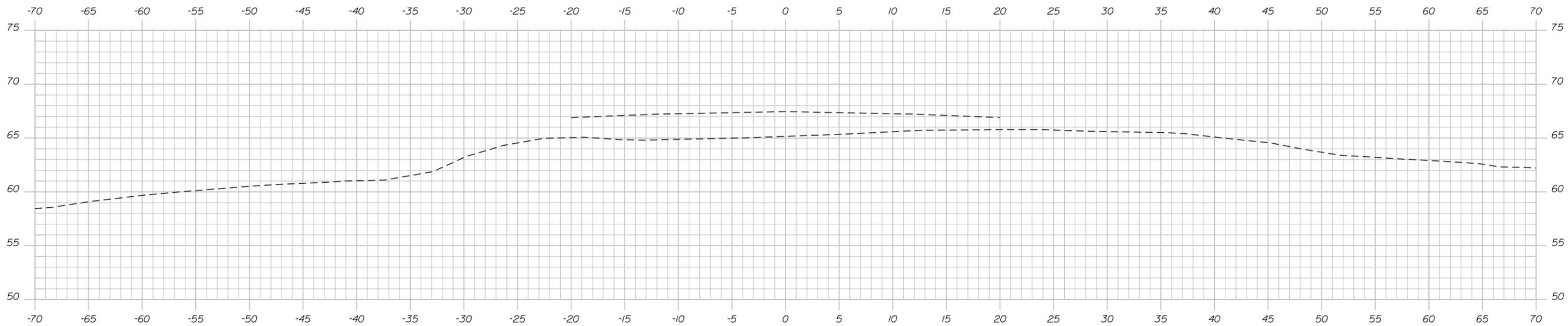
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901+00.00



900+50.00



900+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

PIN

PROJ. MANAGER

DATE

BY

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

03/16

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FALMOUTH

CROSS SECTIONS

SHEET NUMBER

Xse

OF -

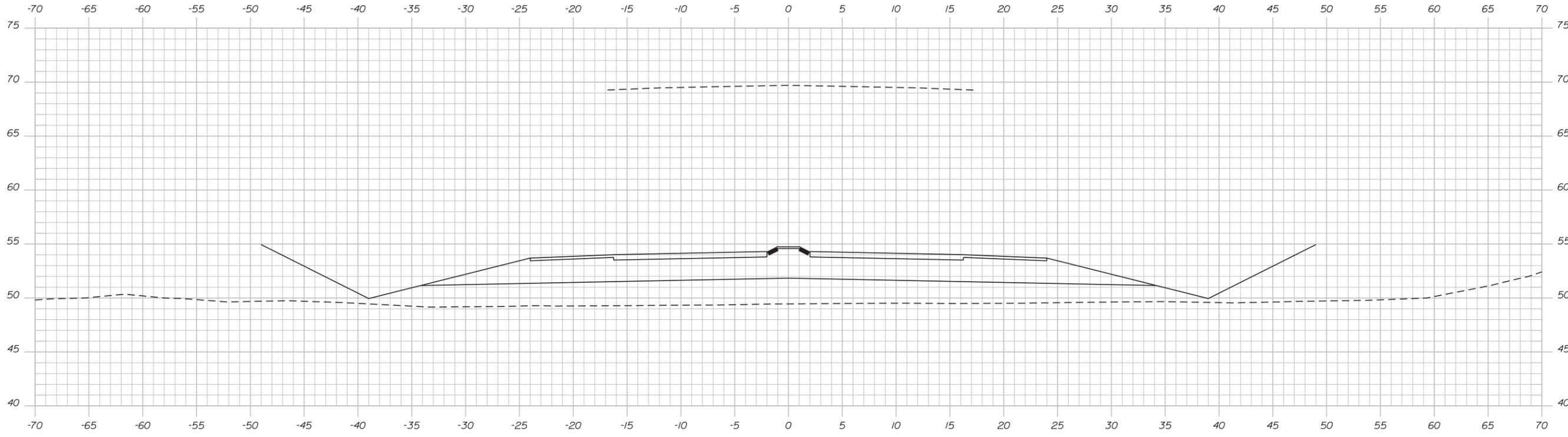
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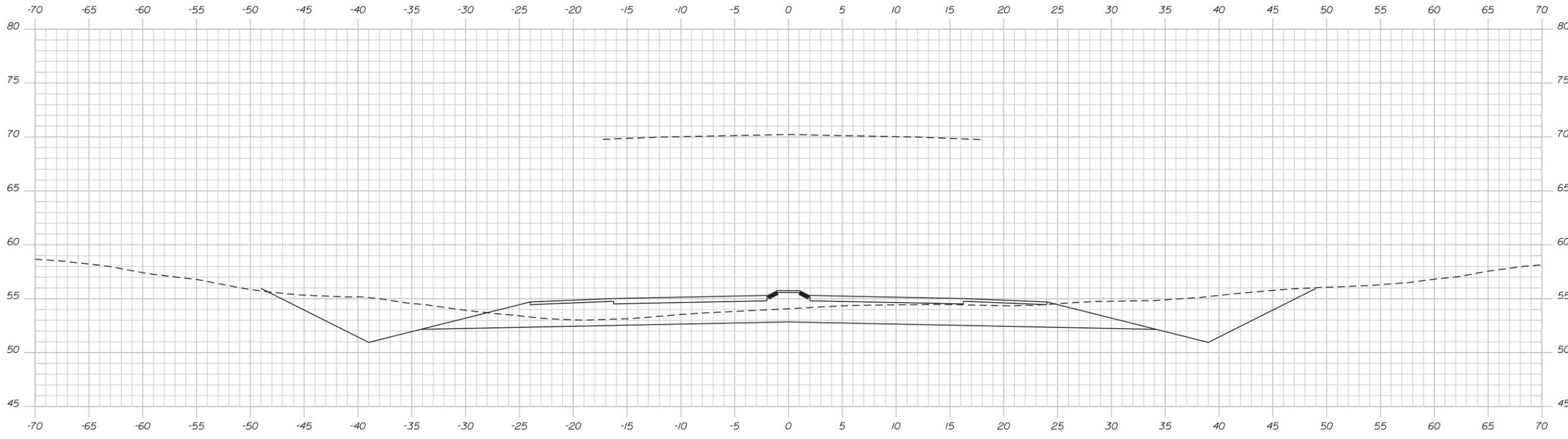
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906+00.00



905+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PIN -  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
CHECKED-REVIEWED		03/16
DESIGN-DETAILED		03/16
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FALMOUTH  
CROSS SECTIONS

SHEET NUMBER  
**Xse**  
OF -

# Highway Project Design Memorandum

## Memorandum

**Project:** Route I Spur Redevelopment  
**Client:** JPA Management, LLC GP -- Job # 3117  
**Subject:** Project Compliance with MaineDOT Requirements  
**Prepared By:** Al Palmer, Brandon Havu, Randy Dunton  
**Date:** April 11, 2016  
**Distribution:** Vinios, Pantazopoulos, Churchill, Devine, Fletcher, Gorrill, Holmes, Havu

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### Summary:

The Town of Falmouth in conjunction with the Maine Department of Transportation (MaineDOT) has put forth a Call for Offers for the redevelopment of the Maine Turnpike Falmouth Spur Ramp System. In exchange for rights to the 11-acre property currently owned by MaineDOT the Town and the MaineDOT have set forth requirements for highway improvements outlined in Appendix C of the Call for Offers. The responses to Appendix C noted below along with the highway plan sheets provided serve as a record of the disposition of these project requirements at the date of this memorandum. The requirements of Appendix C are presented below with the disposition of each item noted in *red*.

- a. All components of the proposed design, bidding and construction shall meet the requirements of the State of Maine, Department of Transportation Standard Specifications, November 2014 Edition (the "MaineDOT Standard Specifications");  
*All components of highway design and construction will meet the requirements outlined in the MaineDOT Standard Specifications. In the event MaineDOT Standard Specifications do not cover a component required for successful completion of the project, supplemental or special provisions will be developed following the procedures outlined in the "MaineDOT Guide for Preparing Supplemental Specifications & Special Provisions for Construction Contracts".*
- b. The maximum grade of the Falmouth Spur approach shall not exceed 3% unless otherwise approved by MaineDOT;  
*As indicated on the provided plan sheets, the proposed Falmouth Spur profile maintains a maximum profile grade of 3%.*
- c. The maximum grade of Route I shall not exceed 3% unless otherwise approved by MaineDOT.  
*As indicated on the provided plan sheets, the proposed Route I profile maintains a maximum profile grade of 3%.*
- d. A minimum Stopping Sight Distance (SSD) for 45 mph on the Falmouth spur;  
*As indicated on the provided plan sheets the minimum SSD proposed along the Falmouth Spur profile is 387', achieving the minimum SSD of 360' outlined in Table 1 of the MaineDOT Highway Design Guide and Table 3-34 of AASHTO's "A Policy on Geometric Design of Highways and Streets", 2011 6<sup>th</sup> Edition.*
- e. A minimum Intersection Sight Distance (ISD) for 40 MPH;  
*Intersection Sight Distance has not yet been evaluated. If selected, ISD checks and any required design alterations will be completed during the future design of the intersection and will be tailored to the intersection option selected.*



- f. The proposed template for Route 1 and the Falmouth Spur must match Corridor Priority 1 standards;

Roundabout:

*The proposed Route 1 template achieves Corridor Priority 1 standards. Proposed template includes 12' lanes approaching the roundabout with 5' shoulders to facilitate usage as a bicycle lane. A 5' sidewalk and 5' esplanade are proposed on the East side of Route 1. Within the roundabout shoulder widths narrow to 2' and bicycle traffic is shifted to a multi-use path adjacent to the roadway. The circulating travel lane widths are proposed as 15'.*

*The proposed Falmouth Spur template achieves Corridor Priority 1 standards. Proposed template includes 12' lanes with 4' outside shoulders and 2' inside shoulders. A 4' paved island with sloped granite curbing separates eastbound and westbound lanes.*

*A typical section sheet for the roundabout alternative has been provided.*

Signalized Intersection:

*The proposed Route 1 template achieves Corridor Priority 1 standards. Proposed template includes 11' striped lanes with 5' shoulders to facilitate usage as a bicycle lane. A 5' sidewalk and 5' esplanade are proposed on the East side of Route 1. The current intersection layout provides a lane for each movement (thru, left and right turn lanes). Additionally, the intersection provides accommodation for bicycle traffic thru the intersection.*

*The proposed Falmouth Spur profile achieves Corridor Priority 1 standards. Proposed template includes 11' lanes with 4' outside shoulders. The current intersection layout provides a single lane approach for all movements (thru, left and right turn lanes).*

*A typical section sheet for the signalized intersection alternative has been provided.*

- g. All capacity, queuing, and level-of-service analyses shall be performed in accordance with the 2010 Highway Capacity Manual ("HCM") methodologies;
- i. Signalized and stop sign controlled intersections shall be modeled using the latest version of Synchro/SimTraffic;
  - ii. Roundabout Capacity analysis, if applicable, shall be performed using SIDRA;
  - iii. Computer modeling shall be provided to MaineDOT showing impacts of queuing and level of service. If required, microsimulation for the proposed roundabout concept will be provided using VISSIM;

*Based on correspondence with Ed Hanscom and Darryl Belz of MaineDOT during February 2016 regarding modeling of roundabouts, the analysis has been conducted using 2010 HCM methodology*

- h. All movements must be a minimum of Level of Service (LOS) D for a 20 year design life measured as 20 years from the scheduled year of completion of the Project,  
*The analysis has been conducted based on maintaining a minimum LOS D for the 20 year design life for all movements, which determined the number of lanes required for each approach.*
- i. All design hour volumes shall be based on the 30 highest hourly volumes for the design year.



- i. Available 2011 turning movement counts for the intersection of Route 1 and Bucknam Road, along with ramp counts and other available counts near the intersection site, may be used as a starting point for developing design hour volumes.
- ii. Automatic Traffic Recorder (“ATR”) counts, including speeds and vehicle classification, shall be collected for a 72-hour period along Route 1 north and south of the interchange and along the existing Falmouth Spur entrance and exit ramps to supplement available information.

*GP obtained the 2035 PM peak hour traffic volumes for the Route 1 / Falmouth Spur intersection from the Route One South Infrastructure Plan by the Town of Falmouth Community Development Committee dated January 17, 2013. These traffic volumes were determined by adjusting traffic counts collected in August 2011 using the PACTS Travel Demand Model projections. GP then applied an annual growth rate to the 2035 traffic volumes to obtain the 2038 PM peak hour traffic volumes.*

- j. Design year traffic estimates shall be based on PACTS long-range travel demand forecasts for Route 1 and the Falmouth Spur approaches and on tow-approved 20-year development-generated estimates for the easterly approach to the intersection;  
*As noted above the PACTS Travel Demand Model projections were used to derive the 2038 PM peak hour traffic volumes.*
- k. The queue length of the Falmouth Spur, after redesign and consideration of future build volumes, shall not exceed 200 feet. Sight distance to the back of the queue shall be maintained in accordance with the specification d. above, and queuing on the Falmouth Spur approach shall not interfere with the free movement of vehicles traveling between the Falmouth Spur and I-295;  
*The analysis has been conducted to maintain a queue of less than 200 feet. The design ensures that queuing on the Falmouth Spur approach does not interfere with the free movement of vehicles traveling between the Falmouth Spur and I-295;*
- l. Design speed shall match existing posted speeds, except as otherwise required through compliance with the specifications d. and e. above;  
*Design speeds match existing posted speeds or the requirements otherwise noted in MaineDOT requirements.*
- m. Clear zones shall be maintained in accordance with Corridor Priority 1 standards;  
*Roadway clear zones will be maintained as required to achieve Corridor Priority 1 standards. Where slopes or hazards require protection guardrail will be provided. If selected, a clear zone evaluation will be completed during future project design.*
- n. Side slope grades shall meet a ratio of 4:1 or flatter or as approved by MaineDOT;  
*The typical side slopes along both Route 1 and the Falmouth Spur are 4:1. Where 4:1 slopes are unable to be achieved, guardrail will be provided in accordance with appropriate design standards.*
- o. Safety analysis of any proposed intersection design shall include an inventory of existing crashes, a prediction of crashes with the proposed intersection design, and a comparative evaluation. Crash analysis shall be based on the most recent five years of a data available from MaineDOT and/or the Falmouth Police Department for the Falmouth Spur/U.S. 1 interchange ramps and the segment of U.S. 1 extending from the driveway of the Foreside Tavern, located at 270 U.S. 1, to the driveway of Rose Stone, located at 342 U.S. 1;



*A safety analysis of the existing corridor and adjacent intersections has been completed. The preliminary intersection configurations have been designed to address the existing crash patterns. Once the preferred configuration(s) of the proposed intersection have been determined, those configuration(s) will be evaluated using the latest version of the Highway Safety Manual and the results of the evaluation would be submitted to the Town and MaineDOT upon the resolution of the Confidentiality Considerations outlined in our Proposal.*

- p. If the proposed design includes a roundabout, the design shall be subject to a peer review and further analysis using 2010 HCM Roundabout analysis, with SIDRA used for HCM level-of-service analysis and VISSIM used for the visual presentation. MaineDOT has selected GHD out of Wisconsin as the peer reviewer.  
*If the roundabout option is selected the team will engage GHD for completion of a peer review. The Project team has coordinated with GHD on previous design projects.*
- q. All drainage design shall match into surrounding drainage structure;  
*If selected, the team will engage a sub-consultant to collect full topographic survey including all drainage and utility information available. Drainage design will be completed in future design and will tie into the existing drainage system as able.*
- r. An Interstate modification request must be processed through the Federal Highway Administration (FHWA);  
*If selected, the team will work with MaineDOT to ensure the Interchange Modification Request is completed as required.*
- s. All signing shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) and the FHWA roundabout Guide (including potential changes to overhead signage in the area);  
*If selected, signing design will be completed in future design efforts. All signing will be developed in accordance with the MUTCD and the FHWA Roundabout Guide as appropriate.*
- t. All Project lighting levels, including those designed for a roundabout and all associated entrances and islands, shall meet minimum light levels established in the AASHTO Roadway Lighting Design Guide;  
*If selected, the team will engage a sub-consultant experienced in lighting design to develop a lighting plan achieving AASHTO requirements.*
- u. All striping and stenciling in a roundabout and within 300 feet on all legs shall include recessed preformed thermoplastic markings;  
*If the roundabout option is selected, future striping design and layout will include preformed thermoplastic markings.*
- v. All project costs shall be paid by the Selected Developer;  
*Refer to Section 3 regarding our Financial Proposal.*
- w. A municipally supported landscape plan shall be established as a component of the Project proposal;  
*Richardson Associates, a landscape architecture firm, is part of our Project Team, and would prepare a landscape plan for review with the municipality at the appropriate time after selection of our Team*
- x. The proposed design shall accommodate a WB-67 Design Vehicle;  
*A WB-67 design vehicle is accommodated for all traffic movements. The WB-67 is anticipated to utilize both roundabout lanes as required.*



- y. Prior to Project implementation, The Selected Developer shall submit a preliminary design report and the final Plans, Specifications and Estimate, including final right of way plans (“PS&E”) package, to the Town, who will coordinate with MaineDOT for review and comment. If necessary, the Selected Developer shall provide updated schedules and estimates as changes occur. Any changes requested or concerns expressed by MaineDOT must be addressed to MaineDOT’s satisfaction before the Project may proceed.

*If selected, subsequent design services will include development of a Preliminary Design Report and PS&E Package in accordance with standard MaineDOT practices.*

## FINANCIAL TERMS

### Town Bid Schedule

Falmouth Gateway Spur LLC anticipates bidding an amount equal to the appraised value of the MaineDOT Land, as such appraisal is amended (pending final review of the amended appraisal by Falmouth Gateway Spur LLC), and wishes to emphasize that such bid amount is conditioned upon obtaining the Town's financial assistance, through tax increment financing, to fund the Highway Project portion and public boulevard/connector within the proposed redevelopment project described herein.

In accordance with the Supplemental Submission Instructions issued by the Town on April 6, 2016, the following bid information is provided:

	<b>Financial Submission</b>	<b>Our Offer is:</b>
A	Proposal price (this is the amount you wish to pay MaineDOT to acquire the subject parcel)	<b>Appraised Value (Current Estimate \$1,100,000)</b>
B	Build-Out Value of your proposed Private Development Project (\$54,470,000 less \$3,220,000 (Public Boulevard Costs))	<b>\$51,250,000</b>
C	Value of your proposed Highway Project	<b>\$4,680,000 to \$5,200,000</b>
D	Approved Appraised Value (value to be provided by Town)	<b>(Intentionally Left Blank per Town's Instructions)</b>
E	How do you propose to fund any additional costs associated with the Highway Project in case it is in excess of the Approved Appraised Value?	<b>(Intentionally Left Blank per Town's Instructions)</b>
F	How do you propose to fund any required Additional Municipal Roadwork in case the value of your proposed Highway Project is [less than the Approved Appraised Value]?	<b>(Intentionally Left Blank per Town's Instructions)</b>
G	Will you be asking for financial assistance from the Town of Falmouth? If so, please explain.	<b>Yes – See Tax Increment Financing Discussion below</b>

**Estimated Value of Private Development Project**

Falmouth Gateway Spur LLC anticipates the Private Development portion of the *Redevelopment Proposal* would cost in the range of \$50,000,000 to \$55,000,000, as summarized below, and would be constructed in multiple phases as discussed in this *Redevelopment Proposal*. A summary of the Preliminary Opinion of Probable Construction Costs for the Development is presented below:

	<b>Total</b>
◆ Hotel (including site work)	\$12,000,000
◆ Office Building (including site work)	\$22,500,000
◆ Mixed Use Structure (including site work)	\$ 3,750,000
◆ Multiplex Structures (including site work)	\$13,000,000
◆ Boulevard & Associated Public Infrastructure	\$ 3,220,000
<b>Total</b>	<b>\$54,470,000</b>

**Estimated Value of Highway Project**

Falmouth Gateway Spur LLC estimates the cost of the Highway Project portion of the *Redevelopment Proposal* in the range of \$4,680,000 to \$5,200,000 depending on the specific design structure favored by the Town, in consultation with Maine DOT. Given that alternative design considerations, such as a roundabout versus an at-grade intersection, will materially impact the cost of the redevelopment of the Highway Project portion of the redevelopment project, Falmouth Gateway Spur LLC intends to collaborate with the Town and Maine DOT to pursue the most suitable design options consistent with Maine DOT requirements and the Town’s vision for the Route 1 corridor.

A summary of the Preliminary Opinion of Probable Construction Costs for the Highway Project for a roundabout configuration is presented below:

	<b>Total</b>
◆ Demolition Items	\$312,800
◆ Excavation Items	\$1,215,150
◆ Gravel & Paving Items	\$789,410
◆ Curb & Barrier Items	\$280,380
◆ Drainage Items	\$150,400
◆ Landscaping & Lighting Items	\$370,700
◆ Striping & Misc. Items	\$42,310
◆ Signalization & Signage Items	\$286,600
◆ Maintenance of Traffic Items	\$565,350
◆ Utility Relocations	\$11,900
◆ Power Relocation Allowance	\$500,000
Construction Costs	\$4,525,000
Design Costs	\$300,000
Roundabout Peer Review Fee	\$75,000
Construction Phase Services	\$300,000
<b>Total</b>	<b>\$5,200,000</b>

A summary of the Preliminary Opinion of Probable Construction Costs for the Highway Project for a signalized intersection configuration is presented below:

	<b>Total</b>
◆ Demolition Items	\$312,800
◆ Excavation Items	\$1,148,321
◆ Gravel & Paving Items	\$774,315
◆ Curb & Barrier Items	\$198,290
◆ Drainage Items	\$114,690
◆ Landscaping & Lighting Items	\$351,880
◆ Striping & Misc. Items	\$43,232
◆ Signalization & Signage Items	\$222,940
◆ Maintenance of Traffic Items	\$501,632
◆ Utility Relocations	\$11,900
◆ Power Relocation Allowance	\$500,000
Construction Costs	\$4,180,000
Design Costs	\$250,000
Construction Phase Services	\$250,000
<b>Total</b>	<b>\$4,680,000</b>

### **TAX INCREMENT FINANCING**

Given the significant infrastructure costs involved in redeveloping the Highway Project portion of the project and in constructing the public boulevard/connector contemplated by this *Redevelopment Proposal*, Falmouth Gateway Spur LLC would seek the designation of tax increment financing (“TIF”) district and also wishes to explore with the Town the possibility of utilizing the existing Route One South and/or Route North TIF Districts to assist in funding the public infrastructure costs associated with the foregoing aspects of the project. The amount and structure of the TIF would be impacted by the scope of public infrastructure projects in connection with the overall project and the particular design options chosen.

The Private Development portion of the project will generate significant property tax revenues that could be captured within a TIF District and used by the Town to pay the costs of the following public improvements/endeavors:

- Route One Sidewalk Extension/Streetscape Improvements, with associated light posts and tree planting, extending from the existing sidewalk improvements within the Route One Corridor to and through the proposed development as shown on the attached concept plans
- Reconstruction/improvement costs to fund the Highway Portion of the proposed redevelopment project
- Public stormwater infrastructure improvements
- Underground electrical/telephone service
- Wayfinding signage
- Construction of a public road/boulevard and walkway through the proposed development connecting to a walking path leading to public trails

- Town staff time associated with overseeing the TIF administration and performing economic development functions
- GIS Mapping/Maintenance

The main purpose of the proposed TIF District is to finance the construction, installation and operation of public improvements inside, or adjacent to, the TIF District, including the Highway Project portion and the public boulevard/connector contemplated herein. The TIF District could also support other economic development activities within the TIF District and in the adjacent areas and would allow the Town to further its work within the Route One Corridor and the Town’s vision to redevelop the Route One Corridor into village-like, mixed use environment.

Projected TIF revenues generated within the new TIF District could be captured over a term of thirty years. The following table shows the increased property values generated in connection with the proposed project based on the initial private development investment and shows the corresponding increase in the property tax base resulting in net TIF revenues to the Town of approximately \$20,953,817.50 between 2017 and 2046.

TIF Year	Increased/Captured Assessed Value	Mill Rate	Total Projected New Property Taxes Captured
2017	\$2,000,000.00	14.63	\$29,260.00
2018	\$12,000,000.00	14.63	\$175,560.00
2019	\$34,500,000.00	14.63	\$504,735.00
2020	\$51,250,000.00	14.63	\$749,787.50
2021	\$51,250,000.00	14.63	\$749,787.50
2022	\$51,250,000.00	14.63	\$749,787.50
2023	\$51,250,000.00	14.63	\$749,787.50
2024	\$51,250,000.00	14.63	\$749,787.50
2025	\$51,250,000.00	14.63	\$749,787.50
2026	\$51,250,000.00	14.63	\$749,787.50
2027	\$51,250,000.00	14.63	\$749,787.50
2028	\$51,250,000.00	14.63	\$749,787.50
2029	\$51,250,000.00	14.63	\$749,787.50
2030	\$51,250,000.00	14.63	\$749,787.50
2031	\$51,250,000.00	14.63	\$749,787.50
2032	\$51,250,000.00	14.63	\$749,787.50
2033	\$51,250,000.00	14.63	\$749,787.50
2034	\$51,250,000.00	14.63	\$749,787.50
2035	\$51,250,000.00	14.63	\$749,787.50
2036	\$51,250,000.00	14.63	\$749,787.50
2037	\$51,250,000.00	14.63	\$749,787.50
2038	\$51,250,000.00	14.63	\$749,787.50

2039	\$51,250,000.00	14.63	\$749,787.50
2040	\$51,250,000.00	14.63	\$749,787.50
2041	\$51,250,000.00	14.63	\$749,787.50
2042	\$51,250,000.00	14.63	\$749,787.50
2043	\$51,250,000.00	14.63	\$749,787.50
2044	\$51,250,000.00	14.63	\$749,787.50
2045	\$51,250,000.00	14.63	\$749,787.50
2046	<u>\$51,250,000.00</u>	14.63	<u>\$749,787.50</u>
	\$1,432,250,000.00		\$20,953,817.50

Given the significant public infrastructure costs associated with the redevelopment of the site described in this *Redevelopment Proposal*, TIF support is critical to the success of this proposed public/private partnership redevelopment effort. Falmouth Gateway Spur LLC will finance all development costs for the Private Development Project through customary private financing arrangements, which is anticipated to include institutional lenders and private equity.

## PROPOSAL CONDITIONS

### Offer Acceptance Period

This Redevelopment Proposal is open for consideration for a period of 90 days from April 11, 2016.

### Closing Conditions

In addition to approval of a TIF as discussed in Section 3, the following items would also be considered as Conditions for Closing:

- Approval of a Contract Zoning Agreement (see below)
- Approval of local, state and federal land use permits
- Other customary conditions, including marketable title

### Contract Zoning Agreement

The MDOT property and adjacent property controlled by Falmouth Gateway Spur LLC are within the Route One Corridor, being one of the two centers identified in the Town's Comprehensive Plan as areas for future commercial and mixed use growth. The proposed project would include the following mixed uses: retail, residential, hotel, and office. Falmouth Gateway Spur LLC anticipates the proposed redevelopment project would require a contract zone with the Town to authorize the anticipated uses as well as to permit the space and bulk requirements contemplated within the attached concept plans. A more specific summary of the anticipated contract zone requirements is set forth below:

<b>CONTRACT ZONING AGREEMENT OUTLINE</b>	
<b>CRITERIA</b>	<b>CONTRACT</b>
<b>ALLOWED USES</b>	<ul style="list-style-type: none"><li>• ACCESSORY BUILDING OR USE</li><li>• BUSINESS &amp; PROFESSIONAL OFFICE</li><li>• HOTEL</li><li>• LABORATORY FACILITIES</li><li>• MULTIPLEX</li><li>• MUNICIPAL USE</li><li>• RESEARCH FACILITIES</li><li>• RESTAURANT, INCLUDING CARRY-OUT/OUTDOOR SEATING</li><li>• RETAIL AND SERVICE ESTABLISHMENT, INCLUDES OUTDOOR RETAIL DISPLAY NOT TO EXCEED 100 SF (MAXIMUM GROUND FLOOR AREA OF 50,000 SF)</li><li>• RETAIL GROCERY (MAXIMUM GROUND FLOOR AREA OF 60,000 SF)</li><li>• WHOLLY ENCLOSED PLACE OF ASSEMBLY, AMUSEMENT, RECREATION, CULTURE AND GOVERNMENT (MAXIMUM GROUND FLOOR AREA OF 50,000 SF)</li></ul>

**PROPOSAL CONDITIONS**

<b>CONTRACT ZONING AGREEMENT OUTLINE</b>	
<b>CRITERIA</b>	<b>CONTRACT</b>
<b>BUILDING SETBACKS</b>	
COMMERICAL USES MIN. FRONT YARD	0'
COMMERCIAL USES MAX. FRONT YARD	20'
RESIDENTIAL MAX. FRONT YARD	N/A
MIN. SIDE & REAR YARD	None
MAX. BUILDING HEIGHT	75'
MINIMUM DISTANCE BETWEEN BUILDINGS AT CLOSEST POINT	25'
MIN. STREET FRONTAGE	N/A
MAX. IMPERVIOUS COVERAGE (%)	N/A
<b>LANDSCAPING REQUIREMENTS:</b>	
I SHADE TREE PER 5 PARKING SPACES	
6' MIN ISLAND EVERY 20 PARKING SPACES	

## SCHEDULE

### Project Time Schedule

The following timeline is anticipated for the proposed project:

April 25, 2016	Interview of Bidders
May 9, 2016	Public Presentation by Bidders
May 23, 2016	Council Recommendation for Preferred Bidder and Public Hearing
June 2016	Council Selection of Developer
June and July 2016	Finalize Redevelopment Agreements
July 2016	MaineDOT and Selected Developer Sign Purchase & Sales Agreement
June 2016 to September 2016	Design Development for Highway Project
June 2016 to September 2016	Design Development for Redevelopment Project
October 2016	MaineDOT review of Design Development Highway Project
November/December 2016	Town Council hearings/approval of Contract Zoning Agreement and designation of TIF District
March/April 2017	Planning Board approves Redevelopment Plan/DECD approves TIF District/MaineDOT approves Highway Project
Fall 2016 - Spring 2017	Marketing and Lease Negotiations
Spring/Summer 2017	Highway Improvements Bonded/Referendum Approval TIF Bond to support Highway Improvement/Public Infrastructure Project
Spring/Summer 2017	MaineDOT Conveys Land to Developer
Spring 2017 – Summer 2018	Construction of Public Infrastructure (Highway Project and Public Boulevard)
Summer 2017	Temporary Ramps Completed allowing Site Development to Commence
Summer 2017 – Summer 2018	Construction of Initial Phase of Redevelopment Project
Starting Fall 2018	Phased Occupancy of Redevelopment Project Commences

## MARKETING APPROACH

### Marketing Approach

Falmouth Gateway Spur LLC will develop a comprehensive plan to successfully market all aspects of this exciting mixed use development. As experienced local, regional and national developers, the principals of Falmouth Gateway Spur LLC will be actively involved in the direct marketing of the proposed development and will draw on their long standing professional relationships and contacts with a diverse network of real estate marketing professionals. The principals of Falmouth Gateway Spur LLC have proven track records of successfully developing and marketing significant real estate projects across all property types. Our existing portfolios include leading national, regional and local tenants we would welcome in Falmouth.

Falmouth Gateway Spur LLC values the marketing potential of the Falmouth Economic Improvement Committee and the ability to work effectively with the Falmouth Office of Long-Range Planning/ Economic Development. Additionally, the commercial component of the mixed use development will be marketed both regionally and locally by established third party real estate firms that have productively performed in the Greater Portland marketplace.

The residential phase of the project will be thoughtfully analyzed and designed to appropriately meet the housing demands as mutually understood by the Town and Applicant. The marketing of the residential component will be performed by an experienced in-house residential real estate manager in conjunction with a leading third party independent residential real estate firm.