



Maine Turnpike-Route 1 Ramp Project - FAQ

March 29, 2016



PROPERTY

1. Who owns the property to the south of the site?

The property to the south of the project site is owned by Falmouth Realty Associates.

2. Can our proposal include any contiguous private property assuming we have right title and interest (RTI) in that property?

Yes, you may include additional property in which you have RTI.

3. Can our proposal include any of the MaineDOT ramp properties that will need to be removed and are located on the west side of Route 1?

The MaineDOT properties on the west side of Route 1 are not part of this Call for Offer and future disposition/uses for those properties will be addressed by MaineDOT at a later date.

INFRASTRUCTURE/TRAFFIC WORK

4. Which ramps will be required to be removed?

Ramps to be removed are: Route 1 SB on-ramp to Spur, Spur SB off-ramp to Route 1, Route 1 NB on-ramp to Spur, and Spur NB off-ramp to Route 1. The Spur off-ramp to Interstate 295 NB shall be maintained.

5. Does the new intersection require a traffic signal?

This has not yet been determined. Traffic signals must meet MaineDOT warrant analysis criteria. A consulting traffic engineer may be able to assist you with a review of existing and projected traffic data to determine the likelihood of a traffic signal being required at this location. Note: A roundabout would not require a traffic signal.

6. What flexibility do developers have from MaineDOT regarding relocating a portion of the Route 1 centerline further to the west and/or locating new Route 1 infrastructure to the west of the current Route 1 centerline?

*MaineDOT is fine whatever developers may wish to propose for moving the centerline of Route 1 as long as they can make all movements work and the grades meet those in the Call for Offer. **If moving the Route 1 centerline towards the west creates additional acreage to the 11.0 acre parcel, the value of that property will be adjusted to reflect the increase acreage and value.***

7. Can submission of highway proposal be more conceptual than required in Call for Offer?

Highway submissions may be conceptual, but must contain enough information to give MaineDOT sufficient confidence that its required standards and specifications can be met in final Highway Project design.

COST

8. Does MaineDOT have an estimated cost for the required infrastructure work?

No estimated cost has been prepared for this project.

9. Has the Town approached the Maine Turnpike Authority (MTA) to investigate if MTA funds can be made available to assist with this specific project, and, if so, what funds may be available?

The Town did approach MTA. MTA's response is that it has difficulty identifying any strategic benefits of this project to the MTA, and therefore, MTA believes it would be prudent for proposers to assume that the answer is "no".

APPRAISAL

10. When will the appraisal amount, or at least the amount suggested by your consultant as to the value of the MDOT property east of Route 1, be available to the bidders?

The initial draft appraisal amount was \$1.1M. The Town has posted the draft appraisal report on the project website. This draft report was since revised. The revised report has not yet been approved by MaineDOT. The final approved appraisal amount will be distributed to all registrants as soon as possible. See also Q6.

FUTURE USES

11. Does the proposal need to include a contractor that is approved by MaineDOT?

No. Only the completed work needs to meet MaineDOT standards and specifications.

12. What are the Town's desires for development at the site?

As the Call for Offer states, the Town seeks proposals for development of the MaineDOT Land in a manner that complement the Town's Vision for the Route 1 South commercial area. This vision is of a Village Center that is planned as a mixed use area, providing the community with a vibrant retail and service, professional office and residential core. This can be done through the intensity, type of land use, and/or employment potential of the proposed development.

We suggest that in your proposal you make a case as to why your proposed use(s) best meet the Town's objectives for the Route 1 commercial area.

See also the "TOWN VISION FOR THE ROUTE 1 AREA" section of the Call for Offer. You may also wish to consult the Town's 2014 Comprehensive Plan for additional insights. This plan is available at <http://www.falmouthme.org/long-range-planning-advisory-committee/pages/2013-comprehensive-plan>.

13. How does the Town look upon the possible inclusion of a big box store in our proposal?

See the answer above. No specific statement has been made regarding big box stores.

Please note that in the Village Center 1 district (which is located to the south of the project site) retail and grocery uses are limited to 60,000 gross square feet total for all floors.

14. Are there any zoning limitations for the site?

No. The Town Council will consider appropriate zoning designations or contract zone agreements to accommodate the proposed use(s) of the MaineDOT Land currently occupied by the Ramp System.

GIS DATA

15. On your website, via your online mapping application, there are layers available to view utilities, zoning, etc. Can the GIS shape files for that be made available to us?

Yes, please contact Jennifer Phinney, Director of Information Systems, JPhinney@falmouthme.org, 699-5219, if you are interested to obtain any GIS data.

CONFIDENTIALITY

16. How will Town handle the confidentiality of technical and financial details in the proposals?

As the Town is a public body, the content of all proposals will be made public at some point during the review process.

SUBMISSION DEADLINE

17. Can submission deadline be extended by 30-60 days?

The Town appreciates that all registrants are busy with this and other projects and recognizes that additional time may result in more thorough proposals. However, the Town believes that the proposal submission deadline provides sufficient time and should be maintained as April 11, 2016 at 1:00 PM.