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

Town of Cumberland

1.3 miles
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
Technical Analysis and Public Engagement

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

- Included Public Engagement:
  - 3 Forums (80 people)
  - Online Survey (230 responses)
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
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

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

5'0” SHLDR

11'0” PROP. CENTERLINE

11'0” PROP. NB TRAVELWAY

6'0” APPROX.

11'0” PROP. SB TRAVELWAY

5'0” SHLDR

FULL DEPTH CONSTR.

PAVEMENT SHIM
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

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
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<th>COST</th>
<th>QUANTITY</th>
<th>COST</th>
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<tr>
<td>203.01</td>
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<td>4,600</td>
<td>$115,000</td>
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<td>304.1</td>
<td>AGGREGATE SUBBASE GRAVEL</td>
<td>CY</td>
<td>$50.00</td>
<td>4,350</td>
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<td>403.208</td>
<td>HOT MIX ASPHALT 12.5MM HMA</td>
<td>TON</td>
<td>$150.00</td>
<td>750</td>
<td>$112,500</td>
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<tr>
<td>403.211</td>
<td>HOT MIX ASPHALT (SHIMMING)</td>
<td>TON</td>
<td>$162.50</td>
<td>1,100</td>
<td>$178,750</td>
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<tr>
<td>403.213</td>
<td>HOT MIX ASPHALT 12.5MM HMA BASE</td>
<td>TON</td>
<td>$150.00</td>
<td>1,700</td>
<td>$255,000</td>
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Total = $878,750

Say $900,000
Design issue 2: Do drainage Swale Instead of Curb

Proposed Curb

Note: AASHTO Design Standards recommend 10’ Min. Width for shared use paths with a reduced width of 8’ acceptable where environmental, historical, and/or structural constraints occur and lower use volumes are expected.

2 Lane Section
South of Johnson Road
(Looking Northbound)
Design issue 2: Do drainage Swale Instead of Curb
**Design issue 2: Do drainage Swale Instead of Curb**

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**GPI**
Greenman-Pedersen, Inc.
Engineers, Architects, Planners, Construction Engineers & Inspectors

**GRANITE CURBING COST ALONG BOTH SIDES OF ROUTE 1**

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<th>COST</th>
<th>QUANTITY</th>
<th>COST</th>
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<tr>
<td>609.11</td>
<td>VERTICAL CURB TYPE 1</td>
<td>LF</td>
<td>$50.00</td>
<td>13.750</td>
<td>$687,500</td>
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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

Note:
AASHTO Design Standards recommend 10’ Min. Width for shared use paths with a reduced width of 8’ acceptable where environmental, historical, and/or structural constraints occur and lower use volumes are expected.

2 Lane Section
South of Johnson Road
(Looking Northbound)
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
• **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

<table>
<thead>
<tr>
<th>Year/Stage</th>
<th>Description</th>
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<tr>
<td>Summer 2021</td>
<td>TIF Amendment Preparation</td>
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<td>Town Council Public Hearing</td>
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<tr>
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<td>Maine DECD Review and Approval</td>
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<tr>
<td>Fall 2021 or June 2022</td>
<td>Referendum Vote for Projects exceeding $2M</td>
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<tr>
<td>2022-2023</td>
<td>Final Design Plan Preparation</td>
</tr>
<tr>
<td>Fall 2023</td>
<td>Construction Bidding</td>
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<tr>
<td>2024</td>
<td>Construction</td>
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GPI  Engineering | Design | Planning | Construction Management
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!