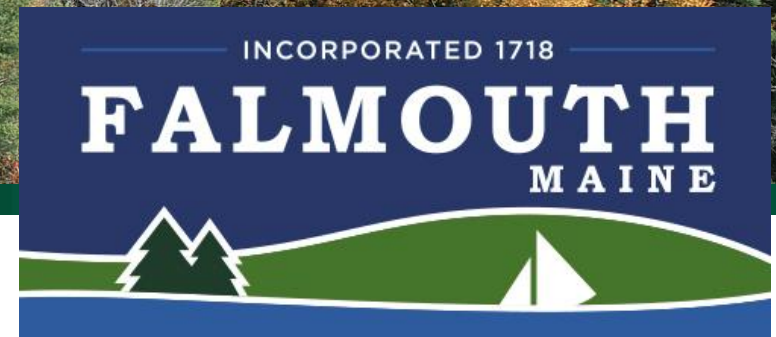


Route 1 North Project - Phase 2: Preliminary Engineering

PUBLIC FORUM - Wednesday, January 20, 2021



Engineering | Design | Planning | Construction Management

Tonight We Would Like to Answer These Questions

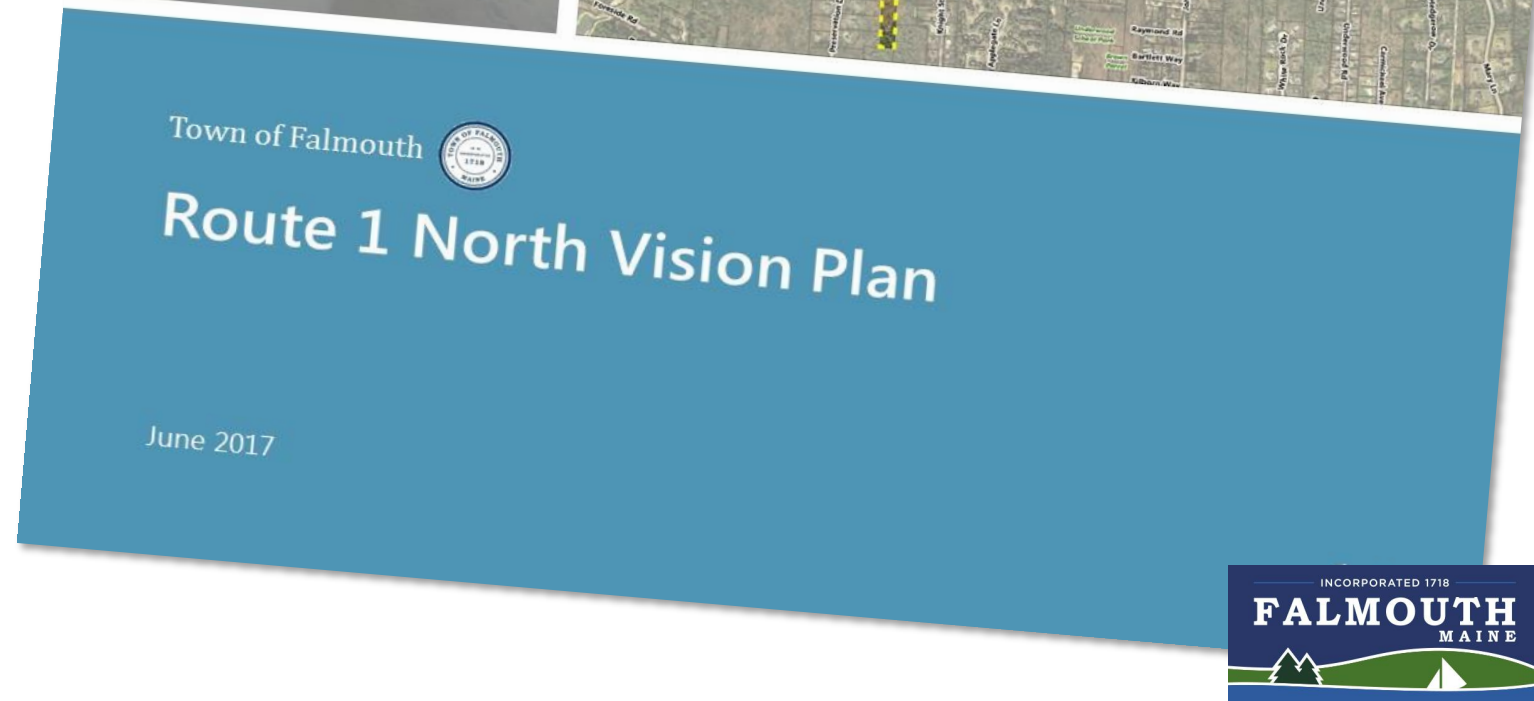
- What is the History of this Project?
- What is its Current Status?
- What Design Work is Ahead?
- What is the Schedule for 2021 and Steps After That?
- What Approvals will be Required for this Project to go forward?
- What Questions or Feedback do You have?
- How can You keep Track of this Project?

Route 1 North Study Area: 323 acres



Phase 1: Development of Vision Plan (2016-2017)

- Vision Plan development by Ad Hoc Route 1 North Committee
- Framework for future decisions and managing growth:
 - Land Use
 - Mobility/Transportation
 - Open Space, Recreation, and Amenities



2017 Vision Plan Goals

- Encourage development in the Route 1 North area
- Provide safe mobility transportation choices
- Build a sense of place for live, work and play
- Improve aesthetics
- Complement Route 1 South area
- Protect environmentally sensitive areas
- Make open space connections



- Committee assisted by Consultant Team: VHB + RKG, and Town staff

- [illegible]

Market Analysis (RKG)

- Area should not compete with Route 1 South and Interchange Development Area
- There is limited retail potential
- New development is focused on build-to-suit owners/users
- West side: Focus on end users, technology users, and non-residential uses
- East side: Assemble a mix of non-residential and residential uses



TideSmart Global



Johnson Road & Route 1 North Intersection



Tyler Technologies



Existing Office Buildings



Casco Bay Professional Park



Northbrook Office Building



Norton Brook



Dow Wealth Management & Cianbro Office Buildings



Route 1 Looking North at Sullivan Tire



Sullivan Tire



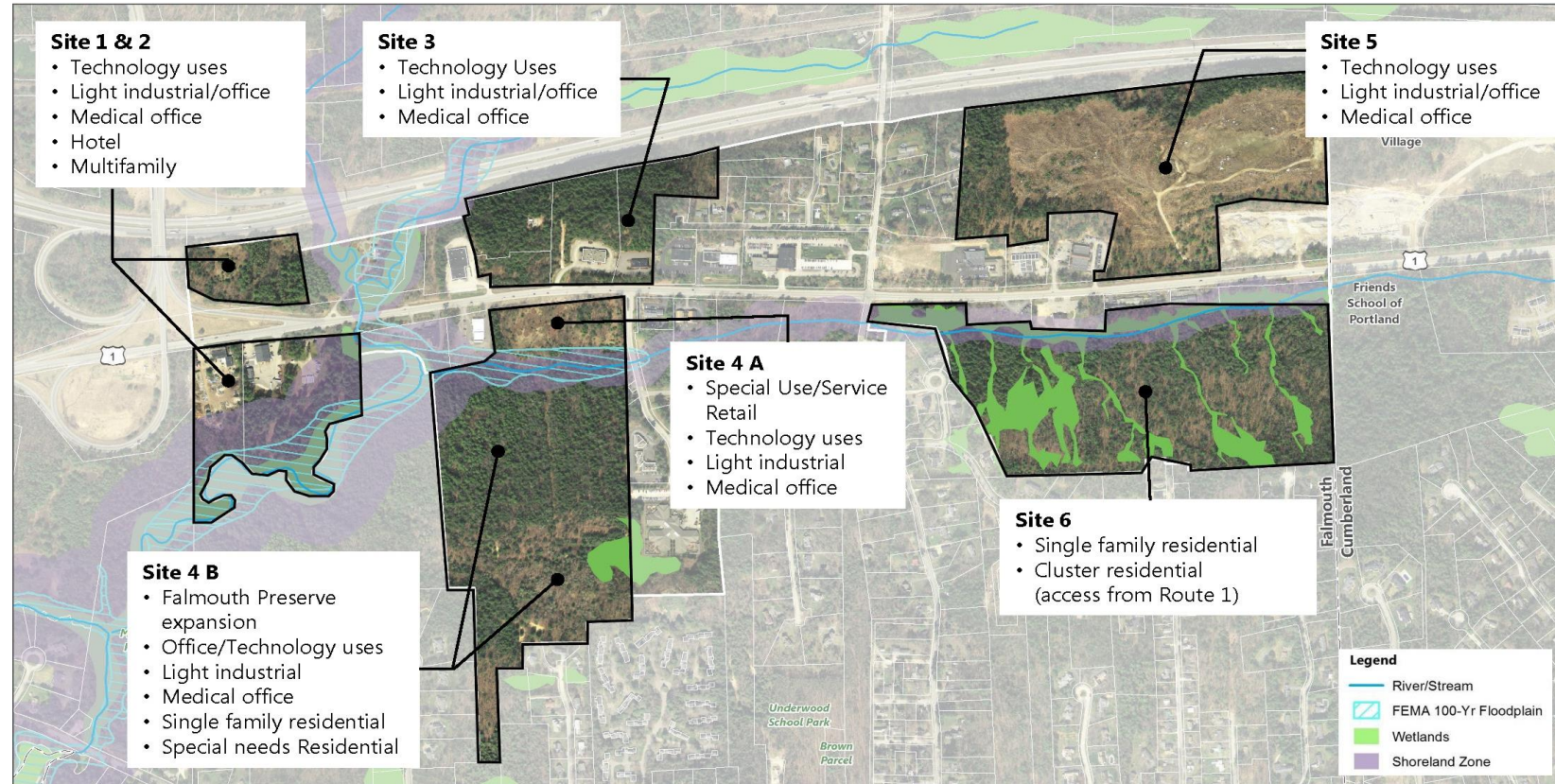
Maine State Ballet



Route 1 at Falmouth Spur

2017 Land Use Recommendations *

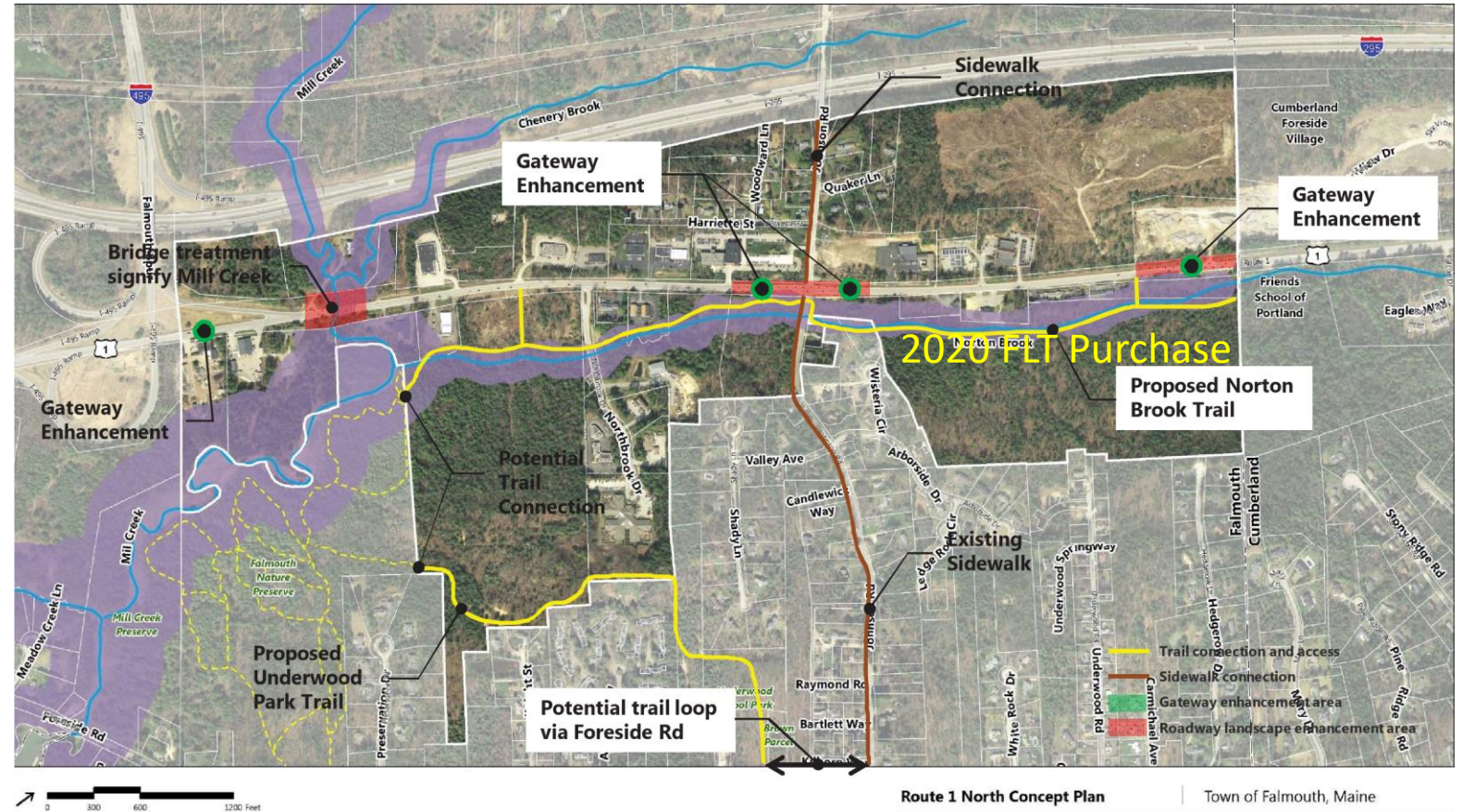
- Continue Business and Professional Uses
- Amend Zoning Ordinance regarding residential, neighborhood-oriented, small scale retail, restaurants, hotel uses
- Develop Route 1 Residential Design Guidelines



* The current Vision & Values Project may further guide land use policy in this area

2017 Open Space Recommendations

- Develop Norton Brook Watershed Management Plan
- Develop Strategic Trail Plan
- Maintain appropriate natural buffers



2017 Mobility/Transportation Recommendations

- Improve Route 1-Johnson Road intersection (turn lanes, cross walks, new traffic signals)
- Install sidewalk and shared use path along Route 1
- Install sidewalk on Johnson Road to Middle Road
- Make “Gateway” improvements (landscaping, lighting, signage)
- Make bus stop improvements
- Make streetscape improvements (street trees, lighting, sidewalk connections)
- Minimize new curb cuts
- Sanitary Force Main Upgrade



2017 Vision Cost Estimate (incl. 25% contingency): \$9.3M

Location	#	Recommended Improvements	Cost
Route 1/Johnson Road Intersection	1	Design development & implementation (stand-alone)	\$ 2,140,000
Route 1 - South of Johnson Road	2	Sidewalk and shared use path and bicycle lane improvements (+/- 2,295 LF)	\$ 1,727,000
	3	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 530,000
	4	Metro bus stop improvements (2)	\$ 100,000
	5	Sanitary force main upgrade (from 4 to 8", 1800 lf)	\$ 250,000
Route 1 - North of Johnson Road	6	Sidewalk and shared use path and bicycle lane improvements (+/- 1,935 LF)	\$ 1,200,000
	7	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 440,000
Johnson Road	8	Sidewalk on south side from Route 1 to Middle Road (+/- 2,782 LF)	\$ 1,205,000
	9	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 650,000
Gateways at north & south end of corridor and Johnson Road intersection	10	Gateway improvements	\$ 600,000
Trail Network/Norton Brook	11	Develop Norton Brook Management Plan	\$ 80,000
	12	Develop strategic trail plan	\$ 25,000
	13	Norton Brook Trail/Stream Restoration improvements (+/- 1.2 miles)	\$ 350,000
	14	Underwood Park Trail connection (+/- 0.5 miles)	\$ 40,000
TOTAL CONCEPT COST			\$ 9,337,000

Route 1 North Tax Increment Financing (TIF) District

- TIF funds do 3x work of General Funds
- No tax rate impact if project uses 100% TIF funds
- TIF is due to expire in FY 2022
- With extension of term with 7 years (to max. 30-year term) a \$7M project is feasible
- Amending the TIF program and term requires approval of the State of Maine DECD



2017 Recommended Next Steps

- ❑ Develop:
 - ❑ preliminary engineering plan,
 - ❑ more detailed cost estimate, and
 - ❑ preliminary financing plan
- ✓ Authorize the Town Manager to expend funds from the Route One North TIF to support this next step

Actions since 2017 Vision Plan Completion

- July 2017: Town Council approved [Amended Resolution](#) regarding 2017 Vision Plan
- 2019 Budget Review: Put Preliminary Engineering on hold until Blackstrap Road planning is done
- 2019-2020: MaineDOT design of new Johnson Road bridge over I-295. Bridge to include sidewalk (construction planned for 2022 or 2023)
- July 2020: Council Retreat - Move forward with Route 1 North Preliminary Engineering

Recent Actions

- August 2020: Staff issued Request for Proposals (RFP) for Engineering Services
- September 2020: Town received six proposals
- October 2020: Town interviewed three firms and selected low bidder Greenman-Pedersen, Inc. for \$166,000
- November 2020: Abutter Notifications were mailed and Project team Kick-Off Meeting



Project Team for 2021 Preliminary Engineering

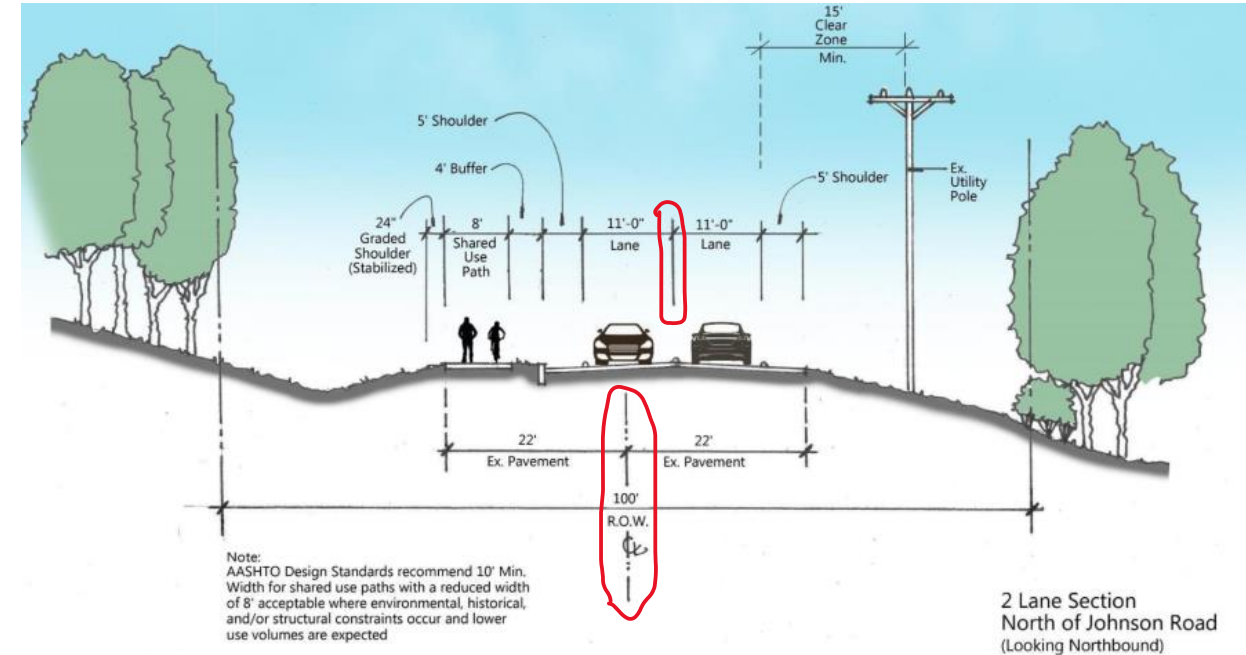
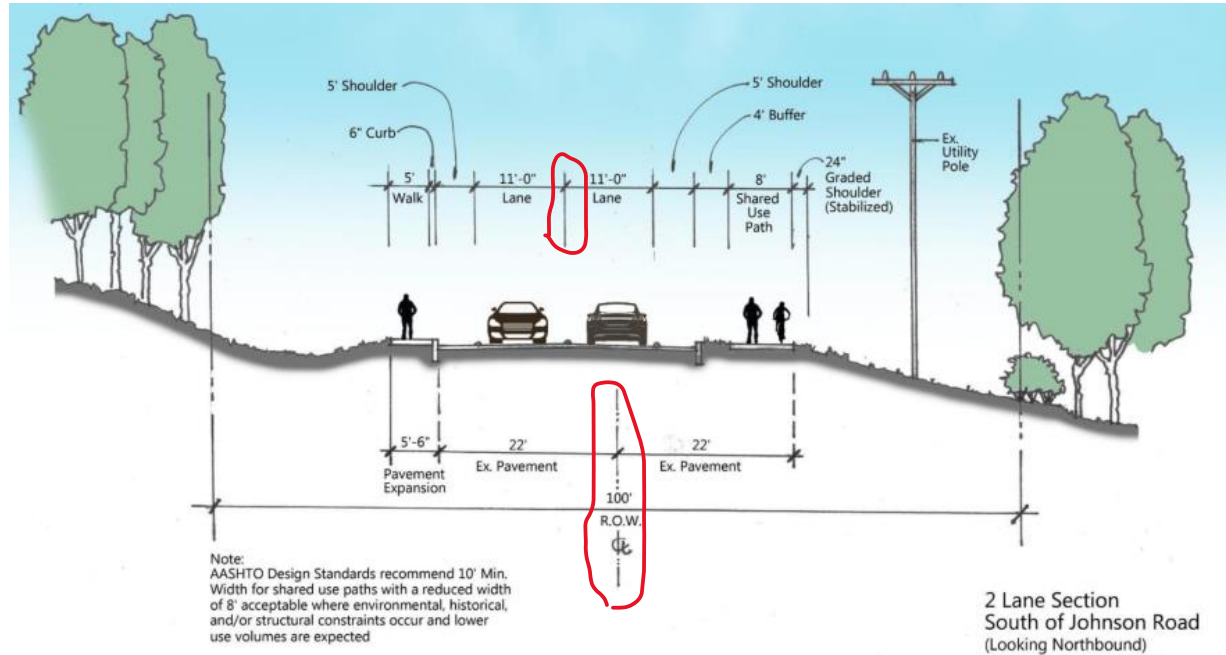
TOWN OF FALMOUTH

- Town Manager
- Town Engineer
- Administration Analyst
- Director of Long-Range Planning

GREENMAN-PEDERSEN, INC. (GPI)

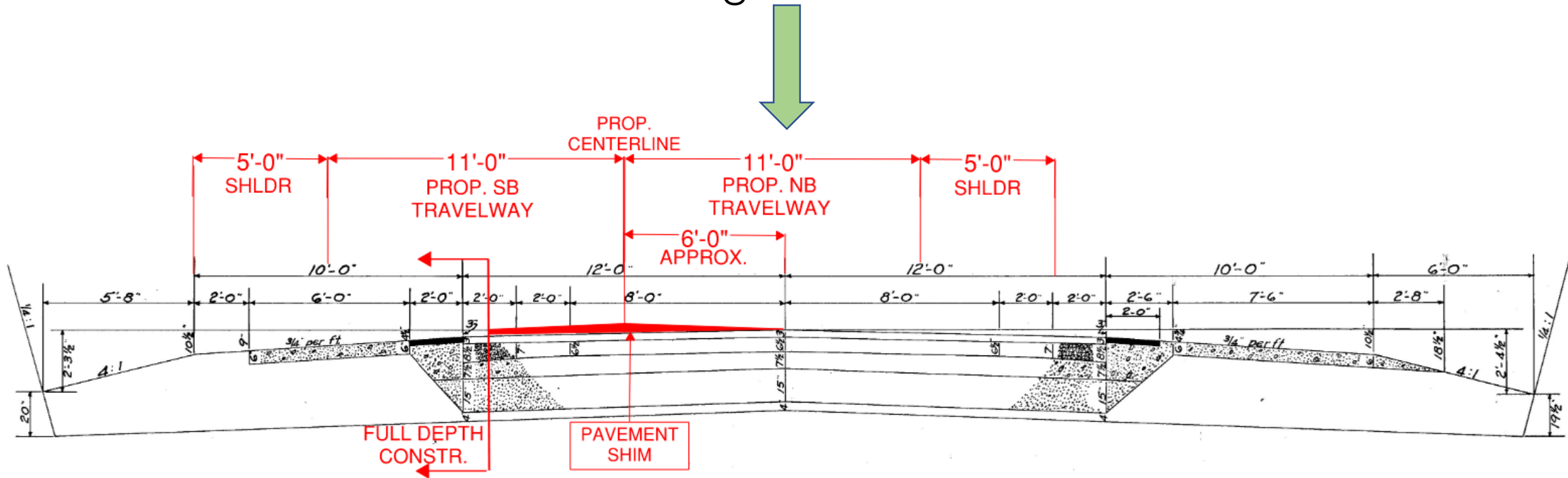
- Project Manager
- Engineering + Landscape Staff
- Surveyors
- Lighting/Utilities Staff

Design issue 1: Maintain Route 1 Centerline



Design issue 1: Maintain Route 1 Centerline

Existing Centerline



Design issue 1: Maintain Route 1 Centerline



Design issue 1: Maintain Route 1 Centerline

GPI

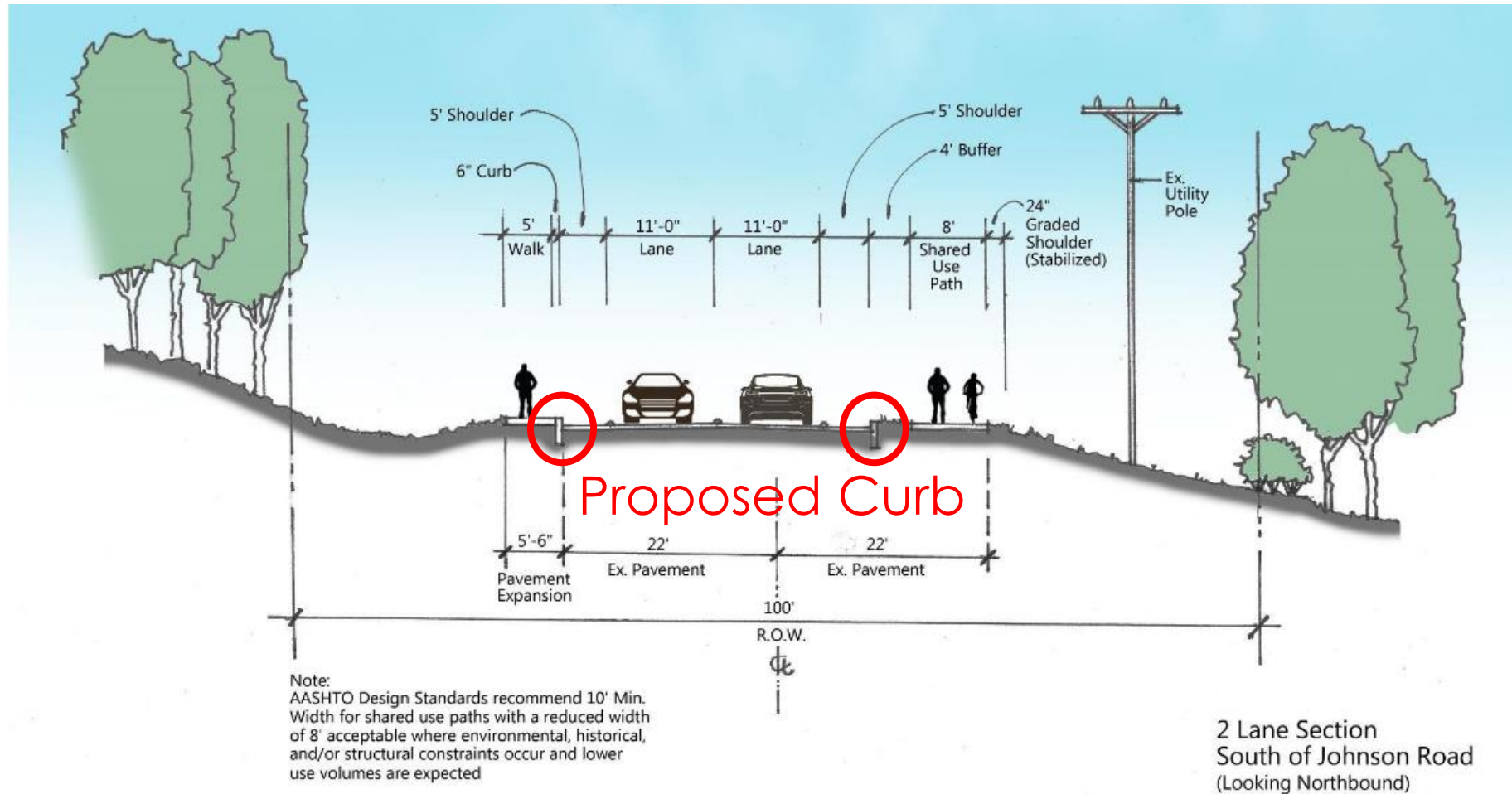
Greenman-Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers & Inspectors

SHIFTING CENTERLINE ADDITIONAL COST ESTIMATE

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>COST</u>	<u>QUANTITY</u>	<u>COST</u>
203.01	COMMON EXCAVATION	CY	\$25.00	4,600	\$115,000
304.1	AGGREGATE SUBBASE GRAVEL	CY	\$50.00	4,350	\$217,500
403.208	HOT MIX ASPHALT 12.5MM HMA	TON	\$150.00	750	\$112,500
403.211	HOT MIX ASPHALT (SHIMMING)	TON	\$162.50	1,100	\$178,750
403.213	HOT MIX ASPHALT 12.5MM HMA BASE	TON	\$150.00	1,700	\$255,000
Total =					\$878,750
Say					\$900,000

Design issue 2: Do drainage Swale Instead of Curb



Design issue 2: Do drainage Swale Instead of Curb



Design issue 2: Do drainage Swale Instead of Curb

GPI

Greenman-Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers & Inspectors

GRANITE CURBING COST ALONG BOTH SIDES OF ROUTE 1

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>COST</u>	<u>QUANTITY</u>	<u>COST</u>
609.11	VERTICAL CURB TYPE 1	LF	\$50.00	13,750	\$687,500

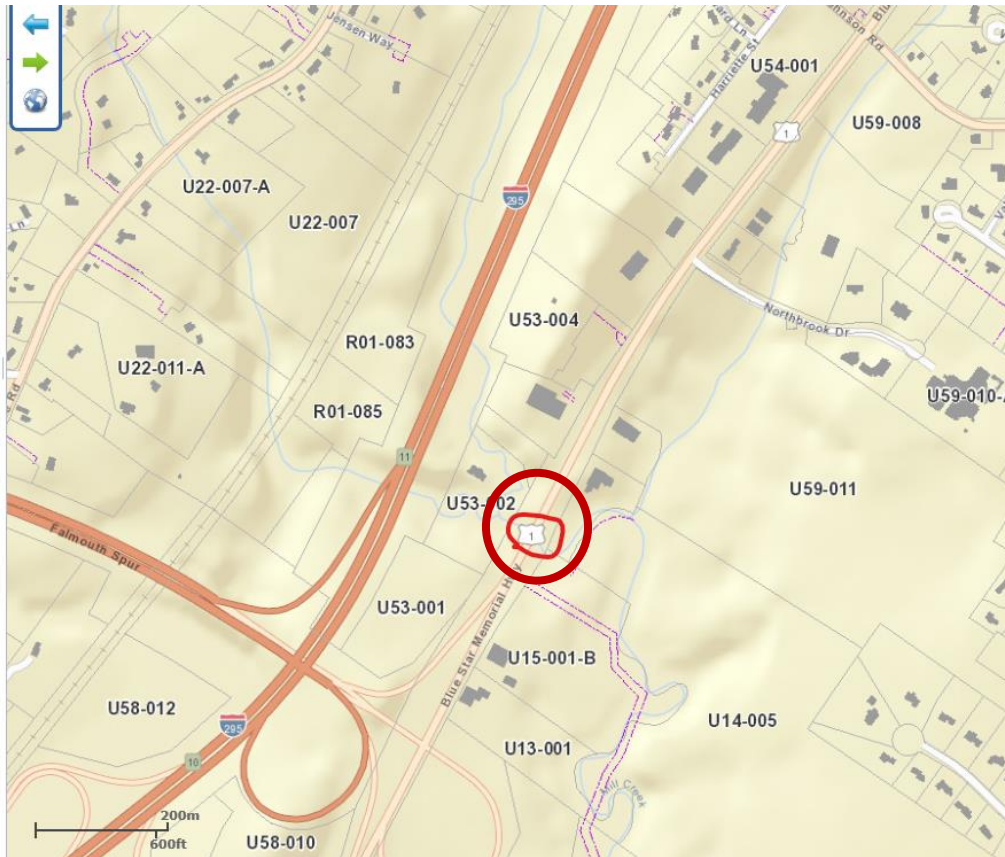
Total = \$687,500

Say \$700,000

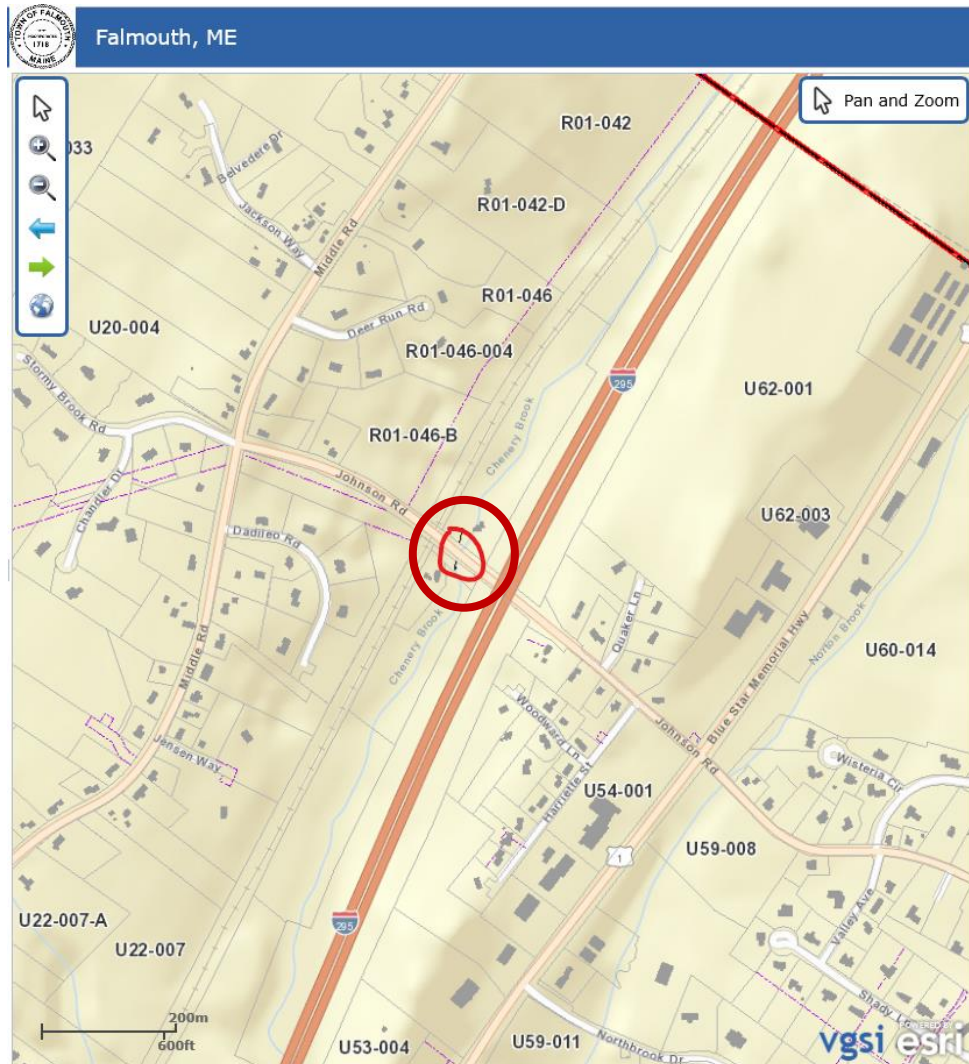
Plus additional cost for drainage pipes and
shoulder reconstruction

Design Issue 3: Route 1 Crossing Mill Creek

Cost estimate: \$60K - \$1.1M



Design Issue 4: Johnson Road Crossing Chenery Brook



Design Issue 4: Johnson Road Crossing Chenery Brook

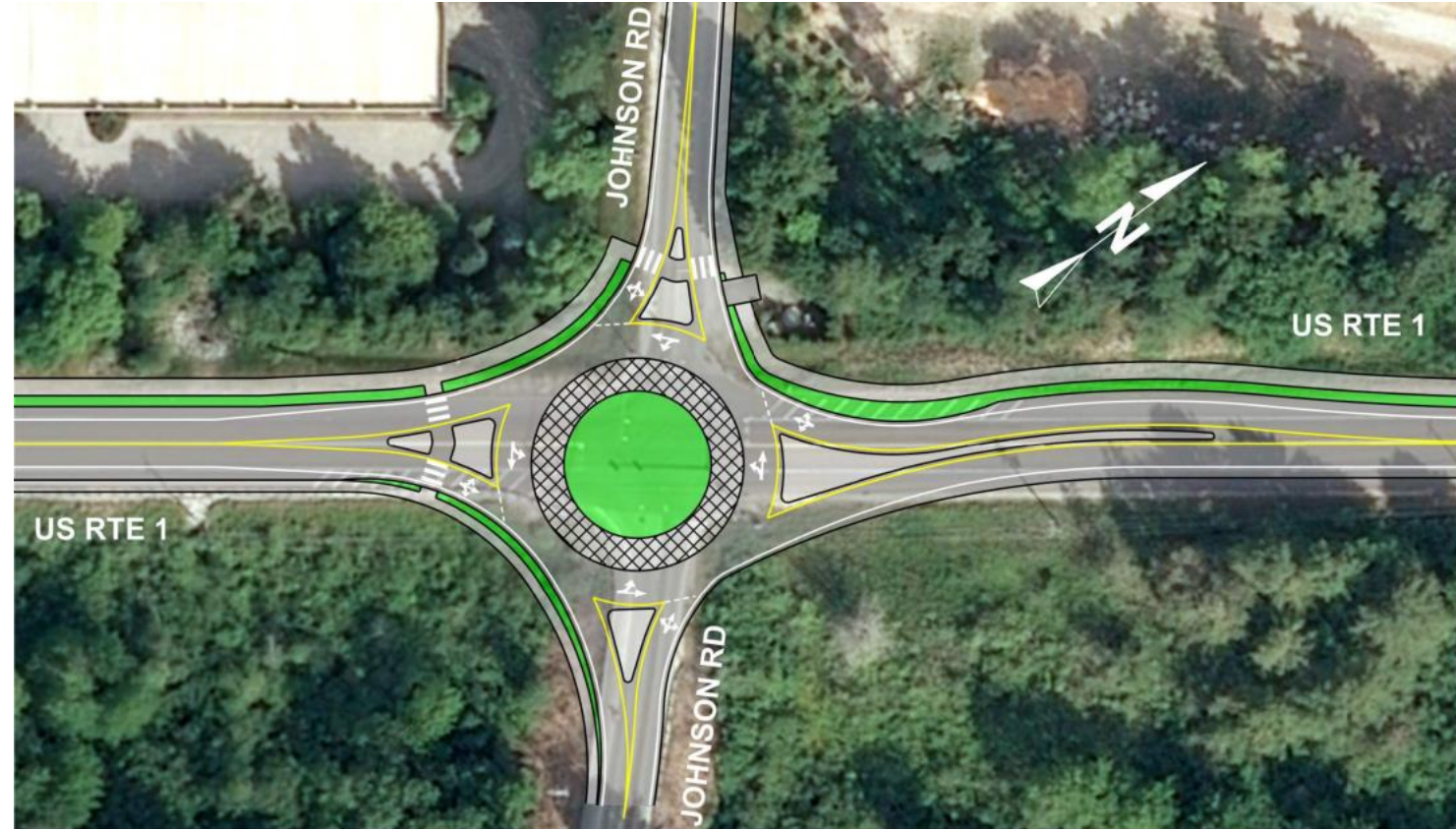


Design Issue 5: Johnson Road / Route 1 Intersection

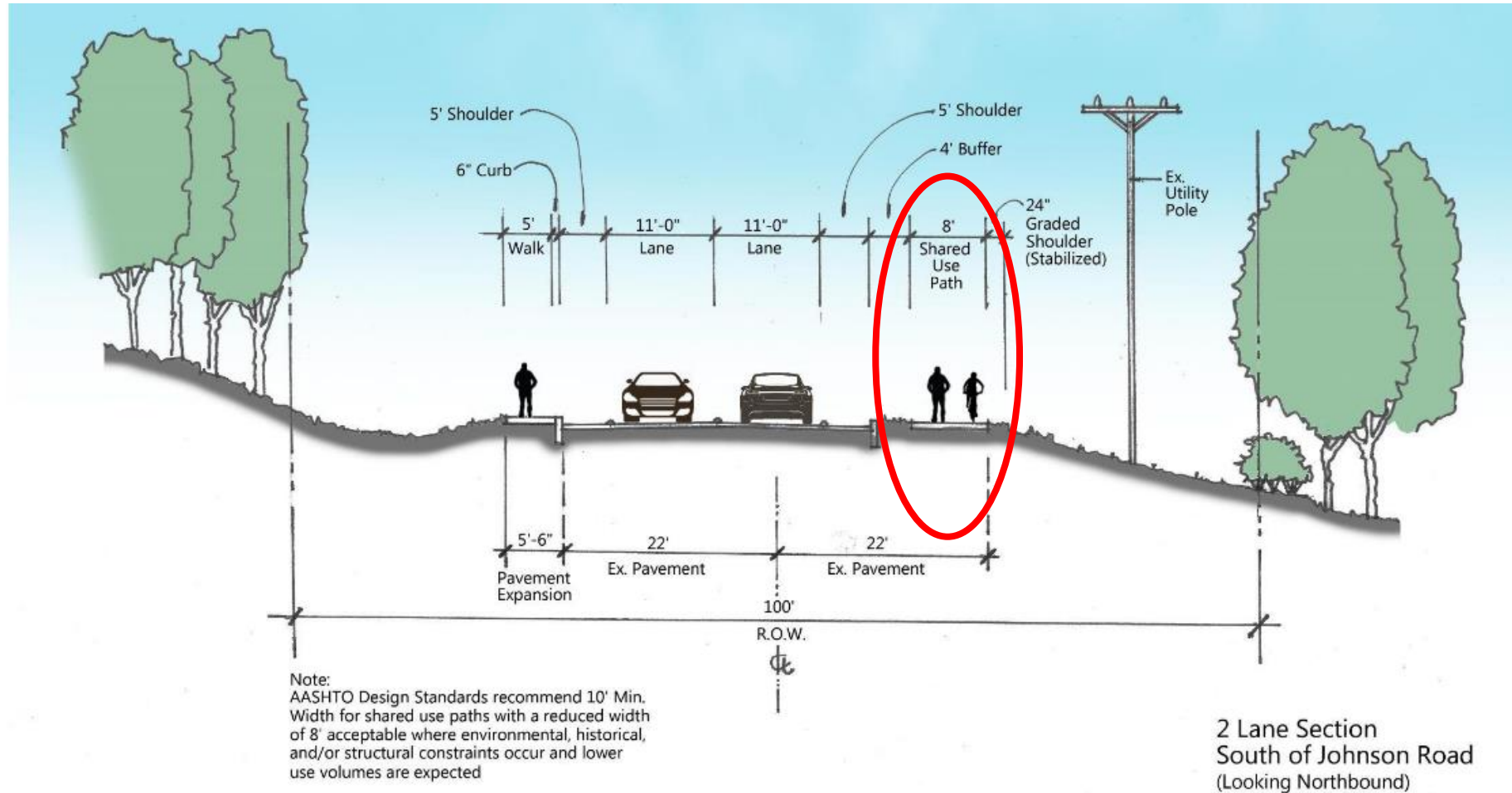
- Consider Roundabout instead of traffic lights for better traffic flow and lower long-term cost
- Need to evaluate and compare construction and operational costs and land requirements



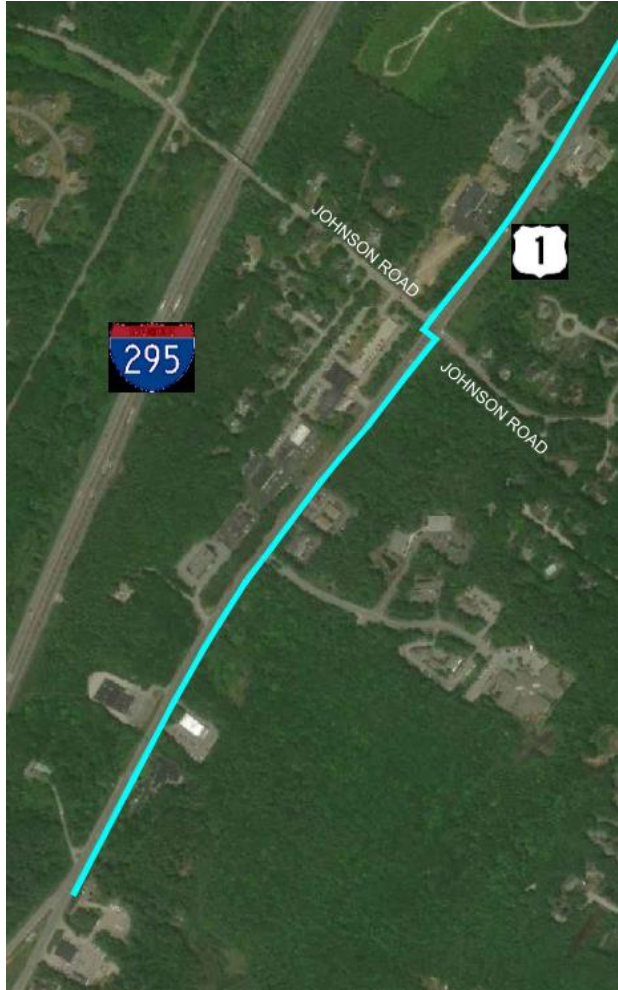
Design Issue 5: Johnson Road / Route 1 Intersection



Design Issue 6: Location of the Shared Use Path



Design Issue 6: Location of the Shared Use Path



Vision Plan: Path on East Side



Preliminary Plan: Consider Locating Path on West Side



Design Issue 6: Location of the Shared Use Path



West Side of Route 1



East Side of Route 1

Potential Design Modules

- **Step 1:** Bicycle and pedestrian connectivity on Route 1, Metro Bus Stop improvements, targeted landscaping, sanitary force main upgrade, and underground installations for future pedestrian lighting (\$4.6 million).
- **Step 2:** Johnson Road sidewalk, targeted landscaping, and underground preparations for future pedestrian lighting (\$1.5 million).
- **Step 3:** Route 1 / Johnson Road intersection improvements (\$2.1 million).
- **Step 4:** Pedestrian and street lighting at pre-prepared locations (\$500,000).

(Note: These costs reflect the Vision Plan estimate.)

➔ There is the potential to reduce these costs through value engineering.

Schedule for Next Steps

January 20, 2021	Public Forum #1
Winter – Spring 2021	GPI Field Work/Preliminary Design
Late Spring 2021	Public Forum #2 – Review Draft Preliminary Design and Cost Estimate
Summer 2021	Final Preliminary Design Report for Town Council Review and Approval

Schedule for Steps After Town Council Approval

Summer 2021

TIF Amendment Preparation
Town Council Public Hearing
Maine DECD Review and Approval

Fall 2021 or June 2022

Referendum Vote for Projects
exceeding \$2M

2022-2023

Final Design Plan Preparation

Fall 2023

Construction Bidding

2024

Construction

How to keep track of this Project

Project website: www.falmouthme.org

Please put “Route 1 North Infrastructure Plan 2021” in Search Box

For regular project updates, please provide your e-mail address

Project Manager: Theo Holtwijk, 699-5340,
tholtwijk@falmouthme.org

Public Questions and Feedback

What Questions or Feedback do you have at this time?

- Please use the “Raise Hand” Feature
- The Moderator will call on you to unmute yourself when it is your turn to speak

Thank you for your time and interest!