Proposals for

Route 1 North Concept Plan Development

Town of Falmouth, Maine

September 29, 2016

Stantec

COMMUNITY

a thoughtfully created environment that enhances the physical, social and spiritual well-being of inhabitants.

COLLABORATION

relationships based on trust, contribution and a shared committment to building sustainable communities.

CREATIVITY

a people-centered working environment generating thoughtful design to shape the landscape

Stantec Consulting Services Inc.
482 Payne Road, Scarborough Court, Scarborough, ME
P: 207-883-3355 F: 207-883-3376

September 29, 2016

Nathan Poore, Town Manager
Town of Falmouth
271 Falmouth Road
Falmouth, Maine 04105

RE: Development of Concept Plan for the Route 1 North Area

Dear Mr. Poore:

By car, bicycle or on foot, the journey can be as important as the destination. Whatever your end goal, we create options to get you there safely. Our team of planners, engineers, and landscape architects are excited to do just that by continuing our work with the Town of Falmouth to reach the visioning objectives for the Route 1 North area. Progressive, reliable, and practical planning and design will be essential to Falmouth's desire to incorporate and encourage positive planned land use and transportation options. As a team tested on New England construction and planning projects, Stantec brings the commitment and experience required for this project. Our team brings in-depth experience completing studies and designs for regional corridors and local arterials, as well as years of working successfully with Maine municipalities and MaineDOT. Our key team members have demonstrated expertise to develop and prioritize appropriate level improvements needed to address the diverse issues that are critical to the Route 1 corridor.

Mark Debowski, PE will serve as our Project Manager and is one of the strongest benefits Stantec brings to the project. Mark has been working with the Town for several years now, in support of Falmouth's visioning process. He has years of experience with local streets and highway projects involving transportation planning and complete street design. His previous design work for the Town on the Route 1 revitalization project and also a similar visioning exercise on Route 100. Mark will be supported by Larissa Brown Phd, AICP, who will be able to bring her experience as a municipal planner and smart growth expert to the Route 1 planning process. Mark will be supported by our Scarborough office team of engineers and Terrence J.One Dewan and Associates (tjd&a) for their local planning perspective, knowledge of the Town's standards and practices, landscape architecture and graphics.

By selecting our team, you will not only be hiring a consultant, but will be gaining a true partner in the planning and design this project. If you have any questions, or require further information to make an informed decision, please feel free to contact us.

Very Truly Yours,
STANTEC CONSULTING SERVICES, INC.

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What's Inside

1 Introduction to the Team

Firm Introduction

We're active members of the communities we serve. That's why at Stantec, we always design with community in mind. The Stantec community unites approximately 850 employees working in 13 locations across New England. We collaborate across disciplines and industries to bring corridor vision, complete streets, infrastructure, environmental, buildings and energy projects to life. Our work begins at the intersection of community, creativity, and client relationships, like the relationship we have developed with the Town of Falmouth. Our local strength, knowledge, and relationships, coupled with our expertise, have allowed us to go anywhere to meet our clients' needs in more creative and personalized ways. With a long-term commitment to the people and places we serve, Stantec has the unique ability to connect to projects on a personal level and advance the quality of life in communities across New England.

Stantec in Maine

Wherever you're going, our roadways and bridges provide the foundation you need to get there safely. We follow a roadmap for every project, driven by constant communication and collaboration with our clients and communities. Whether traveling by car, bus, bicycle, or walking, we get you where you want to go. For over 30 years, Stantec has provided consulting engineering services to the State of Maine. During this time, we have expanded to more than 195 staff in Maine, making Stantec one of the largest consulting firms in the state. Our transportation staff in Northern New England numbers 83, with 24 of those based in Scarborough Maine.

Whatever your end goal, we create options to get you there safely. We work with clients to improve the vitality of their communities by integrating transit, vehicle, bicycle, and pedestrian modes in designs that not only promote a healthy lifestyle and improve overall mobility, but are also aesthetically pleasing. Whether we're designing a complete street, a pedestrian trail, a bikeway, or a bus rapid transit corridor, our aim is to create better choices for people. Our philosophy is simple and holistic. Begin with the end in mind, from planning to design to construction. Our proactive planning approach leads to greater participation from everyone touched by these projects. Meaningful innovation stems from our dedicated creative team and enthusiastic clients that strive to take their community to the next level. We take concepts and ideas and turn them into a one-of-kind reality. From writing grants to conducting bicycle safety workshops for local residents, our design teams are active participants in the communities we serve.

Our team is deeply-rooted in the complete streets initiative and is a leader in the planning and design of innovative bikeways across North America. We regularly present and speak at conferences, are an active member and Platinum sponsor of the Complete Streets Coalition and participate in its activities across the country, discuss via our blog how we're helping cities and towns support their biking community, and we even have a podcast where our experts talk about creating smart cities. We are creating spaces for transportation modes; we are designing with community in mind.

Recently constructed complete street projects designed by Stantec include the Broad Street Parkway, Nashua, NH; Route 3 North, Concord, NH; Massachusetts Avenue, Arlington, MA; Route 1, Falmouth, ME; and Route 101, Dublin, NH.

In addition to our local team, we've included our Principal Planner from our Boston office, Larissa Brown, PhD, AICP, who has prepared a wide variety of plans, from comprehensive plans for complex cities and regions to plans for mixed-use districts, neighborhoods, and open space systems in urban, suburban and semi-rural contexts. Erin Garnaas-Holmes, MURP is a member of Larissa's team and will assist her with the planning effort and bring a consistent local presence to the study team. Erin is a resident of Portland who works part time directly with Larissa in Boston and part time in our Scarborough, Maine office.

Our Sub-consultant

Terrence J. DeWan & Associates

Stantec's relationship with Terrence J. Dewan & Associates and our experience together working on Falmouth projects is the real strength of our Team. tjd&a is a professional landscape architectural and planning firm in Yarmouth, Maine dedicated to approaching land use opportunities with creativity, environmental sensitivity, and an awareness of client needs.

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

tjd&a is committed to appropriate design solutions that evolve from effective communication with the client and municipal and state officials. The firm has an underlying commitment to land stewardship and faith in the future of New England.

tjd&a assisted Stantec with the Route 1 South project and is currently working with us on the Route 100 design for the Town of Falmouth. tjd&a has been an integral part of our team and brings a unique ability to convey the vision for the corridor to the Council-appointed committee and the public through graphics and renderings of the team's conceptual designs.

1,500+

Communities enjoying the ride thanks to our devotion to enhancing their transportation networks

2 Philosophy and Project Approach

Project Understanding

Our goal for developing the Route 1 North Concept Plan is to conduct an evaluation that allows the Town officials and the Council-appointed study committee to reach agreement on the vision for Route 1 as a transportation facility and more importantly, to define its role as one of the facilitating agents in the evolution of land use along the corridor. Based on that vision, we propose to structure the plan as a document that directs the Town toward a series of steps beginning now, and reaching into the longer term future, with all these steps targeted toward shaping the Route 1 north area to meet its agreed-upon role.

The Stantec Team will prepare a concept plan for Falmouth's Route 1 North corridor, one of the Town's Designated Growth Areas. Current existing development along Route 1 North typically includes single-tenant businesses, a scattering of multi-tenant buildings, a few commercial and retail businesses, and several institutions, such as the Maine Ballet. There is buildable undeveloped land available in addition to environmentally-sensitive wetlands, brooks and creeks adjacent to Route 1. A key signalized intersection with Johnson Road, the primary local east – west roadway between Route 88 and Middle Road, and The Town of Cumberland's vision for their section of Route 1 will also need to be considered.

While it is a relatively straight and continuous corridor, Route 1 North does not have a single cohesive identity, nor is it necessary. The character of the corridor is shaped by institutional uses, town centers, strip commercial development and vestiges of natural landscapes. As we consider the image and visual character of the corridor, we will document the varying characteristics, identify its strengths and weaknesses, and recommend actions that will improve the visual quality of the Route 1 Area

Our Project Approach requires a clear understanding of a community's vision, and in this case, we have worked in other communities and can apply knowledge form previous work. Additionally, Falmouth has redesigned Route 1 South, developed a vision for Route 100, and created certain project objectives that we can draw from for Falmouth specific requirements. So, based on our understanding of Falmouth Route 1 North, we propose to incorporate the following objectives in our approach that will also guide our project methodology.

Project Approach

1. **Understand perceptions of the area:**
   What are current perceptions, both positive and negative? A mixture of uses, scales and comfort levels, a highway that is traveled for access and as a straight shot from end to end, a place where many existing uses exist.

2. **Creating economic opportunity for development and redevelopment:**
   What will create opportunity? What will promote desired activity along Route 1 North. We learned from experience in other communities that clarity of the community's intent is appreciated by developers.

3. **Planning for the long term, for future generations:**
   As landscape architects and engineers, we seek to partner with each client for sustainability and best use of the common resources. In community work, this is even more essential. There is no reason to doubt that development of the Route 1 North corridor can employ state-of-the-art practices and principles to protect the beauty and integrity of the area for future generations.

Route 1 near Sullivan Tire

4. **Evaluating economic viability and feasibility for redevelopment:**
Every town or city we work for is striving for a successful economic model. We will integrate the lessons of universal access, design quality, human scale, visibility, and investment in critical infrastructure as we envision the potential development of Route 1 North.

5. **Enhancing the gateway to Falmouth Route 1 Center and the Town of Falmouth:**
As an approach to Falmouth (and as a point of departure) Falmouth Route 1 north does not currently provide a sense of the 'Falmouth Brand,' i.e., the qualities incorporated into Route 1 South are not in strong evidence. We will look for locations and means to create and enhance these gateway moments in a very 'Falmouth' way, looking at a variety of means that may include graphics, signage, landscape features, distinctive architecture, coordinated amenities, and forms.

6. **Enhancing real estate values to support the services provided:**
A Town's investments are made in the hope that any enterprise – commercial, office, medical, institutional or cultural - will find a viable entry point for business or expansion.

7. **Attenuating highway focus without diminishing capacity by building a civilized roadway that improves the experience for all users of the corridor including pedestrians, vehicles, bicycles and transit:**
The design team is fully committed to building civilized streets and enriching places! This will be an opportunity to demonstrate how the corridor can change in a way that adds value, preserves notable features, and accommodates all users with comfort and safety.

8. **Evaluating mixed use including, Business, professional, commercial, institutional, recreational and residential where appropriate:**
The existing mix of uses varies and diversity is not a bad thing. Live/work/play/learn. We look forward to exploring how to grow these while respecting the intrinsic values of the community and meeting the long term goals of the Town's Comprehensive Plan.

9. **Enhancing all networks including wildlife, stormwater, transit, and pedestrian linkages, etc.:**
Where most uses are currently arranged in a linear fashion along this corridor, opportunities exist for creating pockets of interconnected development with walkable streets, sidewalks, and shared parking. Public transportation and trails for bicycles can reinforce the linkages. These concepts will be models of Low Impact Design in the effort to protect natural resources.

10. **Increasing opportunities for property owners and residents:**
Opportunities for property owners could mean a positive vision for Route 1 and increased property values, more certainty in the approval process, and knowledge of what the Town would find acceptable in the future. For residents, the outcome could mean a stronger tax base, higher quality development, a better visual environment, safe, convenient transportation routes, and assurance that future development will be compatible with surrounding neighborhoods.

11. **Providing incentives to make things happen:**
This exercise will demonstrate the need for municipal actions (in the form of code adjustments, the review process, etc.) to ensure that future development and redevelopment is done in a manner that in concert with the community's values. For each property along the corridor, the question should be asked: "Can the preferred option be done today? If not, what needs to change?"

Route 1, Falmouth, ME, Recent redesign by Stantec

12. **Beautifying the area:**
'Beautifying' can mean many things to different people: a predominance of green, well- designed buildings and landscape, high level of maintenance, or lack of discordant elements, to name a few. Are the architectural forms and building relationships designed well? Is circulation between lots conducive to each property taking pride in landscape and building elements? Should there be a common architectural theme that unites the street? Are the current design standards appropriate or do they need revisiting.

Our philosophy is that we are better together. Our team is committed to "co-creating" a vision for the future together with the Town and community stakeholders. Our primary stakeholders are community members and businesses who care deeply about their health, financial stability, and quality of life. We aim to engage a broad range of people in order to better understand current issues, opportunities, and perceived barriers to the vision.

3 Scope of Services

Scope of Work

The RFP details the purpose and need of the project, as well as providing a scope of work to accomplish those goals. Stantec's approach to implementing the detailed scope of work is detailed below. Our successful approach has been developed working on similar projects throughout the region.

Site Analysis

The initial task should be a thorough analysis of the various factors that describe the study area. The base map for Route 1 will be based upon available data sources: Falmouth GIS, GPCOG materials, PACTS materials, Aerials, MDOT plans, sewer surveys, property line data, tax maps, etc. The study area should be subdivided into relatively homogenous planning units, based upon similar physical characteristics. The results of the site analysis will be displayed on the base map in color with lively graphics to illustrate the opportunities and restraints within the study area. These may include:

- Environmental
- Utilities
- Land Use
- Scenic/Historic
- Institutional
- Traffic

Build-Out Analysis

Based upon this information developed in the Site Analysis, the land within the corridor will then be divided into several development categories and displayed on the base map. Category distinctions could include:

- Easily developable/redevelopable
- Developable/redevelopable with restrictions.
- Developable/redevelopable with environmental constraints
- Undevelopable

Depending on how the categories lay out, further breakdown may be required based on lot specific information like:

- Length of frontage
- Lot width, depth and shape
- Topographic profile

Planning and Design Tools

The long term plan for Route 1 North will be most successful if developers and landowners can get a clear image of the community's vision for this area. This component of the study will develop tools to set a course for the future. As part of the vision process developing and understanding of the current regulatory mechanisms in place: i.e., the Zoning Ordinance, Sign Ordinance, and Site Plan Review Ordinance will be necessary. As we find areas of improvements during the course of our work we will make suggestions to help guide a more in depth formal review process by the Town.

Route 1 North Concept Plan

The concept plan will be based on the land use principles adopted in Falmouth's 2013 Comprehensive Plan for this Designated Growth Area, which encourage "compact, efficient development patterns (including mixed uses)," with the areas "along roads...configured to avoid strip development and promote nodes or clusters of development." The Stantec Team will create a concept plan for the area and make recommendations on regulatory changes and public improvements, working with the engineers and landscapers on our team. The plan will provide the "big picture" vision for the total study area with references to individual pieces. This will consist of guidelines for individual properties with recommendations for building orientation and setbacks, interconnections with adjacent properties, landscaping, natural and cultural features to be preserved, lighting, screening and amenities

The concept plan will provide the following:

- Identification, analysis, and mapping of assets, issues and constraints
- Draft vision and opportunities diagram for the Route 1 North study area
- Sketches of prototypical properties (e.g., small, medium and large) showing possible development patterns
- Regulatory recommendations
- Infrastructure recommendations
- Traffic analysis and build-out projections
- Report

Public meeting

Meetings

The following meetings are proposed to guide the process. Meetings should be scheduled far enough in advance to enable all members of the Working Group to receive copies of all discussion material at least a week in advance.

Meeting 1: Scoping Session

- Introduction and Definition of Scope
- Refine the role of Consultants, the Town, and The Route 1 North Committee
- Discussion of goals for the study effort
- Slide show of Route 1 North
- Review and set a Schedule of tasks and milestones through completion of the study.

Meeting 2: Planning Session

- Presentation of Inventory & Analysis

Committee Meetings

- Held at regular intervals/milestones to progress the study.

Public Meeting

- Held to present the plan

Design Guidelines

Design guidelines are presently being used in the development review process to illustrate the range of acceptability for changes to the built landscape. As part of our review process the design guidelines and development standards will be evaluated for continuity with the proposed concept planning. Recommendations for updates to site design, landscape, architecture, signage and public spaces is possible based on the outcome of the visioning process.

Public Improvements

The town should be prepared to continue its lead role in promoting a vision for Route 1 North. This component of the plan will include coordinating with the PACTS Route 1 North Complete Streets study team to evaluate the need for bicycle and pedestrian facilities, landscaping within the public right of way, lighting, municipal signage, public transportation and other public improvements. The Concept Plan may provide illustrations of these elements which will help to establish the vision.

4 Schedule

Stantec takes pride in finishing projects on time and on budget. Adherence to the design schedule is the key to budget control and a successful project. Stantec uses scheduling software to develop and monitor project schedules.

For the Route 1 North Plan, Stantec will create an integrated schedule. Stantec will track and update the schedule throughout the assignment, making changes as necessary, and providing Falmouth with these updates monthly. The schedule progress will be reviewed weekly by Project Manager Mark Debowski. It will include internal milestones as well, ensuring submissions are completed in advance of their due dates to allow for QA/QC to be completed. In the event of a slippage or change in one of the tasks timelines, the Stantec Team will determine the impacts of that change on the overall schedule, look at areas that can be adjusted to offset the impacts, and communicate these changes to Falmouth.

Stantec's proposed project schedule can be found below. This schedule has been designed based on information provided in the RFP for project start up and end dates.

Task #	Task Descriptions	Duration	Start Date	End Date
	Proposals Due			9/29/2016
	Proposals Review		9/29/2016	10/2/2016
	Interviews		10/11/2016	10/12/2016
	Consultant Selection			10/13/2016
	Develop and Sign Contract		10/14/2016	10/21/2016
	Notice to Consultant to Begin Work			10/24/2016
1	**Site Analysis**	6 Weeks	10/25/2016	12/16/2016
2	**Buld Out Analysis**	7 Weeks	11/21/2016	1/9/2017
3	**Planning and Design Tools**	9 Weeks	1/9/2017	3/15/2017
4	**Route 1 North Concept Plan and Final Report**	19 weeks	1/9/2017	5/19/2017
5	**Meetings**			
	Scoping Session			11/7/2016
	Planning Session			12/14/2016
	Committee Meetings			
	– Site Analysis Results			12/14/2016
	– Post Build Out Analysis			1/14/2017
	– Post PACT Study Coordination			2/8/2017
	– Draft Concept Plan			3/15/2017
	– Public Meeting			4/20/2017
6	**Design Guidelines**	14 weeks	2/8/2017	5/19/2017

Route 3 Corridor Improvements, Concord, NH

5 Proposed Fee

Proposed Fee Schedule

Stantec offers the diversity of a large firm which is locally rooted to better serve our New England transportation clients with offices throughout New England. Our team offers truly local delivery with global expertise. Our team is prepared to dedicate the staff needed for your project. We have the expertise to execute all aspects of this project and have worked together in that capacity on transportation projects throughout New England, including many roadway projects for Maine towns and the MaineDOT. This ability offers the Town of Falmouth one stop shopping for this project and it allows us to respond in a timely manner to any needs that arise during project.

Our fee matrix, including the fee for our subconsultant tjd&a is included on the following pages.

Summaries of proposed person hours by key staff is shown on the following pages for Stantec and tdj&a . The Stantec Team proposes a not to exceed fee, all inclusive lump sum of $47,044.00 to complete the sudy herein.

Task #	Task Descriptions	Duration	Start Date	End Date
	Proposals Due			9/29/2016
	Proposals Review		9/29/2016	10/2/2016
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	– Draft Concept Plan			3/15/2017
	– Public Meeting			4/20/2017
6	**Design Guidelines**	14 weeks	2/8/2017	5/19/2017

Fee Schedule (Combined)

September 29, 2016

Project Title/Location: Development of Concept Plan for the Route 1 North Area in Falmouth, Maine

Consultant Firm Name (If Known): Stantec Prime Consultant

Service Area or Phase of Work: Planning/Engineering

	Consultant Positions =>	PRINCIPAL IN-CHARGE	PM	Sr Planner	Planner	Proj. Engineer/Traffic Eng	Tech	TOTAL
#	**Task Descriptions**	***Hours***	***Hours***	***Hours***	***Hours***	***Hours***	***Hours***	***Hours***
1	Site Analysis							
	Review of Existing Documents (Field Walk)		1.00	1.00	1.00			3.00
	Base Map Preparation (tjd&a lead)		1.00		1.00			2.00
	Summary Memo		1.00	1.00	1.00			3.00
2	Build Out Analysis							
	Examine Existing Land Use Context (tjd&a lead)		1.00		2.00			3.00
	Develop Corridor Land Use Categories (tjd&a lead)		1.00		1.00			2.00
	Lot Specific Evaluation (tjd&a lead)				1.00			1.00
	Summary Memo		1.00	4.00	2.00			7.00
3	Planning and Design Tools (tjd&a lead)		1.00					1.00
4	Route 1 North Concept Plan							
	Prototypical Property (tjd&A lead)							0.00
	Table of Recommendations (incl traffic analysis)		1.00	4.00		8.00		13.00
	Vision Graphics (engineering perspective)		2.00			4.00	14.00	20.00
	Summary Memo		1.00	4.00		4.00		9.00
5	Design Guidelines							0.00
	Coordinate PACTS Study (incorporate results)		1.00			8.00	6.00	15.00
	Update Recommendations		1.00	2.00	1.00	8.00		12.00
6	Meetings							
	Scoping Session		3.00	4.00	4.00	3.00		14.00
	Concept Plan Workshop		4.00	4.00	4.00	4.00	6.00	22.00
	Committee Meetings		10.00		16.00	10.00		36.00
7	Final Report							
	Draft Final Report		1.00	6.00	8.00	2.00	2.00	19.00
	Final Report		1.00	6.00		2.00	2.00	11.00
	TOTAL HOURS	**0**	**32**	**36**	**42**	**53**	**30**	**193.00**
	HOURLY RATE		$54.00	$70.00	$30.00	$44.00	$25.00	
	DIRECT LABOR TOTAL	**$0.00**	**$1,728.00**	**$2,520.00**	**$1,260.00**	**$2,332.00**	**$750.00**	**$8,590.00**
						overhead	165.00%	$14,173.50
						profit	10.00%	$2,276.35
							Subtotal =	**$25,039.85**

DIRECT EXPENSES	$
Travel	$500.00
TJD&A (see following page)	$21,505.00
TOTAL DIRECT EXPENSES =	**$22,005.00**

total direct expense **$22,005.00**

TOTAL ESTIMATED COST = $47,044.85

Fee Schedule (TDJA)

September 29, 2016

Project Title/Location: Development of Concept Plan for the Route 1 North Area in Falmouth, Maine

MaineDOT PIN:

Consultant Firm Name (If Known): Terrence J. DeWan & Associates - Subconsultant

Service Area or Phase of Work: Landscape Architecture & Planning

	Consultant Positions =>	PRINCIPAL IN-CHARGE	KS	JK	DM	ADMIN SUPPORT	TOTAL
#	**Task Descriptions**	***Hours***	***Hours***	***Hours***	***Hours***	***Hours***	***Hours***
1	Site Analysis						
	Review of Existing Documents (Field Walk)		8.00				8.00
	Base Map Preparation		1.00		4.00		5.00
	Contribute to Summary Memo		1.00				1.00
2	Build Out Analysis						
	Examine Existing Land Use Context		8.00	4.00			12.00
	Develop Corridor Land Use Categories		4.00		4.00		8.00
	Lot Specific Evaluation		8.00	2.00	20.00		30.00
	Contribute to Summary Memo		2.00	4.00			6.00
3	Planning and Design Tools		2.00	5.00			7.00
4	Route 1 North Concept Plan						
	Prototypical Property		10.00	4.00	20.00		34.00
	Table of Recommendations		1.00	4.00			5.00
	Vision Graphics		8.00		40.00		48.00
	Conribute to Summary Memo		2.00	4.00			6.00
5	Design Guidelines						0.00
	Coordinate with PACTS Study		3.00				3.00
	Update Recommendations		3.00	6.00			9.00
6	Meetings						
	Scoping Session		3.00				3.00
	Concept Plan Workshop		8.00				8.00
	Committee Meetings		21.00				21.00
7	Final Report						
	Contributure to Draft Final Report		3.00	6.00			9.00
	Contribute to Final Report		3.00	6.00			9.00
	TOTAL HOURS	**0.00**	**99.00**	**45.00**	**88.00**	**0.00**	**232.00**
	HOURLY RATE		$115.00	$76.00	$75.00		
	DIRECT LABOR TOTAL	**$0.00**	**$11,385.00**	**$3,420.00**	**$6,600.00**	**$0.00**	**$21,405.00**

DIRECT EXPENSES	$
Travel	$0.00
Printing	$100.00
	$0.00
	$0.00
TOTAL DIRECT EXPENSES =	**$100.00**

Subtotal = **$21,405.00**

$100.00

TOTAL ESTIMATED COST = **$21,505.00**

Route 1 South, Falmouth, Maine

6 Project Team

Qualifications of Key Personnel

Stantec offers the diversity of a large firm which is locally rooted to better serve our New England transportation clients with offices throughout New England. Our team offers truly local delivery with global expertise. Our team is prepared to dedicate the staff needed for your project. We have the expertise to execute all aspects of this project and have worked together in that capacity on transportation projects throughout New England, including many roadway projects for Maine towns and the MaineDOT. This ability offers Falmouth one stop shopping for this project and it allows us to respond in a timely manner to any needs that arise during a project.

Project Manager

Mark Debowski, PE will serve as **Project Manager.** Mark is the lead project manager for Stantec's highway on-call contract with MaineDOT. Mark's studies and designs have included roadway improvements in Newcastle, Damariscotta, Bridgton, Fryeburg, Yarmouth, Turner, Greene, Searsport, Waterville, Eliot, and Falmouth. Mark managed a recent preliminary design for the Town of Falmouth, Maine for the reconstruction of 1 1/2 miles of State Route 100/26, including bicycle and pedestrian accommodation, landscaping, lighting, and safety improvements.

As Project Manager, Mark will be the primary point of contact with the Town of Falmouth as well as the individual responsible for leading meetings. Mark has completed over forty masters-level credit hours in public communication and has received commendation from two MaineDOT managers for his presentation skills.

Mark will also be responsible for coordinating the engineering efforts of the project, ensuring that assignments are completed on time and within budget. Mark's management has received the highest evaluation ranking in several categories by MaineDOT, and every deliverable in the last three years has been completed on time and under budget. He specializes in proactive client communication, quality control, and quick turnaround times such as will be needed for a high quality product in a short amount of time for the Town of Falmouth.

Principal-in-Charge

Bill Moore, PE, Senior Principal, will serve as **Principal-in-Charge**. In this role, Bill will be responsible for all contractual and administrative matters and for top-level review of all technical products. Bill's 30 years in transportation engineering has focused on management, planning, and design of transportation projects for state agencies and New England municipalities. He brings hands-on expertise both in traffic analysis and design of all elements of roadway improvements. Representative work includes his role as principal-in-charge for the development and revitalization of the Route 1 and Route 100/26 corridor projects in Falmouth, ME. The projects include design improvements to improve lane use and channelization to accommodate all users, upgraded traffic signals and pedestrian accommodations, undergrounding aerial utilities to improve corridor appearance, new aesthetic street lighting, and a new streetscape to improve livability. Bill is the engineering services manager for all of Stantec's on-call contracts with MaineDOT and oversees the Stantec transportation staff in the Scarborough, Maine and Bedford, New Hampshire offices.

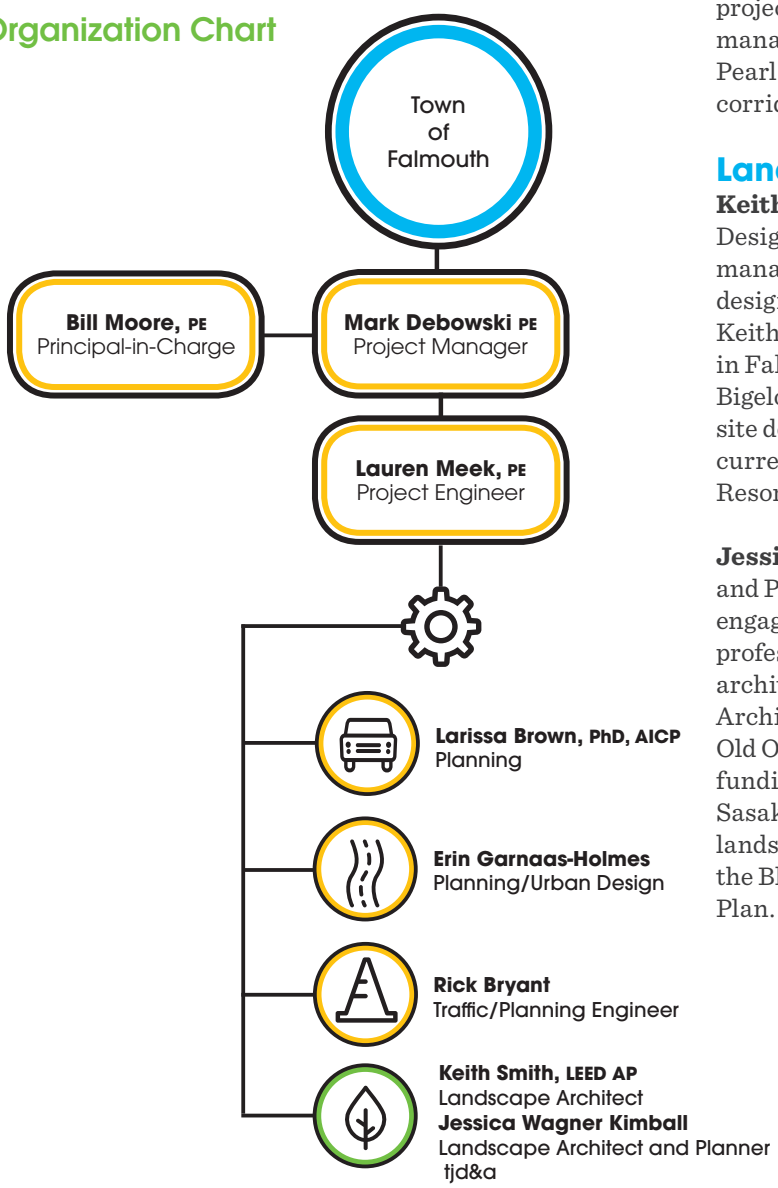
Project Engineer

Lauren Meek, PE will assist Mark withevaluation of access management on Route 1, coordination with the PACTS complete streets study and infrastructure needs. Lauren is Stantec's lead transportation engineer for our on-call contract with the City of Portland and Maine Turnpike Authority as well as a lead designer on our MaineDOT highway on-call team. Lauren has extensive experience planning and designing transportation facilities for towns and cities in Maine. Lauren's experience on these projects, provides her with a specific understanding of complete streets design and context sensitive solutions as they pertain to the Falmouth Route 1 North transportation objectives. She has a firm understanding of the PACTS and NACTO bike/ped design guides, ADA requirements, and AASHTO and MaineDOT highway design standards. She also has experience with utility and Right-of-Way coordination and can help foresee potential issues.

Planning

Larissa Brown, PhD, AICP is a principal of Stantec's Urban Places Group, the planning and urban design practice within Stantec. Larissa is an experienced member of interdisciplinary teams working on complex, multi-stakeholder planning projects and is principal author of numerous award-winning plans. Larissa's work is inherently interdisciplinary, integrating land use and urban design with resilience and sustainability, market analysis and economic development, housing, transportation, and infrastructure. In a planning career of more than 20 years, she has led a variety of comprehensive, visioning, revitalization, neighborhood and corridor, open space, environmental, and housing plans for public, private, and nonprofi t clients across the country. She has integrated resilience elements into plans for cities such as Warwick, Rhode Island, and served as a district leader for tornado-recovery planning in Springfi eld, Massachusetts. She has worked as a municipal and regional planner and was a founding board member of a statewide smart-growth advocacy collaborative.

Organization Chart



Erin Garnaas-Holmes is an urban planner and designer who is passionate about the triple bottom line: helping communities achieve economic growth while also addressing environmental and social concerns. Trained as a landscape architect and an urban planner, Erin has experience designing urban districts, open space networks, complete streetscapes, sustainable infrastructure, and public spaces. He currently works on redevelopment plans that bring sustainable and vibrant development to urbanizing neighborhoods. Before joining Stantec, Erin worked with non-profit, government and academic organizations that expanded communities' access to open space and cultural landscapes.

Lead Traffic/Planning Engineer

Rick Bryant, PE will be the **Lead Traffic/Planning Engineer** for this project. Rick has more than 30 years of experience in New England. He is a transportation planner and traffic operations specialist with extensive experience in the planning, design, and permitting of transportation projects for public sector clients and land development projects for private sector clients. Rick was the project manager on the Industrial Avenue Corridor Study and the Pearl Street Corridor Study in Vermont. Rick also prepared a corridor study for Route 1 in Scarborough, Maine.

Landscape Architecture

Keith Smith, LEED AP will be the lead Landscape Designer/Planner for tdj&a. His experience includes project management, streetscape design, site planning, landscape design, construction documentation, and estimating. Keith's recent experiences include the Route 1 Streetscape in Falmouth, the campus master plan and site design for the Bigelow Laboratory for Ocean Science in East Boothbay, and site design for the Capital Judicial Center in Augusta. He is currently working on a $40M renovation of the Cliff House Resort in Ogunquit.

Jessica Wagner Kimball, tdj&a Landscape Architect and Planner, will assist the team with the community engagement process and planning. She has five years of professional experience in both planning and landscape architecture. Prior to obtaining her degree in Landscape Architecture she spent three years as the town planner for Old Orchard Beach where she wrote and administered grant funding programs and facilitated development review. At Sasaki Associates Jessica was involved in the CenterPoint landscape construction documentation in Waltham MA, and the Bloomfield, Connecticut Parks and Recreation Master Plan.

Bill Moore, PE

PRINCIPAL-IN-CHARGE

REGISTRATIONS

Professional Engineer #13547, State of Maine

Professional Engineer #8750, State of New Hampshire

EDUCATION

Bachelor of Science, Civil Engineering, Washington State University, Pullman, Washington, 1985

MEMBERSHIPS

Board of Directors, NH Chapter, American Council of Engineering Companies

Bill specializes in design of highways, roadways, and other civil engineering assignments. Bill's work has concentrated on the design of highway projects of all sizes and includes extensive experience managing complex, multi-discipline facing environmental constraints and aggressive schedules.

SELECT PROJECT EXPERIENCE

Maine Route 100/26 Infrastructure Improvements, Falmouth, Maine
The goal is to improve safety and mobility for all road users, upgrade critical infrastructure, and recreate a neighborhood feel that existed many decades ago. The project follows an aggressive schedule where the preliminary design of $12million worth of improvements was completed in four months. There is a high level of public involvement including seven Route 100 Committee meetings, two public forums, and 30 personal meetings with abutting property owners to the area include pavement reconstruction, paved shoulder additions, sidewalk, surface and subsurface drainage, street and pedestrian lighting, landscaping, storm water treatment, widening of two signalized intersections, and the design of a Town park.

Route 1 South Infrastructure Plan, Falmouth ME
Principal-in-Charge for the development and revitalization of the Route 1 corridor. Improvements included modified lane use , channelization , upgraded traffic signals to accommodate all users. The project also included undergrounding utilities , aesthetic street lighting and new streetscape to improve the livability of the area.

Route 1 Reconstruction, Belfast, Maine
Principal for this highway safety improvement project to improve the safety of two grade-separated arterial ramps. He and his team developed five alternative designs to develop effective solutions within cost, property, and utility constraints. The preferred alternative creates an additional lane to serve as a weaving area and provides an additional through lane downstream of the weaving area to achieve lane balance. The solution reduces conflict between ramp and through traffic and provides adequate decision making areas.

Lewiston – Auburn Downtown Connector/Turnpike Interchange Study
Project Engineer/Lead Highway Designer for the study of five strategies to provide new interchange access from the Maine Turnpike to downtown Lewiston and Auburn. Study has involved preliminary design and evaluation of impacts for various new interchange configurations as well as options for upgrading an existing interchange to meet project traffic demands and current design standards. Study has involved substantial coordination between the consultant Team and a Steering committee composed of local officials, the regional planning agency and MaineDOT and MTA.

I-295 Connector Road Environmental Assessment, Portland, Maine
Design Engineer for the preliminary design portion of the Planning and Environmental Assessment for a 2-mile connector road between Portland's waterfront and I-295, including the reconfiguration of the Veteran's Circle Interchange. Bill investigated the feasibility of replacing the existing Veteran's Circle rotary interchange with a modern roundabout.

Route 1 & Belvedere Road Overpass Study, Damariscotta, Maine
Project Engineer, evaluate feasibility of developing access changes along Route 1 to improve safety and relieve traffic congestion through Town centers. Assessed elimination of existing access and developed partial interchange alternatives.

Regional Access Improvements, Worcester, Massachusetts
Lead Designer for alternative alignment studies for the preparation of a Draft EIS/EIR for the Greater Worcester Access Improvement project linking I-290 to Worcester Airport and improving access between Southwest section of City and interstate highway system. 17 alternatives were considered during a conceptual screening investigation of which three were selected for a more detailed evaluation. Detailed evaluation focused on advancing the level of design for the purpose of reporting the three alternative's probable construction cost, potential environmental impacts, and impacts to adjacent properties.

Route 101A, Milford-Merrimack, New Hampshire
Project Manager for preliminary design for capacity and traffic calming improvements to a busy stretch of Route 101A. Design also includes upgraded traffic signals, new sidewalks and stormwater management. Project is currently being studied and designed in preparation for an upcoming Public Hearing.

Route 1B Bypass, Damariscotta, Maine
Project Engineer for the Preliminary Design for 3.5-mile roadway reconstruction, including full depth reconstruction through a downtown area, safety improvements, sidewalks, shoulders, lighting, drainage improvements, traffic calming, and channelization, bike route, and culvert extensions.

Route 1B Main Street, Damariscotta and Newcastle, Maine
Project Manager for intersection sidewalk and drainage improvements for the historic section of Main Street in Damariscotta and Newcastle. The project required substantial public outreach, coordination with local and State agencies and advance utility relocation to establish a buildable design. Bill led this project from its inception though construction, which was completed in the fall of 2007.

Route 1B/125 Intersection Study, Newcastle, Maine
Project Engineer, busy intersection being considered as possible site for construction of roundabout; examined traffic operations comparing roundabout to other intersection forms, pedestrian accessibility, public acceptance, impacts to private property.

Broad Street Parkway, Nashua, New Hampshire
Project Manager for design of new two mile long parkway involving two bridges over the Pan Am railroad and a bridge over the Nashua River. The municipally managed project is being completed under full FHWA oversight and involves traffic signalization, high retaining walls, bio retention stormwater treatment, lighting, utility relocations, geotechnical investigations, and environmental permitting.

Exit 20 on I-89, Lebanon, New Hampshire
Project Manager, preliminary design for reconstruction. Duties included developing and investigating alternative alignments with primary concern focused on safety, increased capacity, and constructibility for the highly congested Route 12A and Route 12A/I-89 interchange. Route 12A alternatives address design issues related to numerous major drives to commercial developments, as well as intersections with city streets. For the interchange, compressed diamond and single point diamond interchanges were investigated in an effort to maximize operational efficiency while minimizing adverse construction impacts. Responsible for preparation of base plans and eventual design public hearing plans.

F.E. Everett Turnpike, Nashua, New Hampshire
Project Manager for reconstruction of Exit 1 and a new Exit 2. Design effort encompassed highway, urban streets, access roads, and wetlands mitigation. Bill was on call during construction to provide technical clarification and design support. Previously, contributed to preliminary design phase. Assisted in development of graphical roadway geometry; developed conceptual and final traffic control plans which involved complex construction staging for multiple construction contracts. Most complex area was Exit 1 at Spit Brook Road where three new bridges were to be constructed in same location as two existing bridges. It was necessary to maintain two lanes of traffic in each direction as well as all on- and off-ramps for Spit Brook Road. Also responsible for preparation of Turnpike right-of-way plans. These indicated property to be acquired, easements, and relationship of needed area to area remaining in original parcels of land. Handled site design, including drainage, grading, parking lots, pedestrian access in accordance with ADA, and access roads for two toll plazas on the Turnpike. In addition to design, supervised production of contract drawings and prepared specifications and construction cost estimates.

I-295 Exit 15, Yarmouth, Maine
Project Manager for upgrade of Exit 15 to include a new northbound on ramp and improvements to all three of the existing ramps. Project also includes design of a 300 space park and ride lot and improvements to the Route 1 cross road to include wider shoulders and additional lanes for various turning movements. Also involves interchange and park and ride lot lighting and low impact drainage systems. Project is currently in final design for construction in the spring of 2012.

Mark Debowski, PE

PROJECT MANAGER

REGISTRATIONS

Professional Engineer #10940, State of Maine

Professional Engineer #073762, Commonwealth of Pennsylvania

Professional Engineer #13899, State of New Hampshire

EDUCATION

Bachelor of Science, Civil Engineering, Illinois Institute of Technology, Chicago, Illinois, 2000

Bachelor of Arts, Liberal Arts / Engineering, Wheaton College, Wheaton, Illinois, 2000

M.Div. and Th.M., Gordon-Conwell Theological Seminary, South Hamilton, Massachusetts, 2005

Mark is a licensed professional civil engineer experienced in design and modeling for all aspects of roadway and highway design utilizing the latest software with expertise in Microstation and InRoads. He specializes in conceptual and final design of highways and roadways in Maine.

SELECT PROJECT EXPERIENCE

Maine Route 100/26 Infrastructure Improvements, Falmouth, Maine
As project manager for this important area in the Town of Falmouth, the goal is to improve safety and mobility for all road users, upgrade critical infrastructure, and recreate a neighborhood feel that existed many decades ago. The project follows an aggressive schedule where the preliminary design of $12million worth of improvements was completed in four months. There is a high level of public involvement including seven Route 100 Committee meetings, two public forums, and 30 personal meetings between Mark and abutting property owners. Improvements to the area include pavement reconstruction, paved shoulder additions, sidewalk, surface and subsurface drainage, street and pedestrian lighting, landscaping, storm water treatment, widening of two signalized intersections, and the design of a Town park.

I-95 Exit 124, Waterville and Sidney, Maine
Mark is managing the design of this new interstate interchange, including four proposed ramps, the realignment of a local road, and improvements to a nearby intersection. The design includes concrete box culverts providing fish passage for two streams, high mast lighting, and providing ramp design that coordinates with a second phase of the project that involves realignment and widening of the cross road and bridges at the interchange.

Route 1 Reconstruction, Falmouth, Maine
Mark lent his experience working with MaineDOT to the Route 1 design team to coordinate with the Department about the lane use, signing and pavement markings for the project. Mark was responsible for balancing the multi-modal uses on the corridor and selecting and documenting the appropriate roadway improvement cross section. The project was completed this past spring.

Route 302 Reconstruction, Fryeburg and Bridgton, Maine
Mark is managing the design of ten miles of highway reconstruction to improve safety, drainage, and pedestrian and bicycle access. The design entails horizontal and vertical alignment changes, sidewalk, intersection improvements, storm water management, new paved shoulders, the addition of curb, new guardrail, culvert replacement, access management, driveway reconstruction, stream relocation, and utility relocation. By considering and responding to the concerns of the public through correspondence, meetings, and site visits the project is meeting its highway design goals while also remaining sensitive to its context. The pavement reconstruction utilizes pavement recycling methods that are new to MaineDOT.

Exit 15, I-295 and US-1 Interchange and Park and Ride Facility, Yarmouth, Maine
Project Engineer for final design of highway interchange and new park and ride facility. Utilizing MaineDOT's configurations of InRoads and Microstation, conducted and supervised highway design including highway and ramp designs, bicycle lanes, intersections, grading, storm water management, traffic, plan set development, cost estimate, utility coordination, and construction details.

Mechanic Street Improvements, Lebanon, New Hampshire
As project engineer, Mark provided planning and design services to the City of Lebanon for 1.25 miles of Mechanic Street (US Route 4). The work involved developing three corridor alternatives and eight intersection alternatives that improved capacity, safety, pedestrian access and attractiveness of this gateway into the city center. Input from the public and town officials was actively sought through four walks along Mechanic Street with property owners and interested citizens.

Maine Route 236 Improvements, Eliot, Maine
As project manager, Mark oversaw the design of two concepts for this 2/3 mile corridor including a two-lane roundabout. Design included provision for pedestrians and bicyclists, realigning several roads, and redesigning the parking lot of an abutting elementary school.

US Route 1B Highway Improvements, Newcastle and Damariscotta, Maine (Project Engineer)
Project engineer for preliminary design of 3.5 miles of roadway reconstruction and final design for .5 mile of roadway reconstruction in a historic, urban location in order to improve drainage, parking, and pedestrian safety. Using Microstation and MX Roads, designed alignments, sidewalk, driveways, parking, drainage, fostered utility coordination, and provided design for two intersection studies which evaluated seven options including a roundabout.

US Route 1 and Belvedere Road Intersection Study, Damariscotta, Maine
Design Engineer for safety improvements to a high-accident intersection along US Route 1. Performed preliminary intersection design for two alternates and final design for the selected safety improvement.

Airline Road and Route 134 Intersection, Dennis, Massachusetts
Design Engineer for final design of a modern roundabout to replace the existing T-intersection in a suburban location. Responsibilities include all aspects of conceptual and preliminary design of the roundabout and modifications to the surrounding roadways and driveways as well as drainage design.

Boston GIS Database Creation, Boston, Massachusetts
Responsible for the creation of a comprehensive GIS database for all roadways in the Boston city limits. Responsibilities included checking existing GIS information, researching street locations, and creating road segments in the database with corresponding information.

Illinois State Route 22 Widening*, Deerfield, Illinois
Provided hydraulic design of a large culvert passing under the widening roadway and also completed highway design.

Lauren Meek, PE

PROJECT ENGINEER

REGISTRATIONS
Professional Engineer
#10679, State of Maine

EDUCATION
Bachelor of Science, Civil Engineering, Auburn University, Auburn, Alabama, 1999

MEMBERSHIPS
Member, Women in Transportation (WTS)

Lauren has over 16 years of experience in transportation engineering. She has extensive experience and knowledge of roadway and complete streets design standards working with the Maine Department of Transportation.. Her design experience has also included work for the Cities of Portland, Lewiston, and Waterville and the Town of Scarborough. Projects have included design of roadway and intersection layout, bike and pedestrian facilities, bridge approaches, traffic, rail and planning. Design assignments have included everything from conceptual design through 3D modeling; design of signing, striping, drainage and guardrail; and utility coordination along with plan production. Lauren has managed several projects with elements of highway and bridge design, right-of-way acquisitions, utility design and coordination, tolling, permitting and required coordination between multiple agencies.

SELECT PROJECT EXPERIENCE

City of Portland, Franklin Street Corridor Feasibility Study*, Portland, Maine
Lead Highway Engineer for a study on a 0.75 mile section of Franklin Street, a minor urban arterial with multiple lanes. Highway engineering tasks include understanding the existing conditions for all users; developing three conceptual layouts and one recommended layout with considerations for motorists, pedestrians and bicyclists and the associated construction cost estimates; and developing an implementation plan for the recommended layout. Layouts considered a Complete Streets and Context Sensitive Solutions approach with realignment of the corridor to provide opportunity for development and green space, single and multi-lane roundabouts at Marginal Way and Commercial Street, reconfiguration of Exit 6 ramps, reconfigured intersections, new side street reconnections, and on-street parking. Bike facility accommodations included protected intersections for bicyclists, buffered bike lanes, side paths, bike boxes and bike lanes. Pedestrian accommodations included ADA compliance, new and enhanced connections, and mid-block crossings with RRB's. Other design elements include, drainage, utilities, and roadway safety. Project had multiple stakeholders: Public Advisory Committee (PAC), MaineDOT, City of Portland, and PACTS.

MaineDOT, Forest Avenue*, Portland, Maine
Lead Project Engineer for the redesign and updating of a previously submitted Preliminary Design Report (PDR) and continuing on with the design to produce final Plans, Specification and Estimate (PS&E). Tasks include realignment of Interstate 295 ramps for Forest Avenue to enhance safety of motorists and pedestrians; layout of ADA compliant sidewalk and a side-path multi-use trail along Forest Avenue; restriping of Forest Avenue to accommodate bicycle lanes; intersection layout; design of guardrail and drainage components; and 3-d modeling of the project in InRoads.

City of Bangor, Main Street Study*, Bangor, Maine
Lead Designer for developing conceptual layout of the Main Street Corridor to integrate abutting neighborhood and the Bangor Waterfront Development. Working with landscape architects and planners, proposed a "roadway diet" for a five lane corridor to achieve a boulevard feel while maintaining existing roadway width and curbing. Lane widths were reduced and the continuous center two-way left turn was converted into a landscaped median island with left turn lanes. Layout included developing a parallel multi-use bike path and improving pedestrian crossings. Conceptual cost estimate was developed.

City of Portland, Congress Street Bus Improvements*, Portland, Maine
Project manager for developing contract plans, bid book and construction cost estimate to address City bus and pedestrian needs for the Congress Street Bus corridor at 13 locations.

** denotes projects completed with other firms*

Tasks include designing ADA compliant brick sidewalk ramps and crosswalks, reconfiguring curb lines to accommodate in-line and bump-out bus stops, locating bus shelters and boarding areas, modifying parking stalls and meters, and identifying associated signing needs with bus stops and parking. Project required close coordination with the client to reduce or defer costs to meet available funding by identifying portions of project to bid as Bid Alternates.

City of Portland, Cumberland Avenue Sidewalk Improvements*, Portland, Maine
Project manager and engineer for the design of pedestrian improvements along Cumberland Ave from Preble Street to Forest Ave. Tasks included design of ADA compliant sidewalk and ramps with landscaped esplanades, curb extensions, pedestrian scaled lighting, crosswalks and drainage improvements; development of constructions plans, contract specifications and construction cost estimates; and utility coordination. Project required close coordination with the client to reduce or defer costs to meet available funding by identifying portions of project to bid as Bid Alternates.

City of Portland, Cumberland Avenue & Elm Street Intersection*, Portland, Maine
Project engineer for developing plans, specifications and estimate for a signal replacement at an urban intersection Work included design of ADA compliant sidewalk ramps and crosswalks, signal equipment layout and the development of signal plans, quantities, cost estimate and technical specifications.

City of Waterville, Main St/ Bridge St Intersection Improvements*, Waterville, Maine
Lead Highway Engineer for developing plans for conceptual layouts for the Main St / Bridge St intersection with five approaches adjacent to the Kennebec River Bridge. Conceptual layouts included three scenarios: 1) multi-lane roundabout, 2) signalized intersection with right turn channelization islands to minimize length of pedestrian crossings and increase pedestrian safety, and 3) signalized intersection with the number of pedestrian crossing minimized to reduce the pedestrian crossing time. Work included coordination with traffic engineer to determine approach configurations and lane lengths. Intersection layouts had to consider bike lane facilities, heavy left turn movements and truck movements. Design also considered possible transformation of bidirectional streets to one-way.

MaineDOT, Route 1 Improvements, Frenchville/Fort Kent, Maine
Highway Engineer for developing HVAC submittal for more than four miles of Route 1. Performed review of existing deficiencies of the horizontal and vertical alignments and cross slopes to help determine locations of various pavement treatments: 1.) full depth reconstruction, 2) reclaim, or 3) mill and overlay. Developed necessary calculations for HVAC submittal such as superelevation, horizontal and vertical sight distance, and intersection sight distance. Developed typical sections and InRoads model for the corridor.

MaineDOT, Cumberland Avenue & Preble Street Intersection*, Portland, Maine
Project engineer for developing plans, specifications and estimate for a signal replacement at an urban intersection Work included design of ADA compliant sidewalk ramps and crosswalks, signal equipment layout and the development of signal plans, quantities, cost estimate and technical specifications.

Town of Kittery, Memorial Circle*, Kittery, Maine
Lead Highway Engineer for the realignment of the approaches to Memorial Circle with the introduction of splitter islands and pedestrian and bicycle facilities. The project scope includes the development of the layout from a conceptual level to the final design. Responsibilities will include roadway and intersection layout, vertical and horizontal alignment design, guardrail and drainage design, striping and signing layout and utility coordination.

MaineDOT, Route 1 Improvements*, Waldoboro, Maine
Project engineer for the intersection improvements to the Route 1 intersection with Jefferson and Depot Streets. Tasks included intersection layout with pedestrian considerations, drainage, signing, and striping design, and development of plans, specifications and cost estimate.

MaineDOT, Route 1 Improvements*, Orland, Maine
Highway engineer for the intersection improvements to the Route 1 intersection with School House and Upper Falls Roads. Tasks included reconfiguring the intersection layout, eliminating a truck climbing lane on one approach, drainage, signing, and striping design, and development of plans, specifications and cost estimate.

Town of Scarborough, Eastern Trail Scarborough to South Portland Connector*, Scarborough, Maine
Design engineer for 1.6 miles of a bike/pedestrian trail for an LPA project. Responsibilities included utility coordination that involved extensive coordination with PanAm Rail and Central Maine Power, development of multiple horizontal and vertical trail alignment options, geometric design of one grade separated rail crossing and three at-grade roadway crossings.

MaineDOT, Mountain Division Rail Trail Preliminary Design*, Westbrook & Windham, Maine
Lead Designer for developing challenging horizontal and vertical alignments to minimize impacts and costs, designing surface drainage, generating the Inroads model, and creating the plans and cost estimate for a 5.0 mile section of a bicycle and pedestrian trail adjacent to a rail. Reduced conceptual construction costs of $6.0 to $4.1 million.

Larissa Brown, PhD, AICP

PLANNING

REGISTRATIONS

Certified Planner #015721, American Institute of Certified Planners

EDUCATION

Bachelor of Arts, Magna Cum Laude, History, Princeton University, Princeton, New Jersey

Doctor of Philosophy, Urban, Environmental and Latin American History, University of Virginia, Charlottesville, Virginia

Master of Arts, Environmental Landscape Planning and Design, Conway School of Landscape Design, Conway, Massachusetts

MEMBERSHIPS

American Planning Association

A principal at Stantec's Urban Places Group, the planning and urban design practice within Stantec, Larissa is an experienced leader of large interdisciplinary teams working on Complex, multi-stakeholder planning projects and is principal author of numerous award-winning plans. Larissa's work is inherently interdisciplinary, integrating land use and urban design with resilience and sustainability, market analysis and economic development, housing, transportation, and infrastructure. In a planning career of more than 20 years, she has led a variety of comprehensive, visioning, revitalization, neighborhood and corridor, open space, environmental, and housing plans for public, private, and nonprofit clients across the country. She has integrated resilience elements into plans for cities such as post-Katrina New Orleans; Warwick, Rhode Island; Shreveport, Louisiana; and Corpus Christi, Texas, and served as a district leader for tornado-recovery planning in Springfield, Massachusetts. She served as a Subject Matter Expert and Facilitator at 2014-2015 Rockefeller Foundation sponsored Resilience Academies for jurisdictions eligible for HUD's National Disaster Resilience Competition. Larissa's projects have won state, regional, and national awards from professional groups such as the American Planning Association, the American Institute of Architects, and the Congress for the New Urbanism. Larissa has worked as a municipal and regional planner, has served as a member and chairperson of a municipal planning board, and was a founding board member of a statewide smart-growth advocacy collaborative.

SELECT PROJECT EXPERIENCE

Upper Harbor Vision Plan*, New Bedford, Massachusetts

Project manager for a community-based vision plan for the Upper Harbor/Acushnet River area of New Bedford. Based on a community charrette, the plan includes strategies to strengthen Acushnet Avenue as a multicultural commercial corridor, connect the avenue to the river, create rowing or other water-oriented activities, attract new investment to historic mills along the river, and create an Acushnet Riverwalk for public river access. Implementation includes new uses for mill buildings and design of the Riverwalk.

Hicks-Logan-Sawyer Smart Growth Waterfront District: Vision Plan and Regulatory Strategy*, Bedford, Massachusetts

Project director/manager for a vision plan and zoning strategy for a district of underutilized industrial properties, including historic mills and brownfields, on the waterfront and adjacent to a future commuter rail station in a historic but struggling city. The plan and zoning focus on creation of a smart growth planning framework allowing a mix of residential, commercial, industrial, and recreational uses and improvement of the public realm.

Rebuild Springfield Plan*, Springfield, Massachusetts

Project manager of a tornado rebuilding and revitalization plan for Springfield's downtown and an adjacent, low-income neighborhood (the South End) that were damaged by the 2011 tornado that hit Springfield. This is one of three district plans and a citywide plan prepared as a fast-track project for Rebuild Springfield, a partnership of DevelopSpringfield and the Springfield Redevelopment Authority. The plan's focus is on using the rebuilding process to leverage greater revitalization and ensure that rebuilding will enhance downtown and the South End while advancing city and neighborhood goals for these areas and the city as a whole. The process included community participation; development of an overall planning framework; recommendations for urban design, public realm, connections to the riverfront, and zoning, as well as recommendations for specific sites.

** denotes projects completed with other firms*

The Vision for Wellesley Hills Square*, Wellesley, Massachusetts
Plan to enhance the commercial district at one of Wellesley's three commuter rail stations including merchant and public participation, and recommendations for an action plan including transportation, circulation, and parking; design; zoning amendments; business mix; and organization and programming. Implementation of the plan has been completed.

Downtown Framingham Economic Development Plan*, Framingham, Massachusetts
Director/manager for a revitalization plan for downtown Framingham including a visioning process and recommendations on land use, organization and management, economic development, physical improvements, and identity and image. The plan recommended multifamily housing (not allowed at the time of the plan), mixed-use developments, streetscape and façade improvements, transportation and parking improvements, and design guidelines. At the time of the plan, the downtown had been revived by Brazilian immigrant businesses and the Portuguese-language skills and Brazilian experience of the consultant team director aided in developing the plan. Implementation of the plan is ongoing, including mixed use development, redevelopment of key sites, a Main Streets program, and a cultural economic development program.

Jewelry District Concept Plan*, Providence, Rhode Island
Member of a planning team as a subconsultant with responsibility for technical reports on the regulatory framework, transportation and parking, and market analysis, and contribution to the overall land use and urban design concept plan. This plan served as the basis for subsequent planning to connect the Jewelry District to downtown when I-195 was relocated.

South Coast Rail Economic Development and Land Use Corridor Plan*
Project manager for a regional smart growth plan, covering 31 cities and towns and nearly 900 square miles, linked to planning for a new commuter rail line connecting New Bedford and Fall River with Boston. Individual communities identified preservation areas and development areas, which were then integrated into a regional-level framework. The plan includes identification of opportunities for TOD and job creation; compact growth and open space protection throughout the region; and local and state policy opportunities. The State of Massachusetts is using this plan as a model for state-funded regional infrastructure projects.

Roswell Town Square/Atlanta Street Corridor Study*, Roswell, Georgia
Project director/manager for a smart growth corridor improvement plan for a historic community outside of Atlanta. Challenges included balancing walkability with significant vehicular traffic, neighborhood revitalization, and improving connectivity within the community's historic heart. Part of the Livable Communities Initiative of the Atlanta Regional Commission.

Tri-Town Review of the Devens Reuse Plan*
Director/manager of a project to prepare a 5-year review of the reuse plan for the former Fort Devens military base with recommendations to the three towns where Devens is located and who made an agreement with MassDevelopment on the reuse plan for the base. The plan included residential, industrial, commercial, recreational, and open space uses of the over 9,000-acre property. The review report included analysis and recommendations on residential development, potential school impacts, voting residence issues, environmental remediation, traffic, water supply, and disposition planning.

Wellesley Comprehensive Plan*, Wellesley, Massachusetts
Project director/manager for a comprehensive plan process focused on accommodating new housing that is more diverse in type and affordability in commercial areas while preserving character in traditional neighborhoods. Implementation of the plan included new housing based on concept plans in the comprehensive plan.

Plymouth Strategic Action Plan*, Plymouth, Massachusetts
Project manager for a smarter growth policy framework and strategic action plan, based on the comprehensive plan. The plan focuses on managing growth in sensitive areas while promoting economic development and compact residential growth in the fastest growing municipality in the state. The concise document was designed to communicate effectively with residents who would have to vote on regulations and investments based on the framework that reflected the comprehensive plan.

Sustainable Rhode Island/RhodeMapRI, State of Rhode Island
Member of a planning team as a subconsultant with responsibility for creating criteria and incentives for state-designated compact, walkable growth centers. The work included development of three concept plans for urban, main street style, and suburban potential growth centers, and writing a growth centers report. The federally-funded project is designed to help the Rhode Island State Division of Planning update the state's planning framework with a new economic development program, a new housing plan, and a growth-centers plan to help communities determine where and how future development should occur within their borders.

Erin Garnaas-Holmes

PLANNING/URBAN DESIGN

EDUCATION

Bachelor of Arts, Macalester College, St. Paul, Minnesota, 2009

Master of Urban and Regional Planning, University of Minnesota Humphrey School of Public Affairs, Minneapolis, Minnesota, 2014

Master of Landscape Architecture, University of Minnesota College of Design, Minneapolis, Minnesota, 2014

Erin is an urban planner and designer who is passionate about the triple bottom line: helping communities achieve economic growth while also addressing environmental and social concerns. Trained as a landscape architect and an urban planner, Erin has experience designing urban districts, open space networks, complete streetscapes, sustainable infrastructure, and public spaces. He currently works on redevelopment plans that bring sustainable and vibrant development to urbanizing neighborhoods. Before joining Stantec, Erin worked with non-profit, government and academic organizations that expanded communities' access to open space and cultural landscapes.

SELECT PROJECT EXPERIENCE

One Charlestown Redevelopment, Charlestown, Boston, Massachusetts (Planner)
Currently the largest real estate development project in New England, the redevelopment of 1,110 units of public housing into a 3,200 unit mixed-income, mixed-use neighborhood that re-knits former superblocks into historic Charlestown. Prepared urban design concepts and planning documents, coordinated public engagement.

Delhi Strategic Redevelopment Plan, Delhi, Ohio (Planner/Urban Designer)
Redevelopment plan for a growing first-ring suburban corridor. Led analysis, public engagement, urban design, graphic production and implementation recommendations.

6th Avenue SE Natureway and Riverfront Park Extension*, Minneapolis, Minnesota (Landscape Designer)
Designed planting plan and public engagement strategy for median plantings in the Marcy Holmes neighborhood of Minneapolis.

Boston Public Realm Planning Study, Boston, Massachusetts (Planner)
Part of Boston Transportation Department's Go Boston 2030 planning effort, a research and design project advocating for more social, cultural, comfortable and interactive public spaces in Boston.

North Marina Area Master Plan, Clearwater, Florida (Planner)
Redevelopment plan for a coastal community near Tampa, Florida. Responsible for urban design, street section design and master plan compilation.

Downtown Brockton Strategic Action Plan, Brockton, Massachusetts (Planner)
Redevelopment plan for a historic downtown near a transit hub. Responsible for phased design scenarios, community engagement, existing conditions analysis, mapping, implementation recommendations, graphic material and public presentations.

Friendship Court Redevelopment, Charlottesville, Virginia (Planner)
Redevelopment of an affordable housing complex into a mixed-income, mixed-use district that connects to nearby downtown Charlottesville. Responsible for urban design guidelines, conceptual drawings and master plan compilation.

** denotes projects completed with other firms*

Rick Bryant, PE

TRAFFIC/PLANNING ENGINEER

REGISTRATIONS

Registered Engineer #36532, Commonwealth of Massachusetts

Registered Engineer #9004, State of Vermont

EDUCATION

Bachelors of Science - Civil Engineering, Massachusetts Institute of Technology, Cambridge, Massachusetts, 1979

Bachelors of Science - Management, Massachusetts Institute of Technology, Cambridge, Massachusetts, 1979

Masters of Science - Civil Engineering, University of California at Berkeley, Berkeley, California, 1980

MEMBERSHIPS

Instructor for PE Refresher Course, Boston Society of Civil Engineers Section

Member, Institute of Transportation Engineers

Rick is a Senior Project Manager with more than 30 years of consulting experience in New England. He is a transportation planner and traffic operations specialist with extensive experience in the planning, design and permitting of transportation projects for public sector clients and land development projects for private sector clients. Rick has developed a broad knowledge of applicable state and local regulations needed for project permitting and has established strong working relationships with state highway and environmental permitting agencies. He is also an experienced public speaker who can effectively present transportation plans and projects in public hearings and other forums.

SELECT PROJECT EXPERIENCE

Route 1 Corridor Study, Scarborough, Maine Department of Transportation*, Scarborough, Maine

On behalf of PACTS, prepared a corridor study for Route 1 passing through the coastal community of Scarborough. The study identified needed short-term and long-range intersection improvements based on projected future land use and traffic conditions. Alternative roadway cross sections were also evaluated with respect to traffic carrying capacity, land access, and safety conditions. The safety analysis made use of local and statewide accident data compiled by the MaineDOT. Developed guidelines for the design and review of curb cuts. The guidelines included recommendations about the number, width, and location of curb cuts to serve proposed new developments based on the nature of the development, its anticipated traffic generation, and its proximity to major intersections.

Industrial Avenue Corridor Study, Williston, Vermont

For the Chittenden County Regional Planning Commission managed a corridor study for a redeveloping industrial district in Williston. Considered the multi-modal transportation impacts of an ongoing transition from low-traffic generating industrial uses to high-traffic generating office and service uses. Developed localized trip generation rates that were applied to assumed future land use changes. Recommended the expansion of pedestrian and bicycle facilities and certain intersection modifications to add capacity.

Pearl Street Corridor Study, Burlington, Vermont

Conducting a roadway operations and design study for an urban street in downtown Burlington, Vermont. Modifications to existing lane use and parking conditions are being evaluated with the goal of adding bike lanes to the roadway. Impacts to traffic operations are being considered. Alternatives will be vetted in a public forum.

Colchester Avenue Corridor Study*, Burlington, Vermont

Led a class of University of Vermont students in the preparation of a corridor study for Colchester Avenue in Burlington. The study examined all travel modes and evaluated three alternative configurations for Colchester Avenue including a "complete street" scenario. The complete street plan calmed traffic and provided enhanced accommodations for bicyclists, pedestrians and transit operations. Study findings were presented to community leaders and City officials.

Route 105 Corridor Plan Update*, Northeast Kingdom, Vermont

Completed data collection and analyses to update the Route 105 Corridor Plan. The corridor extends from Derby, Vermont to the New Hampshire border. Traffic volume and crash history data were examined to note current trends and/or changes in traffic and safety conditions. Data were assembled in a spreadsheet format to facilitate future updates and graphic data presentation.

* *denotes projects completed with other firms*

KEITH B. SMITH, LEED AP
Associate, Landscape Architect

Keith is an experienced project manager and is involved with all aspects of projects. His project experience includes work in streetscape, trails, sustainable design, parks planning, commercial development, residential design, permitting, subdivisions, feasibility studies, and downtown redevelopment.

Maine Licensed Landscape Architect #2594

EDUCATION

Utah State University,
Bachelor of Landscape Architecture

SPECIAL TRAINING

ADA and Beyond: Introducing Universal Design, AlphaOne, South Portland, ME

Low Impact Development Stormwater BMP's and Chapter 500 Stormwater Management Rules, Maine DEP

Current Issues in Stormwater Regulation
Lorman Educational Services

Maine Department of Transportation, Local Project Administration Certification.

Urban Design Workshop:
Congress for New Urbanism, New England Chapter

PROFESSIONAL EMPLOYMENT

1998 to present	Terrence J DeWan & Associates Landscape Architects & Planners Yarmouth, ME
1996-1998	MGB+A, The Grassli Group Landscape Architects Salt Lake City, Utah
1993-1996	Landscape Designer Fairfax Station, VA

SELECTED PROJECT EXPERIENCE

Falmouth Route 1 Streetscape, Falmouth, ME.
Landscape, center median and amenities planning and design as part of the Route One Infrastructure Project's documentation an construction phase. Construction was completed in 2015.

Falmouth Route 100 Preliminary Design, Falmouth, ME.
Street tree layout, river access trail planning, and typical road section photo simulations were prepared as part of the preliminary design for the Route 100 corridor beginning at the Portland line.

Bayside and North Boyd Street Trail Improvements, Portland, ME.
Landscape, trail connection and amenities planning as part of a Maine DOT Local Project Administration Project for the City of Portland's Bike and Pedestrian Improvements. Construction was completed in 2016.

Haigis Parkway, Scarborough, ME.
Streetscape design for the intersection at Haigis Parkway and Route One. Design included stone columns, traffic Island plantings, and street trees.

The Cliff House Resort & Spa, Cape Neddick, ME.
A complete redesign for new Ownership, Rockbridge Capital. Design work included: pools, gardens, plazas, trails, fire pits and a cliff walk. TJDA provided design, permitting, construction documentation, and construction administration. Renovation began December of 2015.

Merrill Memorial Library, Yarmouth, ME.
Site design, landscape design, and construction documentation for a library renovation and entrance addition. An accessible granite entry plaza included reuse of exiting site granite. Site work and entrance addition completed in 2014.

Capital Judicial Center, Augusta, ME.
Site design, permitting, plaza design, planting design, construction documentation, construction administration and LEED™ documentation for a new court house facility attached via connector to the existing court house. Completed in 2014.

Bigelow Laboratory for Ocean Science, East Boothbay, ME.
Campus Master Plan, site design, permitting, construction documentation, and construction administration for a new 62.8 acre waterfront campus which included the first three LEED™ Platinum laboratory buildings and waterfront development.

Coastal Maine Botanical Garden, Boothbay, ME.
Design development, construction documentation, and construction administration for a world class botanical garden master planned by EDAW, Inc.

State House Common, Augusta, ME.
A pedestrian connection between the State House and the State Archive Building includes a pedestrian plaza with stone walls, a water feature and perennial gardens.

Snowberry Ocean View Park at Pine Point Beach, Scarborough, ME.
A heavily used and well landscaped public space that provides access to Pine Point Beach. The plan features a stamped concrete boardwalk, trellis bench, interpretive panels, bike parking, drinking fountain, and foot wash.

College of Education, Health and Rehabilitation, University of Maine at Farmington, ME.
Site planning, landscape design and construction documentation for a LEED™ SILVER Certified Building. Plan included gathering plazas, native plantings, open space preservation, and green technologies.

Franklin Health Medical Arts Center, Farmington, ME.
TJD&A assisted with the site planning and provided the landscape design and construction drawings for this new facility.

Long Creek Watershed Corridor Enhancements, Westbrook, ME.
A Project to naturalize a section of Blanchette Brook along Thomas Drive. An extensive native planting scheme developed to improve the health of the stream with vegetative buffers, shading, and in-stream habitat.

Downtown Improvement Plan, Harrison, ME.
A plan to incorporate pedestrian improvements, traffic calming and streetscape beautification with MDOT planned improvements.

Village Green, Trail, and Overlook, Thomaston, ME.
Design of a village green, walking path and two plazas overlooking the St. George River as a first step toward the development of the former state prison site. Design included plantings, recycled granite seating and a large focal flagpole.

Holy Cross Cemetery Columbarium Garden, Yarmouth, ME.
Design, construction documentation, and construction administration for a phased columbarium garden. Design included marked ground plots, future columbarium wall locations, and a peaceful white blooming planting scheme.

Housatonic Riverfront Restoration and Trail Plan, Pittsfield, MA.
An ecological restoration and public access master plan for a series of contaminated industrial sites along the Housatonic River.

AWARDS AND DISTINCTIONS

Maine AIA
2015 Citation Award – AIA Maine COTE Awards.
Capital Judicial Center, Augusta, ME.

Maine AIA
2014 Merit Award
Bigelow Laboratory for Ocean Sciences
East Boothbay, Maine

Boston Society of Architects
2013 Honor Award for Design Excellence and
2013 Sustainable Design Award
Bigelow Laboratory for Ocean Sciences
East Boothbay, Maine

Friends of Midcoast Maine Smartgrowth Award
Coastal Maine Botanical Gardens
2008 Annual Award for innovative reuse of a site, creative site planning, buffered parking pods, and sensitive siting of infrastructure that enhances the landscape.

Boston Society of Landscape Architects
2006 Merit Award for Landscape Analysis and Planning – Park Planning
Central Gardens Master Plan, Coastal Maine Botanical Gardens

Colorado Chapter
American Society of Landscape Architects.
2006 Presidents Award of Excellence
For Planning and Urban Design
Central Gardens Master Plan, Coastal Maine Botanical Gardens

JESSICA WAGNER KIMBALL
Planner / Landscape Designer

Jessica has experience in both community planning, landscape architectural design, and visual impact assessments. Her experience includes visualization studies, master planning, design guideline development, recreational trail planning, and construction detailing.

Jessica is proficient with AutoCAD, Adobe Creative Suite, Google Earth Pro, SketchUp, Rhino, WindPro, Arc GIS, and all Microsoft applications.

EDUCATION

2007 Bachelor of Community Design
Dalhousie University

2013 Master of Landscape Architecture
University of Toronto

PROFESSIONAL EMPLOYMENT

2014-Present TJD&A
Yarmouth, ME
Landscape Designer & Planner

2013-2014 Sasaki Associates, Inc.
Watertown, MA
Landscape Designer

2007-2010 Town of Old Orchard Beach
Old Orchard Beach, ME
Assistant Town Planner

2007-2010 Member of Eastern Trail Management District
2009-2010 Vice-President

Spring 2007 Ekistics Planning and Design
Dartmouth, Nova Scotia
Planning Intern

SELECTED PROJECT EXPERIENCE

Argonaut Talc Mine, Ludlow, VT
Visual Impact Assessment of quarry development. Developed 3-D build out scenarios in Sketchup and graphically represented in photosimulations. (TJD&A)

Northern Pass Transmission Project, NH
Visual Impact Assessment for a 192-mile transmission line from Pittsburg NH to Deerfield NH. (TJD&A)

UT Austin Landscape Master Plan, Austin, TX
Landscape Master Plan and Design Guidelines for the University at Austin Campus. (Sasaki Associates

CenterPoint Landscape Plan, Waltham, MA
Landscape design and construction documentation for former mill buildings and suburban office park. (Sasaki Associates)

Parks and Recreation Master Plan, Bloomfield, CT. Inventory, analysis and recommendations for municipal park system. (Sasaki Associates)

55 Fore Street, Portland, ME
Master plan for proposed mixed-use waterfront community. (Sasaki Associates)

AWARDS AND EXHIBITIONS

2013 *Waterfront Visions 2050*
Masters thesis on sea level rise adaptation exhibit at Portland Society for Architecture Symposium, Portland, ME

2013 American Society of Landscape Architects Merit Award

2012 Site models published in work: Amoroso, Nadia ed. *Representing Landscapes: A Visual Collection of Landscape Architectural Drawings*. New York: Routledge, 2012

2007 Canadian Institute of Planners Award for Academic Excellence

7 Project Experience and References

Our Experience and Capabilities

Our team has been providing services on similar projects across New England. Below and on the following pages we've highlighted our capabilities and shared our relevant experience.

Traffic and Transportation Engineering

Many of our design projects originate from recommended improvements in master plans that we prepare for our Clients. The plans range from repairs, replacement and rehabilitation to expanding and upgrading facilities to accommodate increased capacity, to recommendations for installing new and advanced facilities. Incorporated into many of these assignments were environmental assessments; local, state, and federal permitting; evaluation of needs; investigation and review of alternatives; and evaluation of facilities to handle future uses.

Bicycle and Pedestrian Services

Every trip starts and ends on foot, and often a variety of travel choices are a part of our day-to-day routines. By creating active transportation plans and designing communities that make traveling on foot or by bicycle comfortable and safe, we can help to reinforce the sense of community within a city or suburb. We offer the expertise to assist communities in developing master plans, design guidelines, conceptual designs, detailed design and implementation services, and funding strategies to improve their walking and cycling environments in a variety of climates. To help promote walking and cycling within a community, the active transportation facilities must be safe, efficient, and accessible.

Multi-modal Transportation Planning

Stantec specializes in low-impact, sustainable, multi-modal solutions that are context-driven, strategic, and comprehensive. In particular, our professionals across North America work with clients to improve the vitality of communities by integrating transit, bicycle, and pedestrian modes in designs that not only promote a healthy lifestyle and improve overall mobility, but are also aesthetically pleasing. Mobility-oriented transportation services provide optimal whole-system solutions while reducing impacts to our natural environment. Services include development of master plans, feasibility and strategy studies, neighborhood structure plans, corridor studies, circulation and parking studies, design guidelines, funding strategies, and multi-modal assessments. Our multidisciplinary approach includes public consultation, visualization, landscape architecture, lighting, signage, traffic operations, ITS, and environmental engineering.

Want to learn more about our capabilities and how we're helping communities across North America?

Check out the links below to learn more.

Profile: Transportation Planning
http://www.stantec.com/content/stantec/en/our-work/services/transportation-planning.html

Blog: Transportation-related Blogs
http://www.stantec.com/blog/blogs-transportation.html

Blog: The Essential Elements of Community
http://www.stantec.com/blog/2013/10/the-essential-elements-of-community.html#.V-vBm_krJD8

Projects: Transportation Planning
http://www.stantec.com/our-work/services/transportation-planning/transportation-planning-projects.html

60+ Corridor studies completed.

We look for solutions that consider alternative transportation modes, and other concerns such as impacts of alternative land use patterns and environmental impacts.

Route 1 South Infrastructure Plan, Town of Falmouth, Maine

Stantec was selected by the Town of Falmouth, Maine to assist in the development and revitalization of the Route 1 corridor, an inviting destination for both residents and visitors alike. Working with the Town's staff, project steering committee, abutting business owners and utility companies, Stantec was able to design improvements that balance the needs of all users. Stantec's design included the following:

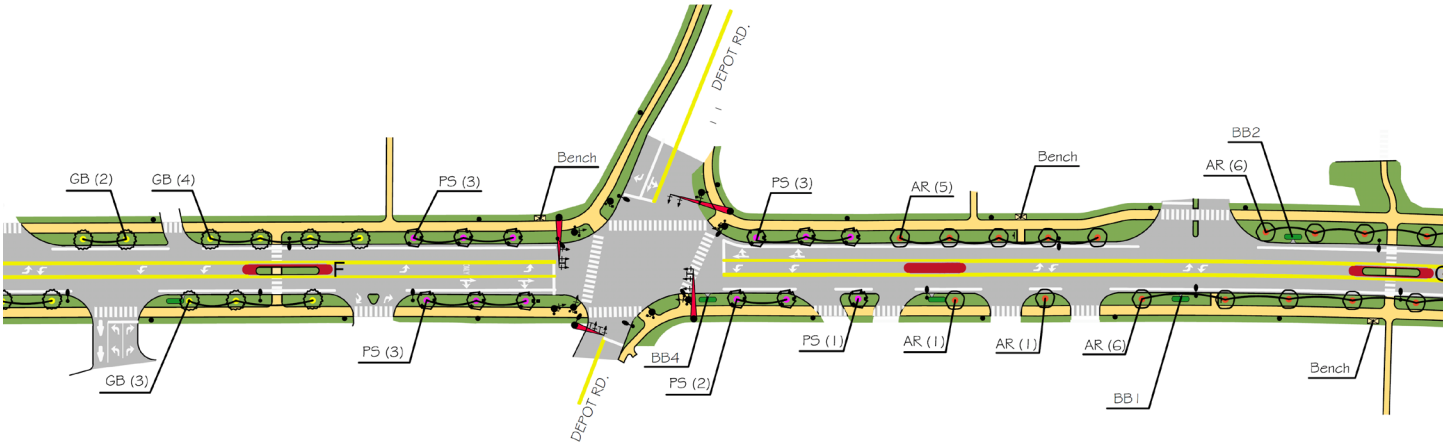
- Improved lane use and channelization to accommodate all users and improve safety
- Upgraded traffic signals and pedestrian accommodations
- Undergrounding aerial utilities to improve corridor appearance
- New aesthetic street lighting
- New streetscape to improve livability

Utilizing a systematic approach, the Stantec Team determined the needs for the corridor and was able to deliver quality construction contract documents that accommodated the strict budgetary and timing constraints of the project. The project construction is nearly complete.

Streetscape improvements for Falmouth's Route 1 business district included new street trees, sidewalk and street lighting, pedestrian amenities, planted center medians, crosswalk enhancements, stormwater infiltration gardens, and new gateways. The Stantec Team developed the planting plan, provided graphics and photosimulations of the proposed improvements, and worked with town staff, the committee, and stakeholders to ensure understanding and acceptance of the plan.

Project Team Members:

Bill Moore, Principal-in-Charge
Mark Debowski, Lane-use and Alignment Design



Route 1 South Infrastructure Plan Drawing, Falmouth, Maine

Route 100/26 Infrastructure Improvements Plan, Town of Falmouth, Maine

Route 100/26 is currently a roadway with no paved shoulders, high traffic volumes, hazardous intersections, and little aesthetic appeal. The road is badly in need of repair, but more importantly, measures are needed to accommodate the changing nature of the area as nearby commercial development expands. The Town of Falmouth asked Stantec to develop a preliminary design for 1 1/2 miles of Route 100/26 and almost a mile of associated side roads.

Stantec's team worked closely with the Town staff, a Town ad-hoc Route 100 committee (7 meetings), the Maine Department of Transportation, and the public in two public meetings in order to develop and define the vision for the area. In addition, Mark Debowski had over 30 meetings with individual property owners to explain the project to them, helping them to understand the potential impacts to their property, listening to their concerns, and answering their questions. The design was truly shaped by the high level of public involvement, and we can confidently say that the design is a better product as a result.

The resulting design includes a system-wide development of traffic calming, pedestrian crossing safety at crosswalks and midblock crossings, access management, the addition of sidewalk and bicycle lanes, full reconstruction of the roadway and drainage system, relocation of utilities, pedestrian-scale lighting, roadway lighting, and a landscaping plan including street trees and signs, a river access trail and park on Town-owned land. A detailed cost estimate was prepared for the Town and was used by key stakeholders in selecting which design elements to include or exclude from the final plan. When the design is constructed, mobility, safety, aesthetics, and readiness for future development in the area will be greatly improved.

Project Team Members:

Bill Moore, Principal-in-Charge
Mark Debowski, Project Manager
Steve Bablis, Designer and Safety

US Route 302 Reconstruction, MaineDOT, Bridgton and Fryeburg, Maine

Stantec is currently providing design services for more than 10 miles of US Route 302 reconstruction under an on-call highway design contract for MaineDOT. The heavily-used roadway (11,370 AADT with 15% heavy trucks) exhibits severe pavement deterioration, surface and subsurface drainage deficiencies, lack of paved shoulders and poor sight distance at intersections.

The goal of the project is to improve safety, functionality, and durability of the roadway within a restricted budget and with sensitivity to adjacent property owners and cultural, natural, and historic resources. After alignment alternatives were considered, design for pavement reconstruction, roadway widening, roadside safety improvements, and stormwater drainage improvements were completed for US 302, including improvements for 25 intersections, hundreds of driveways and entrances, sidewalks, and on-street parking.

The design process included public coordination through public hearings and communicating with individual property owners regarding their concerns. Design sensitivity was exhibited at two cemeteries and a historic district in order to preserve the historic character of the areas while improving the adjacent roadway. Environmental issues encountered in the design included limiting pollution to nearby waterways from stormwater runoff, relocating a stream to prevent erosion, and providing fish passage for five critical streams that cross under the project's roadway. Design for the relocation of hundreds of utility poles is also included.

The project's design objectives of increasing safety and improving mobility for all users of the system have been met along with sensitivity to adjacent resources, all within an acceptable construction cost budget.

Project Team Members:

Bill Moore, Principal-in-Charge
Mark Debowski, Project Manager
Steve Bablis, Designer

Route 3 Corridor Improvements, Concord, New Hampshire

Stantec's work for the Route 3 corridor improvement project in Concord began with a study for improvements to a 5.4 mile stretch of this highway. The study involved preparation of improvement alternatives and their impacts/costs, monthly coordination with a project Steering Committee and neighborhood public meetings. The study culminated with a recommendation to divide the corridor into nine priority areas that could be scheduled to meet the City's capital improvement plan. The study and its recommendations were approved by the City Council and adopted as the primary planning tool for the implementing construction projects along the corridor.

Stantec subsequently designed the first three segments recommended by the corridor study. Construction of the segments was completed in the fall of 2011. Each included a new traffic signal, sidewalks, bicycle lanes, new drainage systems and bus stops. The improvements required substantial coordination with utility companies and project abutters throughout design and construction.

Project Team Members:

Bill Moore, Principal-in-Charge

Mechanic Street Improvements, City of Lebanon, Lebanon, New Hampshire

Stantec is providing civil and roadway planning and design services to the City of Lebanon for 1.25 miles of Mechanic Street (US Route 4). The City anticipates significant future development in the area, and has asked Stantec to plan and design for improvements to Mechanic Street. The City's vision is to make the area a more attractive gateway into the City center while also providing additional traffic capacity. In the first phase of the project, Stantec evaluated the existing traffic and infrastructure of the corridor through field observations and record analysis. As information was gathered and analyzed, critical needs were identified, and alternative concepts for improvement were developed.

Input from the public and Town officials were actively sought through four walks along Mechanic Street with property abutters and interested citizens and two public forums. Stantec led the walks, learning about the needs and possibilities of Mechanic Street from those with whom they walked. The walks also involved knocking on the doors of all property and business owners along Mechanic Street to gain their input as well.

By the end of the first phase of the study, Stantec had developed eight roadway concepts, ten intersection concepts, and two highway interchange concepts. Cost estimates of the alternatives were developed and presented to the City.

In the second phase of the study, these conceptual alternatives for intersection, roadway, and streetscape improvements were presented to the Town, DOT, and the public in order to solicit input. Visualization graphics prepared by Stantec aided in understanding the alternatives. Feedback was collected and integrated into the design. By the end of the second phase of the study Stantec had finalized a recommended preferred alternative for each roadway segment and intersection. Stantec is now awaiting notice to proceed into preliminary design, leading to construction documents.

Project Team Members:

Bill Moore, Principal-in-Charge
Mark Debowski, Designer
Steve Bablis, Designer

Sustainable Rhode Island/RhodeMapRI, State of Rhode Island (www.rhodemapri.org)

(Members of our project team began this work while employed at Goody Clancy.)

As part of a consultant team, **Larissa Brown, PhD, AICP,** and other members of Stantec are working with the Rhode Island State Division of Planning on a federally-funded project to update the state's planning framework with a new economic development program, housing plan, and growth centers plan to help local communities determine where and how future development should occur within their borders. This project is a local and regional dialogue among businesses and non-profit organizations, governmental agencies and voters, newcomers and long-term residents to consider the critical question: how should we plan for the future?

Our work is focused on the growth centers plan and development of tools, training and technical assistance for local communities. In a series of public meetings statewide, residents worked with maps to identify preferred areas for preservation of open space and working lands and preferred areas for different types of growth and development centers. A draft set of growth center criteria and potential incentives, integrated with economic development, housing, open space and working land preservation analysis, has been developed. This set of criteria is now being tested by our team through the development of growth center pilot plans in different contexts—urban, neighborhood main street style commercial districts, suburban corridors, and rural towns.

Home rule and local decision-making are bedrock values in New England, and Rhode Island is no exception, where 39 cities and towns make local decisions about land use and statewide programs are generally organized as opt-in initiatives. Including local communities in the planning process and providing technical assistance is critical to implementation of regional and statewide programs. The toolkit, training and technical assistance elements of the RhodeMapRI project are designed to provide local planners, planning boards, and citizens with assistance in implementing the housing, economic development and growth centers frameworks developed through this project.

Project Team Members:

Larissa Brown, Project Manger

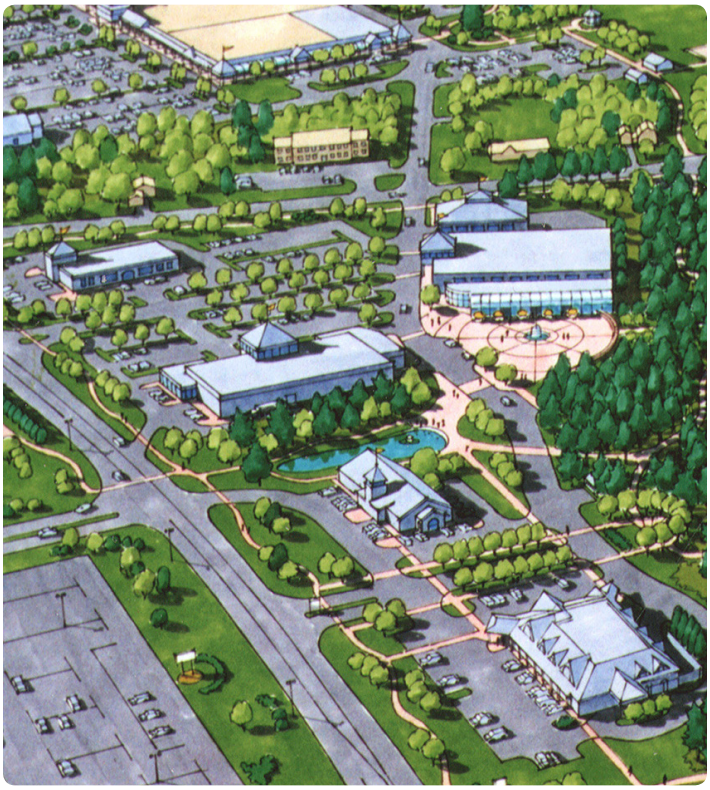
Complete Streets, MassDOT, Various Locations, Massachusetts, New Hampshire and New York

Complete Streets is a nationwide program that has been adopted by MaineDOT to ensure that provisions are made to accommodate pedestrians, bicyclists, transit, and all vehicles.

Stantec has been involved in Complete Streets projects for years. Our projects have always included Complete Streets before the term became a national movement. This policy is presently being adopted by various communities country-wide as well as some state DOTs. Stantec is presently on a team that is providing Complete Streets training around the state of Massachusetts, New Hampshire and New York. The training is given to a variety of individuals that include statewide DOT personnel; community engineering, planning and administrative staff; state and municipal public health officials; local board members; private consultants; attorneys; architects and various local officials. In September 2014, **Mark Debowski** and **Bill Moore** of Stantec gave complete streets training to the MaineDOT Highway Group.

The key elements of Complete Streets include:

- Providing accommodations on a facility for all users, i.e. pedestrians, vehicles, bicycles, transit and disabled individuals, including improved mobility for children, the elderly, and people with disabilities;
- Providing active living areas for all users by promoting more walking, bike riding and enhanced activity; and
- Creating an impact on the number of overweight and obese Americans and thus reducing health-care costs.

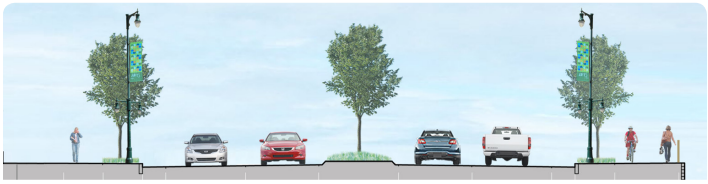


Falmouth Center Village, Falmouth, Maine

A long-term vision to transform the Route 1 strip into a new pedestrianoriented town center. A plan and bird's eye view were prepared to promote public understanding and support for the planning concepts. Design guidelines were developed to set the standard for architecture, signage, landscaping, site planning, and lighting. Many of the properties along Route 1 have been (re)developed, following the guidelines.

Project Team Members:

tjd&a, Landscape Architecture



Westside Village, Bangor, Maine

tjd&a developed a long-range vision for a multi-use pathway to would link Main Street with the new development along the highway and provide a safe connections to schools and surrounding neighborhoods. Notable features include a 125' footbridge over the Royal River that utilizes the foundation of an old trolley bridge and a memorial butterfly garden. The path has been designated as a component in the East Coast Greenway.

Project Team Members:

tjd&a, Landscape Architecture

Route 302 Streetscape & Design Guidelines, Raymound, Maine

TJD&A worked with the Town of Raymond Comprehensive Plan Implementation Committee to develop a document that addresses site planning, architecture, signage, lighting, and landscaping. The Design Guidelines were aimed at encouraging development and enhancing businesses opportunities along Route 302 by developing a denser, pedestrian-friendly, villagelike atmosphere. The standards are based on a broad vision of the corridor that encompasses transportation, safety, aesthetics, and environmental protection. The Guidelines and Standards were adopted by a wide margin at the town meeting.

Project Team Members:
tjd&a, Landscape Architecture

Haigis Parkway Master Plan, Scarborough, Maine

Vision plan for the development of land on either side of the Haigis Parkway between Exit 6 and Route 1. TJD&A helped the community fomulate a new zoning ordinance to guide the proper development of over 2,500 acres of land. Design standards were also created for new construction throughout Scarborough's commercial district.

Project Team Members:
tjd&a, Landscape Architecture

References

Our clients say it best...reach out to our clients listed below to hear first hand how we helped their communities.

Theo H.B.M Holtwijk
Director of Long-Range Planning
Town of Falmouth
Phone: (207) 699-5340
Project: Route 100/26, Falmouth, ME

Steve Dookran, PE
City Engineer
City of Nashua
Phone: (603) 589-3140
Project: Broad Street Parkway, Nashua, NH

Ernest Martin
Project Manager
Maine Department of Transportation
Phone: (207) 624-3381
Projects: Route 1B Damariscotta New Castle, ME and Route 302 Bridgeton, Fryeburg, ME

Edward Roberge
City Engineer
City of Concord
Phone: (603) 225-5820
Project: Route 3 North, Concord, NH

Christina Hall, PE
City Engineer
City of Lebanon
Phone: (603)448-0674
Project: Mechanic Street, Lebanon, NH

Eileen Gunn
Program Manager, MassDOT Highway Division
Environmental Services
Phone: (857) 368-8817
Project: Complete Street Training

8 Capacity

Team Capacity

Stantec has proposed a team of highly skilled professionals to support Falmouth's objectives. With our collective experience—specifically our knowledge and experience in Falmouth and with your visioning process—this team offers the ability to simplify the Route 1 North Concept Plan Development.

The team we have identified is familiar to you through past efforts and will be available foer the duration of this project. No matter the stage of your project, our experts are adept at assuming responsibilities to build efficiently on your project's foundation. We combine industry expertise with local knowledge of the communities our clients serve to deliver [client] custom solutions required for the successful completion of the project. The Stantec team will provide flexibility and redundancy, which will provide various options to the [client] team in the face of peak demands during project execution. Moreover, because we understand that change can happen quickly, we build flexibility into project team development so that we are responsive to unpredictable project, economic, and regulatory shifts.

What Sets Us Apart?

Our team offers a blend of local and global expertise. Stantec offers the diversity of a large North American firm and is locally rooted to better serve our transportation clients with offices throughout New England. Our team offers truly local delivery with global expertise.

What distinguishes our transportation group from many of our competitors is:

1. We know Route 1. Our Team has been working on various Route 1 projects consistently for several years. Most recently, improvement projects in Yarmouth, Falmouth and Belfast.

2. Local Experience. For over 55 years, we have been providing design and consulting services to local municipalities throughout New England. Our staff is familiar with the local conditions, regulations, and project managers.

3. Access to Stantec's global network of subject matter experts. Our thousands of design and technical colleagues are experts in a wide variety of industries and disciplines, including transportation systems, and can provide advice to help you make your project a success.

4. Focus on strategy and planning. Good project managers know that projects succeed or fail based on the quality of work completed long before construction starts.