AGENDA

Cumberland Town Council Meeting

Town Council Chambers

MONDAY, November 28, 2022

6:00 P.M. Finance & TIF Committee Meeting

7:00 P.M. Call to Order

I. CALL TO ORDER

II. APPROVAL OF MINUTES

November 14, 2022

III. MANAGER'S REPORT

IV. PUBLIC DISCUSSION

Public discussion is for comments on items that are not on the agenda. Comments are limited to 5 minutes per person. Rebuttal comments will be limited to 2 minutes. Public discussion topics may be brought up again under New Business for further Council discussion.

V. LEGISLATION AND POLICY

22 – 144. To award engineering services for the Route 100 roundabout project to Gorrill-Palmer.

22 – 145. To authorize the Town Manager to accept payment for delinquent FY'19 taxes in the amount of $150.00 on property identified as Map U19/Lot 18.

VI. NEW BUSINESS

VII. BUDGET REPORT

VIII. ADJOURNMENT

MINUTES

Cumberland Town Council Meeting
Town Council Chambers
MONDAY, November 14, 2022

7:00 P.M. Call to Order
Present: Councilors Copp, Edes, Filson, Foster, Segrist, Storey-King and Vail

Mayor of Sanibel, Florida, Holly Smith (Greely graduate and former Cumberland resident) joined the meeting via Zoom and Councilor Storey-King read the following Town Council expression of sentiment of support for the City of Sanibel, in Lee County, Florida:

WHEREAS, on September 28, 2022 the City of Sanibel, Florida experienced near total devastation from Hurricane Ian, destroying the island community's access to the mainland and causing loss of life and billions of dollars' worth of damage to homes and property, and

WHEREAS, Mary Louise Smith was the first woman Selectperson and elected to Cumberland's first Town Council, and

WHEREAS, Holly Smith, her daughter, is currently Mayor of Sanibel and her roots and lessons on leadership come from her upbringing in Cumberland, and

WHEREAS, the sentiment of the Citizens of Cumberland are with all the citizens of Florida affected by this historical hurricane,

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CUMBERLAND ASSEMBLED THIS 14th DAY OF NOVEMBER 2022, THAT:

On behalf of our community to yours, we wish to extend our sincerest sympathies, warmest thoughts, and heartfelt prayers for a full and expedient recovery, and that you find a stronger, more resilient community on the other side of this tragedy.

I. APPROVAL OF MINUTES

Motion by Councilor Copp, seconded by Councilor Segrist, to accept the October 24, 2022 meeting minutes as presented.
VOTE: 7-0 UNANIMOUS

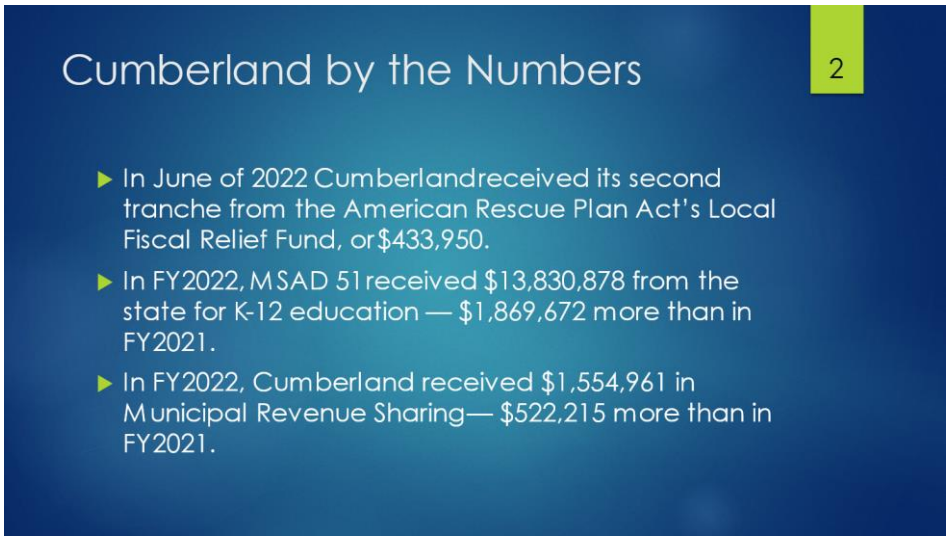
II. MANAGER'S REPORT

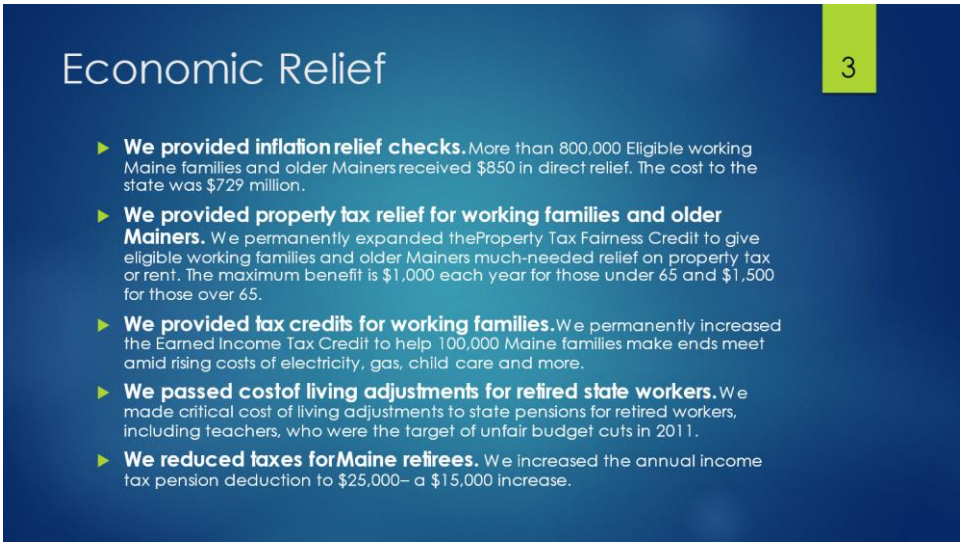
Town Manager Shane announced that our Police Chief was recently appointed as President of the Maine Chiefs of Police Association.

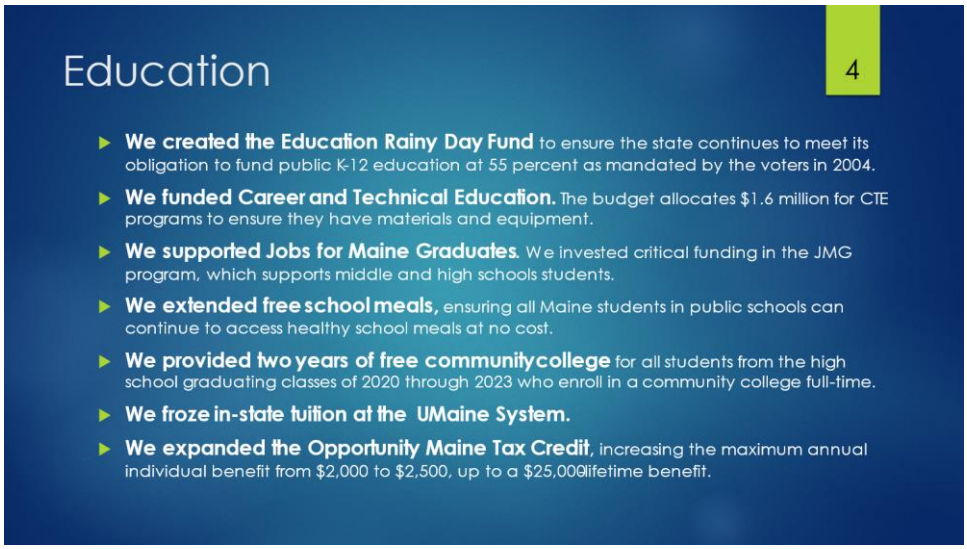
Town Manager Shane introduced Fire Chief Small to say a few words before Deputy Chief Croce is sworn in. Chief Small said that Gerald Croce was recently promoted to the rank of Deputy Chief. His focus in this new role will be on training as well as all the other supervisory tasks that come along with the job. He joined the department in 1988 as one of our Junior Firefighters. He is a State of Maine Certified Firefighter, a licensed EMT, and has served the ranks of Lieutenant, Captain, and now Deputy Chief.

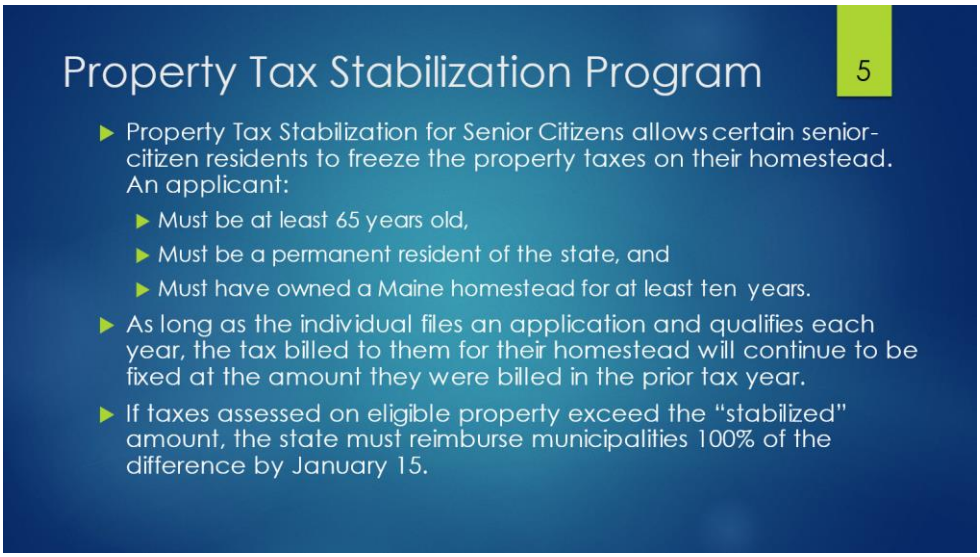
Deputy Town Clerk, Abbey Lombard, administered the oath of office to Deputy Fire Chief Croce.

Town Manager Shane introduced Senator Cathy Breen and State Representative Steve Moriarty, who presented the following Legislative review:




Economic Relief
3
We provided inflation relief checks. More than 800,000 Eligible working Maine families and older Mainers received $850 in direct relief. The cost to the state was $729 million.
We provided property tax relief for working families and older Mainers. We permanently expanded theProperty Tax Fairness Credit to give eligible working families and older Mainers much-needed relief on property tax or rent. The maximum benefit is $1,000 each year for those under 65 and $1,500 for those over 65.
We provided tax credits for working families. We permanently increased the Earned Income Tax Credit to help 100,000 Maine families make ends meet amid rising costs of electricity, gas, child care and more.
We passed costof living adjustments for retired state workers. We made critical cost of living adjustments to state pensions for retired workers, including teachers, who were the target of unfair budget cuts in 2011.
We reduced taxes forMaine retirees. We increased the annual income tax pension deduction to $25,000– a $15,000 increase.


Education
4
We created the Education Rainy Day Fund to ensure the state continues to meet its obligation to fund public K-12 education at 55 percent as mandated by the voters in 2004.
We funded Career and Technical Education. The budget allocates $1.6 million for CTE programs to ensure they have materials and equipment.
We supported Jobs for Maine Graduates. We invested critical funding in the JMG program, which supports middle and high schools students.
We extended free school meals, ensuring all Maine students in public schools can continue to access healthy school meals at no cost.
We provided two years of free communitycollege for all students from the high school graduating classes of 2020 through 2023 who enroll in a community college full-time.
We froze in-state tuition at the UMaine System.
We expanded the Opportunity Maine Tax Credit, increasing the maximum annual individual benefit from $2,000 to $2,500, up to a $25,000lifetime benefit.


Property Tax Stabilization Program
5
Property Tax Stabilization for Senior Citizens allows certain senior-citizen residents to freeze the property taxes on their homestead. An applicant:
Must be at least 65 years old,
Must be a permanent resident of the state, and
Must have owned a Maine homestead for at least ten years.
As long as the individual files an application and qualifies each year, the tax billed to them for their homestead will continue to be fixed at the amount they were billed in the prior tax year.
If taxes assessed on eligible property exceed the "stabilized" amount, the state must reimburse municipalities 100% of the difference by January 15.

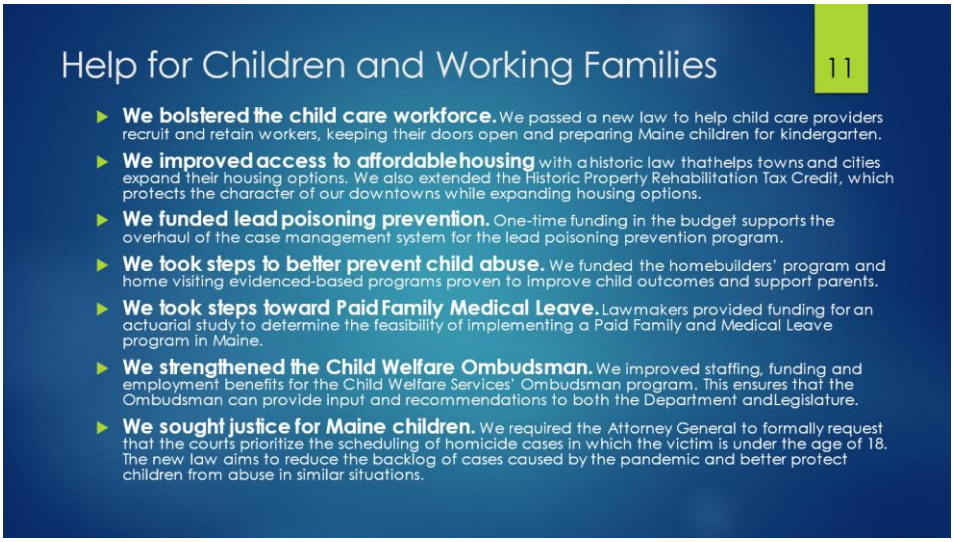

Property Tax Stabilization Program, continued: Application Process
6
An individual must file a completed application, including any requested proof of qualification, with their local assessor by December 1.
The assessor will determine if the applicant qualifies for the program and will notify the applicant whether they have been approved or denied.
Participantsmust file a new application with the municipality each year in order to maintain their stabilized tax amount.
As long as a participant continues to qualify and apply every year, their tax bill will remain the same as it was in the year an application was first submitted.


PFAS Remediation and Environmental Protection
7
We banned out-of-state waste. We closed a loophole that still allowed trash from outside Maine to be shipped in and disposed of at the Juniper Ridge Landfill in Old Town.
We established a trust to address PFAS contamination. We created a $60 million fund to acknowledge the need to address PFAS in several new areas, including compensation to help relocate farm businesses when remediation is not possible, monitor health and support new research and removal.
We improved PFAS testing and abatement. We took steps to help state and private labs build PFAS testing capacity to improve PFAS detection in Maine. We also provided critical funding to abate, clean up and mitigate threats or hazards posed by PFAS.
We protected Maine residents amid rising sea levels We passed a new law to help Maine residents living along the coast protect their homes and afford flood insurance in the wake of rising sea levels.


Social Services/Health Care
8
We invested $250,000 inMeals on Wheels
We boosted in-home and community support services for older Mainers and other adults. We reduced the waitlist for older Mainers eligible and waiting to receive in-home services to assist with day-to-day tasks.
We invested in long-term care. We funded nursing homes, residential care facilities and other providers. We also provided cost-of-living adjustments and increased rates to support wages of at least 125 percent of minimum wage for direct care workers.
We funded Maine hospitals. Lawmakers invested $25 million in Maine's hospitals to keep these facilities open so Mainers all across the state can access care when they need it most.
We established the Hospital Loan Fund to help struggling hospitals repay loans.
We created an EMS commission to examine the structure, support and delivery of emergency medical services and make recommendations on how the state can better support and partner with our first responders.


Social Services/Health Care, cont.
9
We strengthened health care for new mothers. A new law will require insurers to provide coverage for 12 months of postpartum care.
We strengthened fertility care coverage. Another bill requires state-regulated health insurance plans to cover fertility care for Mainers struggling to start a family.
We improved health care coverage for Maine kids. We expanded the Children's Health Insurance Program to ensure an additional 40,000 Maine kids can receive care.
We mandated testing for Cytomegalovirus (CMV) in infants. CMV is a little-known, but preventable, virus. A new law ensures more Maine kids can be screened and treated.
We rebuilt Maine's oral health care program. Lawmakers provided funding to rebuild this vital program in the CDC so children can access dental care during elementary school
We pursued long-term strategies to lower health care costs by directing the state to study barriers to affordable health care and develop improvements

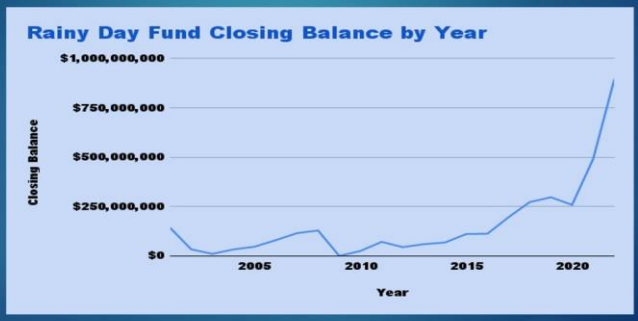

Prescription Drug Reform
10
We improved contraceptive coverage. A new law requires all state-regulated health care plans to cover all prescription contraceptive medications approved by the FDA
We provided emergency access to lifesaving chronic medication. Another new law will allow pharmacists to dispense an emergency supply of a chronic maintenance medication used to treat long-term conditions without a current, valid prescription from a health care provider. This will reduce hospital visits and save lives.
We clamped down on double-billing practices . LD 1783 will ensure patients get the full value of their insurance premiums and protect patients from shady double-dipping practices that often fly under the radar. The new law targets copay accumulator programs that allow Pharmacy Benefit Managers, otherwise known as middlemen, to essentially double-bill policyholders, increasing profits for PBMs and insurers at the expense of the patient.
We studied long-term solutions to prescription drug reform. We passed a law this year to study how much consumers could save if we adopted international reference rates for the most expensive and most common drugs in Maine. It's a key step towards long-term relief.


Help for Children and Working Families
11
We bolstered the child care workforce. We passed a new law to help child care providers recruit and retain workers, keeping their doors open and preparing Maine children for kindergarten.
We improved access to affordable housing with a historic law that helps towns and cities expand their housing options. We also extended the Historic Property Rehabilitation Tax Credit, which protects the character of our downtowns while expanding housing options.
We funded lead poisoning prevention. One-time funding in the budget supports the overhaul of the case management system for the lead poisoning prevention program.
We took steps to better prevent child abuse. We funded the homebuilders' program and home visiting evidenced-based programs proven to improve child outcomes and support parents.
We took steps toward Paid Family Medical Leave. Lawmakers provided funding for an actuarial study to determine the feasibility of implementing a Paid Family and Medical Leave program in Maine.
We strengthened the Child Welfare Ombudsman. We improved staffing, funding and employment benefits for the Child Welfare Services' Ombudsman program. This ensures that the Ombudsman can provide input and recommendations to both the Department and Legislature.
We sought justice for Maine children. We required the Attorney General to formally request that the courts prioritize the scheduling of homicide cases in which the victim is under the age of 18. The new law aims to reduce the backlog of cases caused by the pandemic and better protect children from abuse in similar situations.

Rainy Day Fund

12

- The Budget Stabilization Fund balance is $896 million, the highest level in its history by far.



New Election Laws

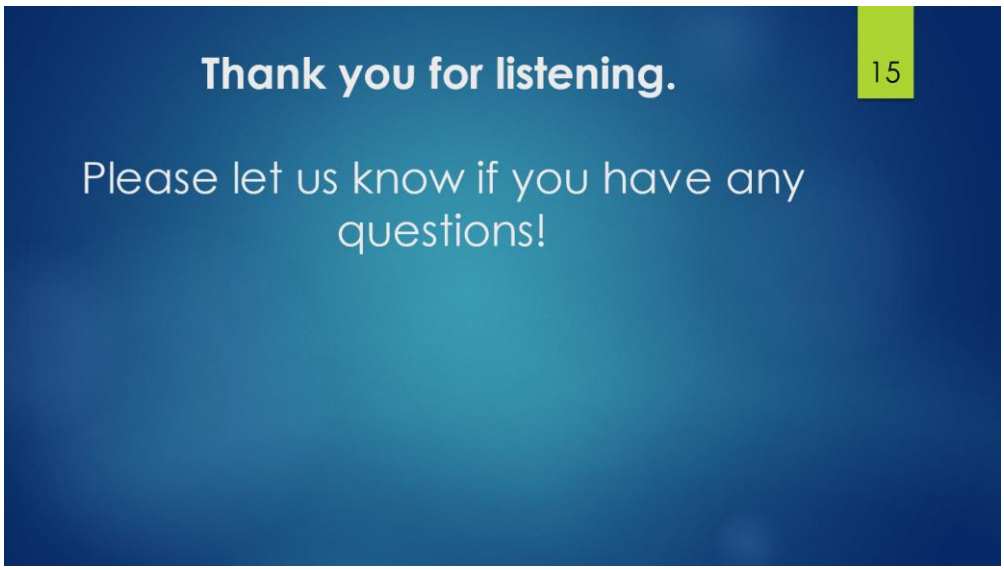
13

- **We protected ballot security.** To further ensure the security of our ballots, this year we passed a law to strengthen Maine's chain of custody laws to guard against outside political interference in election administration.
- **We established open primaries.** This session, we passed a law to create semi-open primaries, allowing unenrolled voters to participate in either the Democratic or Republican primary each election cycle, without changing their party affiliation. The new law takes effect in 2024.
- **We provided funds for election transparency and audits.** The Supplemental Budget funds election training for town clerks, creates a process for citizens to report concerns about election security and directs the Secretary of State to conduct post-election audits.

Energy Relief

14

- **We provided electric rate relief for small businesses** This new law creates a tiered credit worth up to $3,000 for eligible small businesses to help with high energy costs.
- **We improved access to the Home Energy Assistance Program** We partnered with Maine Housing and Maine's Community Action Programs to cut red tape and ensure that Mainers can apply for home-heating assistance online beginning next winter.
- **We empowered Maine rate-payers.** This new law creates a stakeholder group with a diverse membership, including working Mainers, to review price-setting decisions in order to bring greater accountability and consumer input to the electric rate-setting process.
- **We held utility companies accountable.** LD1959 makes sure utility companies put the needs of their customers first or face steep penalties. It also strengthens whistleblower protections.



III. PUBLIC DISCUSSION

No public discussion.

IV. LEGISLATION AND POLICY

22 – 140 To hold a Public Hearing to consider and act on authorizing the Town Manager to execute closing documents for the purchase of the Val Halla Banquet Center from Maine State Golf Association, Inc. for a purchase price of $325,000.00 to be paid from the Building Reserve Fund.

Town Manager Shane said the banquet center at Val Halla was built in 1998 and in October of 2011, we sold it to Maine State Golf Association (MSGA). Their plan was to house the Maine Golf Hall of Fame there as well as their administrative offices. That plan never came to fruition and then Covid struck, and everyone was working from home. Then they realized that they didn't really need office space and listed it for sale two years ago for $700,000. They had two potential buyers that eventually fell through, so they approached the Town to see if we would be interested in purchasing it. After some negotiating, he brought it to the Town Council to see if they were interested in purchasing it for $325,000. We are here tonight to finalize the purchase.

Councilor Segrist asked the Manager to remind him how much we sold it to the MSGA for in 2011.

Town Manager Shane said that the MSGA purchased it for $515,000.

Chairman Foster open the Public Hearing.
No public comment.
Chairman Foster closed the Public Hearing.

Motion by Councilor Segrist, seconded by Councilor Vail, to authorize the Town Manager to execute closing documents for the purchase of the Val Halla Banquet Center from Maine State Golf Association, Inc. for a purchase price of $325,000.00 to be paid from the Building Reserve Fund, per the following Council Order:

WHEREAS, the Town entered into a purchase and sale agreement with the Maine State Golf Association, Inc. dated September 23, 2022 (the "PSA") for the purchase of the Val Halla Golf Course located in Cumberland, Maine as more fully described in the PSA (the "Property"); and

WHEREAS, the PSA contemplates that the closing of the transaction between the parties will take place on or around November 15, 2022; and

WHEREAS, the Town has identified the source of funding for the purchase of the Property pursuant to the terms of the PSA and does not seek to borrow any funds for this purpose;

NOW, THEREFORE, be it voted, resolved, and ordered by the Town Council of the Town of Cumberland, Maine:

Section 1: Appropriation. The sum of $325,000 is hereby appropriated from the CIP Building Reserve Fund to purchase the Property.

Section 2: Closing Documents. The Town Manager, Treasurer, Chair of the Town Council, Clerk and other appropriate officers of the Town are hereby authorized and empowered to do all such acts and things, and to execute, deliver, file, approve, and record all such documents, contracts, deeds, assignments, certificates, memoranda, abstracts, and other documents as may be necessary or advisable, with the advice of counsel for the Town, including but not limited to any certificates, agreements, and other documents as may be necessary or appropriate in connection with the purchase of the Property or to carry out the provisions of the resolutions heretofore adopted at this meeting in connection with the PSA and purchase of the Property.

Section 3: Town Officials. If any of the officers or officials of the Town who have signed or sealed any documents in connection with the purchase of the Property shall cease to be such officers or officials before any such documents so signed and sealed have been actually authenticated or delivered by the Town, such documents nevertheless may be authenticated, issued, and delivered with the same force and effect as though the person or persons who signed or sealed such documents had not ceased to be such officer or official; and also any such documents may be signed and sealed on behalf of the Town by those persons who, at the actual date of the execution of such documents, shall be the proper officers and officials of the Town, although at the nominal date of execution any such person shall not have been such officer or official.

Section 4: Deputy Officials. If the Town Manager, Treasurer, Chair of the Town Council or Clerk are for any reason unavailable to approve and execute the documents in connection with the purchase of the Property, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, is authorized to act for such official with the same force and effect as if such official had herself performed such act.

ADOPTED this 14th day of November 2022 by the Cumberland Town Council.

VOTE: 7-0 UNANIMOUS

22 – 141 To consider and act on authorizing the Town Manager to execute a lease agreement for a new radio communication tower on town owned land for future Public Safety equipment.

Town Manager Shane said that the agreement is to build a radio tower on Range Way. Chief Rumsey has been working with a vendor and they are willing to build the tower and pay the Town a $22,000 lease payment. This will still require approval by the Planning Board, and it will go through all the same processes that any other project would go through. Chief Rumsey had a radio communication study done and will talk more about that during his presentation (the next agenda item).

Chairman Foster added that our Lands & Conservation Commission did put their stamp of approval on this, as well as the previous agenda item, understanding the public safety concerns and need for a new communications tower.

Chairman Foster asked for any public comment.

Bill Stiles of Range Road asked why we couldn't place this tower on the same site that the current tower is in order to save Town owned property.

Town Manager Shane responded that the current site is the first location that the vendor looked at and that tower is full. Under our current ordinance, the fall distances of those towers would be restricted on that site so they likely couldn't fit a second tower there.

Motion by Councilor Storey-King, seconded by Councilor Vail, to authorize the Town Manager to execute a lease agreement for a new radio communication tower on town owned land for future Public Safety equipment.
VOTE: 7-0 UNANIMOUS

22 – 142 To hear a report from the Police Chief re: Police Department Capital Improvement Plan review.
Chairman Foster explained that the Capital Improvement Plan is sort of the basis of where we start building our budget every year. The Town Manager thought it would be good for the public to hear from the larger Town departments their long-term investment needs.

Police Chief Rumsey presented the following:

CUMBERLAND PUBLIC SAFETY
CAPITAL IMPROVEMENT REQUEST

July 2021: Communications Design Consulting Group

- Issued a report indicating:
  - Inability of public safety employees to talk with each other and dispatch from mobile and portable radios negatively impacts service delivery and first responder safety.
  - Components of the town's radio system are at "end of life"
  - The FAA tower is interfering with our radios and its use should be discontinued.

Police and Fire "As Is" Portable Coverage

TALKBACK: PORTABLE TO DISPATCH

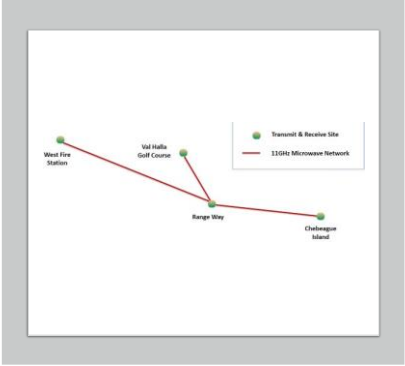
White = Coverage inside residential buildings

Green = In-street portable coverage

Gray = No coverage

What's the fix?

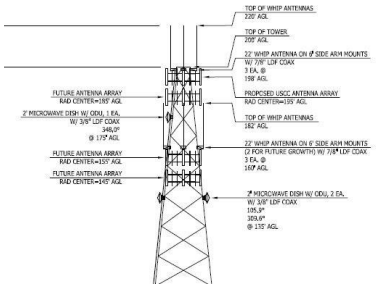
- New radio equipment – VHF and microwave
- Discontinue use of FAA tower
- Backbone of microwave connected towers across Cumberland:
  - 200' tower in west Cumberland (to be built)
  - Use of existing Verizon tower at Val Halla
  - 200' tower in east Cumberland (to be built)
  - Use of existing public safety tower on Chebeague



Visibility of Towers from Cumberland

View of Current Range Way Tower from Drowne Road

Proposed layout of new tower



Find CDCG's Final Report and All Documentation:

- https://www.cumberlandmaine.com/cumberland-police-department/pages/radio
- https://www.cumberlandmaine.com/Cumberland-fire-department/pages/radio

CUMBERLAND POLICE DEPARTMENT

CIP REQUEST
NEW POLICE STATION
NOVEMBER 2022

Current Station:

- Built in 1998
- Originally housed PD and Rescue Department
- Original layout made sense based on the use of the facilit and police operations at the time
- Structure and size of CPD has changed over the past24 years
- Modern design and police operations have evolved requiring the consideration of a new purposebuilt facility

Temporary Evidence Storage / Evidence Packaging

- Modern standard is for passthrough lockers
- This room also currently serves as weapons maintenance room
- Inadequate facility to process and package evidence

Meeting Room

- Dated in terms of carpet, lighting, furnishings
- Poorly situated for meetings with non - department personnel:
  - Through locked doors
  - No access to restrooms for attendees

Traffic Flow:

- Intoxilyzer / Fingerprint area is on opposite side of building from garage bays
- Bringing an arrestee in requires walking from one side of the building to the other, past locker rooms, meeting room, Detective's office
- Officers who are working in the report room have to travel across the entire building to get to their cruiser and respond to an emergency call

Locker Room:

- Current

- Standard

Falmouth PD

The need:

- Operation of a police department out of a building and parking lot that serves numerous other functions presents challenges:
  - Cruisers headed to emergencies through crowded parking lot
  - Disruptive noise (sirens / garage doors)
  - Crossover of vehicle and pedestrian traffic (arrestees)

Moving the PD would allow space to be allocated for other needs

New PD would be a strong statement of Cumberland's commitment to public safety

Surrounding towns have new PDs– we compete with them for current and prospective employees

22 – 143 To hear a report from the Fire Chief re: Fire Department Capital Improvement Plan review.
Fire Chief Small presented the following:

West Cumberland Fire Station
Exterior Improvements
Route 100 Design

Appearance of Approximate Businesses

Station appearance consistent with Route 100 Design Guidebook

- **Visual Character of Station**
  - **Siding**
  - **Signage**
  - **Facades/Exterior Walls**
  - **Pavement and Curbing**
- **Energy Initiatives**
  - **Rooftop Solar Panels**
  - **Hybrid Charging Stations**

- Additional value
  - Natural lighting
  - Safer entrance for first responders

Route 100 Design Guidebook: Section 2.2.4
"Unbroken facades in excess of 80 feet are overwhelming whether they are visible from Route 100, other roadways.... Breaking up the plane of the wall can reduce this sense of overwhelming scale."

This CIP presentation is to initiate considerations to improve the station's aesthetics from a "steel garage" to a building that better fits into the Route 100 corridor design.

V. NEW BUSINESS

Councilor Copp – he gave his $20 donation to the 4-H food pantry fund, as he does at every meeting.

He thanked Councilor Edes for the idea of setting up the Zoom meeting with Holly Smith, Mayor of Sanibel, Florida. He and Holly graduated from Greely in 1980. When she accepted the position of Mayor a year ago, he can't imagine that she ever dreamed that she would see the devastation that hurricane Ian

caused. He can't imagine the 7 members of our Town Council having to deal with what they are going through as a community.

Thanksgiving is next week. Don't forget to donate to the food pantry. There is a list of items needed on the Town website.

Councilor Filson – the Lands & Conservation Commission met on November 2nd. There is some phenomenal work going on to manage the invasives. The trails subcommittee in partnership with the Cumberland and Chebeague Land Trust and the Recreation Department are doing some great reimagining of the kiosks in terms of layout and signage. Denny Gallaudet and the Sustainability Committee reported on the green ammonia technology, which is impossible to explain, but has some very compelling solutions for decarbonization. Denny also estimated that 68% of Cumberland's CO2 emissions are balanced by annual sequestration from our forested and agricultural lands, which is great news and on par with the State goals for 2050, which we should surpass as a State even earlier than anticipated.

We are reassessing the composting pilot project, hopefully with less flies and diapers going forward.

The Coastal Waters Commission will meet this Wednesday.

Councilor Vail – Barbara Berkovich passed away recently. She was a Cumberland resident for over 50 years and raised 3 daughters here. Condolences to her family.

Councilor Segrist – the Housing Task force will meet on Wednesday evening of this week.

The Legislative Policy Committee met last week. This was the second meeting of the committee. They have whittled their list of items to discuss down to the top 10 via online polling. The number one item that 98% of the members want to discuss is LD290 (Senior Property Tax Stabilization). There were three issues dealing with general assistance and clarifying what it meant to be the Municipality of Responsibility in the general assistance statutes. One of the big issues that the folks at Maine Municipal Association are working on, in regard to general assistance, is to increase the reimbursement from 70% to 90% to the municipality. Number four on the list is broadband cable to streamline the process of broadband attachment to utility poles located in public ways. Number 5 is to require the State to potentially share a percentage of State adult use cannabis sales and excise tax revenues with the communities where the revenue was generated. There was a proposal on senior property tax exemption applications at the State level to have them in one place, where you could apply for all of your exemptions at one time. The last three items are related to Public Safety; to require the State to offer regional training and certification for law enforcement officers, another to require the State to implement and fund training programs for EMS services, and to require the pro-rated reimbursement of training costs whenever a full-time public safety employee is hired by another government entity within 5-years of receiving training or accreditation.

Councilor Edes – no new business.

Councilor Storey-King – last week, she had the privilege of attending the Friends of Prince Memorial Library meeting. They are an amazing group made up entirely of volunteers. They raise thousands of dollars a year to pay for most of the programs at our library. Their annual book sale this year was their best ever. If you're not on the weekly email list from the library, you should get on it. Even if you're not a reader, there are a lot of excellent programs at our library.

Holiday gift giving season is coming and there are a lot of opportunities to keep your dollars in Cumberland. You might consider donating money to the Friends of the library, the Historical Society, the Firefighters for Kids has their annual pancake breakfast the first weekend in December, the Food Pantry can always use your donation of cash or food, the Cumberland & Chebeague Land Trust, the Lions Club has their holiday citrus sale, and you could attend one of the many holiday craft fairs around Town.

The Rail to Trail public hearing for anyone in the Portland to Auburn region is going to be held on December 5th from 6 to 8 p.m. at Greely Performing Arts Center.

The Recreation Committee and Library Advisory Committee both meet this week. The Ordinance Committee will meet next week.

Winter sports started today. For our Greely winter athletes, good luck!

Happy Thanksgiving to everyone!

Chairman Foster – a big thank you to the Stiles and Hansen families. For 58 years, they have held a family golf tournament and dinner with a 50/50 raffle. Proceeds from the raffle were donated to the Val Halla junior golf program.

The Police and Fire Chiefs have kicked off the Capital Improvement Program presentations. At our next meeting we will hear from our Public Works, Val Halla, and Recreation Departments.

Town Manager Shane – he wants to thank all the people of Cumberland who voted in the last election. 83.4% was the voter turnout. He also wants to thank our outgoing Town Clerk, Tammy O'Donnell, who is retiring at the end of this year. Tammy is amazing and is going to be difficult to replace.

There was a meeting to interview engineering firms for the Route 100 roundabout project. Gorrill-Palmer was the firm chosen to work on the project.

There will be a meeting this Thursday evening on the MSAD solar farm. That solar farm will save us almost a half million dollars in electrical costs annually.

Thank you to Bert Kendall and the AMVETS. Every Veterans Day they raise money for the food pantry here and in Yarmouth. This year, they gave us a check for over $600.

Patty Dunn from Rachel's collected money for the food pantry during dinner last Thursday and donated $77 for the food pantry. Thank you, Patty!

VI. **<u>EXECUTIVE SESSION</u>** pursuant to Title 36 M.R.S.A. Section 841(2) to consider and act on an application for tax abatement based on hardship.

Motion by Councilor Segrist, seconded by Councilor Edes, to recess to Executive Session pursuant to Title 36 M.R.S.A. Section 841(2) to consider and act on an application for tax abatement based on hardship.
VOTE: 7-0 UNANIMOUS
TIME: 9:30 P.M.

Reconvene to regular session at 9:56 P.M.

Motion by Councilor Storey-King, seconded by Councilor Copp, to approve the property tax abatement request for case number 2022-001HA in the amount of $3,599.23 for tax year 2023, per the finding of fact and conclusions as discussed in Executive Session.
VOTE: 7-0 UNANIMOUS

VII. ADJOURNMENT

Motion by Councilor Vail, seconded by Councilor Copp, to adjourn.
VOTE: 7-0 UNANIMOUS
TIME: 9:57 P.M.

Respectfully submitted by,

Brenda L. Moore
Council Secretary

ITEM
22-144

To award engineering services for the Route 100 roundabout project to Gorrill-Palmer

MEMORANDUM

TOWN OF CUMBERLAND, MAINE
290 TUTTLE ROAD
CUMBERLAND, MAINE 04021
TEL: 207-829-2205 FAX: 829-2224

To: Town Council

From: William R. Shane, Town Manager

Date: November 22, 2022

Re: Gorrill Palmer Feasibility Study for Rt 100

As you all know, the first step in the process to move forward with a roundabout on Route 100 is a feasibility study. A number of Town Councilor's, MDOT Representative Steve Cole, and myself interviewed two engineering firms to do the feasibility study. That interview led to the group unanimously choosing Gorrill Palmer Engineers to lead the next step in this important process for Route 100. As outlined in the report, the study is expected to take 12 months to complete.

Gorrill Palmer has agreed to a cost of $120,000 to complete this study. The cost will be shared by the MDOT and the Town of Cumberland. Our share will be paid from TIF funds, which are dedicated to economic development in this area. I will be happy to answer any questions anyone may have regarding this proposal.

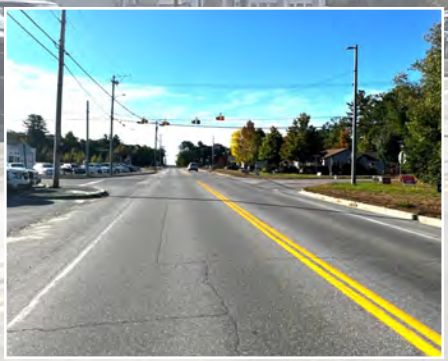
I do have authorization from MDOT to execute the contracts with Gorrill Palmer. Once I have the Council's authorization to sign the documents, they will be executed so work can begin.

Proposal

Route 100 Feasibility Study
Planning Partnership Initiative
Cumberland, Maine

SUBMITTED TO: TOWN OF CUMBERLAND | *SUBMITTED BY:* GORRILL PALMER | OCTOBER 6, 2022

GORRILL PALMER



GORRILL PALMER

707 Sable Oaks Drive | Suite 30
South Portland, Maine 04106
207.772.2515

October 6, 2022

William Shane, PE
Town Manager
Town of Cumberland
290 Tuttle Road
Cumberland, ME 04021

Re: Cumberland, Route 100 Feasibility Study
Safety and Economic Development Improvements
Proposal for Planning Services

Dear Bill:

We are excited about the opportunity to submit this proposal to assist the Town of Cumberland with planning services relating to a feasibility study for the intersection of Route 100 with Blackstrap Road and Skillin Road in West Cumberland. As you know, there have been prior studies and design work completed for this area for which Gorrill Palmer has been part of. We plan to take a pragmatic approach to this study, building off the work from the previous studies but providing hands on practical design recommendations for safety, economic development, and mobility improvements to this study area, with a specific focus on accommodating all modes of transportation.

In selecting a firm for this PPI assignment, it is important that you select a firm that brings experience with this type of work, has established relationships and knowledge of the area, has a strong vision on how to complete the work and brings leadership to ensure the study is successful. We believe that Gorrill Palmer is the best qualified firm for this assignment. The following pages will summarize our study team, project understanding, experience and will highlight references and a schedule.

Experience & Relationships: Gorrill Palmer has extensive experience with transportation planning and feasibility studies and has completed numerous PPI projects for MaineDOT. Specifically, Gorrill Palmer has completed similar PPI planning studies that focus on safety and mobility improvements in the municipalities of Rockland, Waterville, Dover-Foxcroft, Old Orchard Beach and Windham. We bring significant experience in completing corridor studies, intersection safety audits, traffic analysis, access management and mobility assessments for all user types and in the development of alternatives that improve safety and enhance mobility. We will leverage this experience to develop creative and innovative solutions for the challenges associated with this study area. Having worked on the recent roundabout concepts for this intersection for the town, our team is very familiar with this area, and we are eager to build off that prior work in a manner that provides for a comprehensive assessment of safety, operations and mobility for transportation users while also considering and realizing future land use opportunities in the area.

Our relationships with the Town of Cumberland are strong as we have served as the towns engineering consultant for many years now. Our work in the community includes planning,

design and inspection services on municipal, infrastructure and transportation projects. In addition to working with Bill Shane and Chris Bolduc, we have presented and worked with town council members on a variety of assignments and projects. We are teamed with VHB and Terrence J DeWan & Associates (TJD&A) on this assignment. VHB brings traffic and transportation planning experience and TJD&A brings landscaping and visualization experience from a variety of transportation and planning projects in communities throughout Maine. This experience and institutional knowledge that Gorrill Palmer, VHB and TJD&A bring to this assignment will be invaluable and likely unmatched. Our relationships with MaineDOT are also excellent and well-rounded. In addition to our PPI planning experience, we have extensive DOT design experience with roadways, intersections, bicycle, and pedestrian improvement projects. Overall, we believe our team is well suited for this study.

Strong Vision & Leadership: This proposal will demonstrate our clear vision and project understanding for this assignment as we have completed similar assignments and are familiar with the existing conditions of this study area. **Doug Reynolds** will serve as the project manager for this study as he is very familiar with town standards, preferences and town staff. **Al Palmer** will serve as principal-in-charge for all things town related and **Don Ettinger** will serve as principal-in-charge for all things DOT related. Together, we bring over 75 years of municipal and transportation planning and design experience and are excited for the opportunity to showcase that knowledge with you on this assignment. Should you have any questions regarding this submittal, please do not hesitate to contact us.

I hereby certify that all information contained in this proposal is true and accurate. I also certify that our firm is not debarred from working on governmental agency contracts.

Respectfully submitted,

Gorrill Palmer

Alton M. Palmer, P.E.
Principal
207.415.5903
apalmer@gorrillpalmer.com

Don G Ettinger, P.E.
Principal
207.756.0462
dettinger@gorrillpalmer.com

TOWN OF CUMBERLAND
Route 100 Feasibility Study
Safety & Economic Development Improvements

TABLE OF CONTENTS

Study Team

STUDY TEAM

Gorrill Palmer is pleased to discuss the quality and strength of our team in this section. We have assembled a highly qualified team of experienced professionals to fulfill the requirements of this study. Our team comprised of Gorrill Palmer with support from VHB and TJD&A will bring senior level planning and design expertise to this assignment. A breakdown of the services to be provided by the **Gorrill Palmer Team** is provided below:

Gorrill Palmer will serve as the prime consultant and the point of contact for this assignment. As a leader in the state of Maine in guiding municipalities on key transportation planning and design initiatives, Gorrill Palmer will bring the knowledge and expertise necessary to complete this intersection safety, mobility and land use study. Gorrill Palmer assisted the town with roundabout concepts for this exact intersection earlier this year. We have successfully completed other planning studies following the PPI process and look forward to assisting the Town of Cumberland on this excited project. We will lead all the planning and design related work associated with this study and will facilitate the public outreach and input process. We will be responsible for developing the draft and final reports.

VHB will assist Gorrill Palmer by providing traffic and transportation planning services on this study. VHB brings over 40 years of engineering and planning level experience on transportation, real estate, institutional and energy industries for public and private clients throughout the east coast, New England and Maine. Jennifer Conley, who is the director of transportation systems within the firm is known throughout New England for her experience with complete streets plans, traffic operational studies and engineering design & modeling of traffic signals and intersection projects will serve as VHB's point of contact for this study. Her and her team's involvement in this study will be invaluable.

Terrence J DeWan & Associates (TJD&A) will assist Gorrill Palmer by providing landscaping and visualization services on this study. TJD&A brings over 40 years of landscaping, architecture and planning services for public and private clients throughout Maine. With an office in Yarmouth, TJD&A brings local and institutional knowledge of the area and has specifically worked with the town on this intersection projects in prior years. Jessica Kimball, who is a landscape architect and planner within the firm is known throughout northern New England for her streetscape and master planning experience will serve as TJD&A's point of contact for this study.

Description of Firms:

Gorrill Palmer is an integrated transportation, municipal and land development engineering firm that has been providing quality professional service to clients throughout New England since 1998 and the Mid-Atlantic area since 2013. Since our founding, Gorrill Palmer has been consistently recognized for our expertise, experience, and responsiveness, resulting in outstanding value for our clients.

At Gorrill Palmer, we have created a work environment built upon integrity, skill, and service. Our team includes individuals with expertise in transportation planning and engineering, municipal engineering, land development, environmental permitting, and construction observation. With offices in Maine and Virginia, Gorrill Palmer's committed staff is well respected for our attention to detail and ability to consistently deliver high quality, innovative and cost-effective designs to our clients.

Gorrill Palmer takes pride in adhering to its "3R" core values of **Relationships, Responsiveness and Results**. The success of any project can be based our firm's ability to effectively communicate with our clients and the public. Responsiveness can be defined as meeting a project deadline or having a principal of our firm actively involved in every project. Results can be defined as delivering a quality product and/or listening to our client needs and delivering a product that meets those needs. **It is these core values that Gorrill Palmer will bring to this important assignment to ensure project success.**

In terms of services provided, Gorrill Palmer is a full-service transportation planning, land development, and engineering firm that provides the following services:

- Transportation Feasibility & Planning Studies
- Site Development Planning & Design
- Traffic Analysis and Design
- High Crash Location Mitigation Assessment
- Intersection Signal & Roundabout Design
- Bicycle & Pedestrian Facility Design
- Corridor Planning Studies
- Roadway and Intersection Design
- Management of Access Control
- Traffic Impact and Management Studies
- Stormwater Management and Erosion Control
- Transportation Demand Management and Plans
- Local, State and Federal Permitting
- Construction Inspection Services
- Low Impact Development/Green Infrastructure
- Neighborhood Traffic Calming
- Capital Improvement Planning Assistance
- Utility Design
- Multi-Use Trail Design
- Parking Studies

Gorrill Palmer has 34 employees, including ten licensed professional engineers, sixteen project and design engineers, five CAD technicians and three administrative staff. We have four staff members that are MaineDOT local project administration (LPA) certified including Doug Reynolds and Don Ettinger. **We have ten (10) individuals that are dedicated to the transportation planning and transportation engineering groups within the firm, including five professional engineers.**

Gorrill Palmer is pleased to announce that we are a winner of the **2022 Best Places to Work in Maine** award, which honors outstanding workplaces in the state. These firms have been recognized for their ability to inspire their teams to perform at the highest levels in an environment where their people feel they are valued, can make a difference, and can clearly see

where their contribution fits into the overall mission and success of the firm. Gorrill Palmer was one of a hundred businesses overall to be recognized for this award and one of only seven engineering firms operating in Maine to receive this award in 2022.

This award reflects the culture and work environment that Gorrill Palmer has created within the firm. These successes have resulted in overall staff retention, consistency of deliverables and product, established and ongoing client relationships, overall client satisfaction and ultimately repeat business from our clients.

VHB brings passionate professionals include engineers, scientists, planners, designers, and construction inspectors who partner with public and private clients in the transportation, real estate, institutional, and energy industries, as well as federal, state, and local governments. Together, they work to improve mobility, enhance communities and economic vitality, and balance development and infrastructure needs with environmental stewardship.

Their team with over 1,800 employees is eager to deliver value by embracing clients' goals, anticipating challenges, building lasting partnerships, and always providing an exceptional experience. They are passionate about making meaningful contributions to the world through the work they do, and they are proud, yet humbled, to have been doing this for more than 40 years.

Their experience includes design of modern roundabouts. Roundabouts are considered safer and more sustainable intersection control versus signalized intersections by the FHWA and the TRB. Considering roundabouts in the New England area has been challenging due to rotary history and less desire for change for motorists. VHB has been successfully developing concepts and supporting analyses for communities and transportation agencies willing to consider roundabouts in New England and along the east coast. VHB has provided design services for over 40 single and multilane roundabouts and utilizes the SimTraffic and VISSIM software for simulation analysis. VHB provides concept, analysis, design, and construction services for single-lane and multi-lane roundabout and corridor projects for towns, cities, private developments, and state transportation agencies along the east coast. VHB's team specializes in the use of SIDRA and VISSIM software to simulate context-sensitive roundabout design and operation.

VHB also designs complex highway and roadway projects ranging in size from the design of multi-lane limited access highways and interchanges to reconstruction of minor arterials, local roads, and single intersections. Included in our design services is the complete preparation of contract documents including construction plans, specifications, and estimates. VHB's services also include alternative evaluation, construction sequencing and scheduling, traffic management during construction, application preparation, permit preparation, value engineering, contract documents/bidding assistance, quality assurance specifications, and construction administration

and inspection services. These capabilities ensure that even at concept development, VHB understands the ultimate implications during design and construction.

Terrence DeWan & Associates (TJD&A) is a leading landscape architectural and planning firm based in Yarmouth, Maine. As a diverse group of design professionals, they specialize in both large-scale planning and detailed site design. Their staff is composed of professionals with backgrounds in landscape architecture, engineering, community planning, public engagement, GIS analysis, visual resource assessment, 3D modeling, graphic design, and land-use permitting. In addition to maintaining an interdisciplinary approach within the office, we collaborate with professional teams from a variety of disciplines to address complex challenges.

tjd&a | Terrence J. DeWan & Associates Landscape Architects & Planners

TJD&A has extensive experience with municipal and urban projects, streetscape design, sidewalk and pathway planning, municipal parks, and similar facilities that demand careful attention to user needs, pedestrian scale and movement, and maintenance. Some of their noteworthy corridor planning and streetscape improvement work includes streetscape design work for the City of Bath, Falmouth Route 1 corridor improvements, the Rockport-Rockland Route 1 Corridor Study, and the plan for Bangor's Westside Village and Main Street corridor.

Throughout their work, they emphasize the importance of graphic communication to assure quality public understanding. They work with the most current computer software to ensure their mapping and graphic work is accurate, effective, and visually impressive. TJD&A believes the most appropriate design solutions come from thoughtful engagement with clients. In our work with municipalities, they search for innovative ways to facilitate public outreach as it relates to the design process.

Key Personnel:

The study team will be comprised of the following key personnel:

Doug Reynolds, PE will serve as the project manager for this assignment. He is a project manager in the firm, in our land development group and has over 25 years of experience with land development and municipal infrastructure projects. Doug serves our client service leader for the most of our Town of Cumberland municipal projects. He is well known with town officials and has a strong understanding of the community's infrastructure and has a solid working knowledge of the study area. Doug has managed many of the higher profile transportation infrastructure projects in Cumberland including two miles of Route 1 widening and reconstruction work to accommodate a center-turn lane, more than one mile of Blanchard Road paving and reconstruction work including sight distance improvements near the Cumberland Fairgrounds and safety improvements along Blackstrap Road, among others. Below is sampling of Town of Cumberland projects that Gorrill Palmer and Doug Reynolds have been involved with:

Cumberland Projects	Roadway Design	Drainage Design	Traffic/ Circulation	Description
Blanchard Road Reconstruction (Route 9 to Bruce Hill Road)	X	X	X	*1.6 Mile Reconstruction and Drainage Improvements*
Route 9/Tuttle Road Intersection			X	*Signal Evaluation and Upgrades*
Route 100 Corridor Study/Roadway Design	X	X	X	*1.1 Mile Reconstruction/Widening and Drainage Improvements*
Route 1 Shoulder Expansion Design	X	X		*2.9 Mile Shoulder Reconstruction/Center Left Turn Lane*
Powell Road Culvert Design	X	X		*Box Culvert Design*
Schooner Ridge Drainage Improvements	X	X	X	*0.5 Mile Drainage Improvements*
Route 88 Shoulder Expansion and Reconstruction	X	X	X	*2.8 Mile Shoulder Reconstruction and Drainage Improvements*
Downtown Road Drainage Improvements	X	X	X	*3.6 Mile Drainage and Roadway Improvements*
Stony Ridge Road Roadway Improvements	X	X		*0.1 Mile Drainage and Roadway Improvements*
Ocean Terrace Drainage Improvements	X	X		*0.1 Mile Drainage and Roadway Improvements*
Mill Road Culvert Design	X	X		*Arch Culvert Design/Construction*
Middle Road Drainage Evaluation		X		*Drainage Evaluation of Cross Culvert/Ditching*
Range Road Reconstruction	X	X	X	*2.3 Mile Drainage and Roadway Improvements*
Cross Road Realignment/Reconstruction	X	X	X	*0.4 Mile Drainage and Roadway Improvements*
Harris Road Ext. Reconstruction	X	X		*0.1 Mile Drainage and Roadway Improvements*
Blanchard Road Reconstruction (Bruce Hill Road to Skillin Road)	X	X	X	*1.2 Mile Drainage and Roadway Improvements*
Skillin Road Reconstruction	X	X	X	*0.1 Mile Drainage and Roadway Improvements*
Route 9/Main Street Reconstruction	X	X	X	*1.1 Mile Drainage and Roadway Improvements*
Blackstrap Road Reconstruction	X	X	X	*1.1 Mile Drainage and Roadway Improvements*
Main Street Drainage and ADA Evaluation	X	X		*1.0 Mile ADA and Drainage Evaluation*

Cumberland Projects	Roadway Design	Drainage Design	Traffic/ Circulation	Description
Longmeadow and Ole Musket Drainage Improvements	X	X		*0.6 Mile Drainage and Roadway Improvements*
Route 9 Sight Distance Reconstruction (@Cross Road)	X	X	X	*0.1 Mile Roadway Reconstruction for Sight Distance*
Railroad "No-Horn Area" Construction	X	X	X	*Upgraded Three Railroad Crossings for "No-Horn" zones*
Harris Road Sight Distance Reconstruction	X	X	X	*0.1 Mile Roadway Reconstruction for Sight Distance*
Tuttle Road Sidewalk Construction		X	X	*0.5 Mile Sidewalk Construction and Drainage Improvements*
Sea Cove Road	X	X		*0.3 Mile Drainage and Roadway Improvements*

Al Palmer, PE will serve as the principal-in-charge for the municipal related efforts. He is a principal in the firm, leads our land development group, has over 30 years of experience and serves as the firm's president and chief executive officer. Al will bring value to the team as it relates to current and future land use opportunities within and around the study area. As an expert in land development or redevelopment services, Al bring extensive knowledge, experience and a keen understanding of how best to accomplish the town's vision for a future mixed use, village scale redevelopment in an area that is currently dominated by commercial strip development. The other value that Al brings to the team is his long-standing working relationship with the Town of Cumberland. He and Doug Reynolds have been involved at some level in all the projects identified above.

Don Ettinger, PE will serve as the principal-in-charge for the DOT and planning partnership initiative related efforts. He is a principal in the firm, leads our transportation engineering group and has over 25 years of experience with transportation infrastructure projects. In terms of **Planning Partnership Initiative** (PPI) assignments partnering with MaineDOT, Don has served as project manager on the Spring Street Intersection PPI Study in Waterville, the Camden Street PPI Study in Rockland, North Windham Moves PPI Study in Windham, Halfway Intersection PPI Study in Old Orchard Beach and served as principal in charge on the Urban Transportation PPI Study in Dover-Foxcroft. He is currently serving as project manager on the Ocean Park Road PPI Study in Old Orchard Beach. Each of these PPI planning studies included a scope of services that was like this study. For instance, each study included assessment of high crash locations and identification of mitigation measures to improve safety, review of intersection geometry, bicycle and pedestrian facility accommodations, consideration for intersection improvements that include roundabouts and signalized intersections to improve mobility.

In addition to our PPI planning experience, Gorrill Palmer is currently designing numerous intersection safety and mobility projects in the communities of South Berwick, Poland, Bangor, Portland, Sanford, Lewiston, and Auburn, Maine.

In terms of **intersection safety and mobility experience**, our firm has managed numerous projects that involved planning and design of intersection improvements that address intersection safety, reconfiguration, access control, bicycle and pedestrian accommodations, congestion, and mobility, as summarized below:

Gorrill Palmer completed the preliminary design and is currently working on final design for Broadway Corridor Improvements in Bangor, Maine. The project limits for this project encompass the Broadway corridor within the I-95 northbound and southbound ramps. This project includes assessment of three high crash locations along this high traffic volume corridor. Work includes identification of crash patterns and safety deficiencies, development, and recommendations for geometric improvements with traffic pattern changes in order to mitigate the safety concerns. Work also includes bicycle and pedestrian enhancements, traffic analysis, access management, relocation of the I-95 southbound onramp and improved mobility through the corridor.

Gorrill Palmer also managed the infrastructure design for vehicular, pedestrian and bicycle safety improvements to the Kittery Traffic Circle project, in Kittery, Maine. Work included layout modifications to the roadway approaches to improve safety and control speeds and access management with restrictions of left turn movements from nearby businesses. A shared pathway was provided around the parameter of the circle to accommodate both bicycles and pedestrians. Work included provisions for crosswalks, signage, striping, esplanades, and landscaping.

Finally, Gorrill Palmer managed the design of the Civic Center Drive Improvements project, in Augusta, Maine. This project included design of a new signalized intersection at Darin Drive, geometric and safety improvements at the I-95 southbound offramp to better control speeds and to provide mitigation to an identified high crash location. Work also included access management, restrictions of left turn movements, pedestrian accommodations and improved signing and striping to reduce driver confusion.

In addition, Gorrill Palmer has managed many traffic and transportation planning assignments. Below is a sampling of projects and planning studies that Gorrill Palmer has served a prominent role in:

- Franklin Street Feasibility Study, Portland Maine
- Spring Street Intersection Study, Waterville Maine
- Route 302 Corridor Improvements, Windham Maine
- New Auburn Corridor Improvements, Auburn Maine
- Trafton Interchange Study, Sidney/Waterville Maine
- Rte 236 Corridor Improvements, Kittery/Eliot Maine
- Halfway Int. Improvements, Old Orchard Beach

Additional key personnel for this project will include the following:

- **Travis Landry, PE** – will serve as the lead transportation engineer on this assignment where he will be involved in the evaluation and screening for intersection alternatives, including unsignalized intersection options, signalized intersection options and roundabout options, all while considering site conditions, deficiencies, environmental, utility and right of way constraints. Jared will also work closely with VHB to best understand traffic related concerns. He will also assist in the development of cost estimates and concept plans.

- **Trey Warren** – will serve as a project engineer on this assignment completing layouts for each of the alternatives while considering vehicle speeds, pedestrian crossing locations, bicycle accommodations, reviewing and documentation of design standards, assisting with the alternative's matrix evaluation and development of project quantities.

- **Jeff Fitzmaurice** – will serve as a design engineer on this assignment supporting the team with the development of layouts, graphics, quantities and project costs.

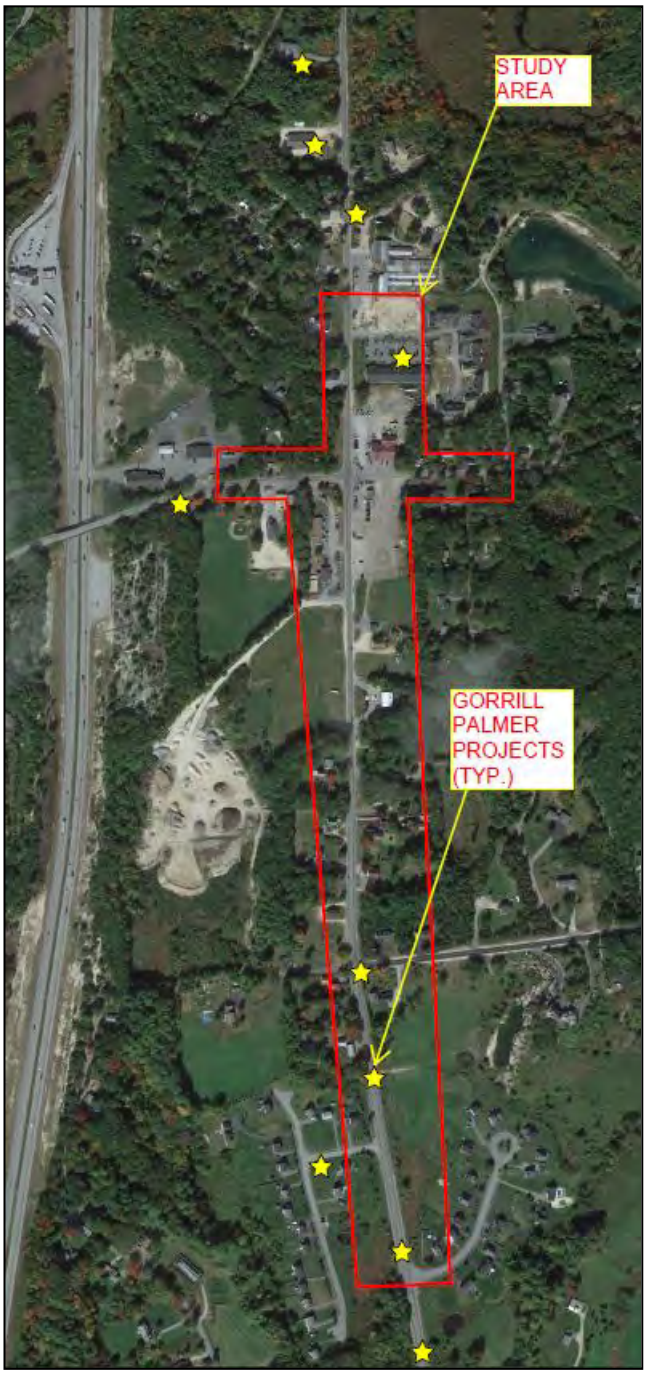
In addition to the staff noted above, Gorrill Palmer will retain the services of VHB to provide technical expertise and oversight on the traffic analysis and modeling of the existing conditions, future NO BUILD condition and future scenarios (BUILD conditions). Also, TJD&A will provide landscaping and visualization support for this study. The combination of our team's experience, the local experience of our key staff and our experience with PPI assignments makes us well qualified and uniquely suited to complete this assignment.

Resumes of key staff can be found in the Appendix A of this proposal.

Project Understanding

PROJECT UNDERSTANDING

Route 100, from Highland Avenue to Castlerock Drive, has been a focus for the Town from both a land development and transportation perspective for at least 15 years dating back to the adoption of the Route 100 Design Guidelines in 2007. The image to the right depicts the current West Cumberland Route 100 Feasibility Study limits as noted in the Request for Proposals issued by the Town. The Gorrill Palmer Team is extremely familiar with the project vicinity, having completed the following projects which are denoted with a yellow star in the image to the right:



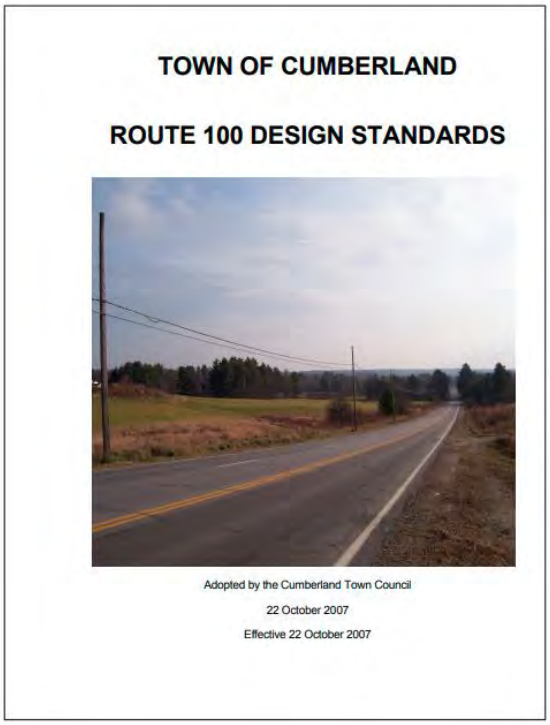
- Emerald Commons
- Record Lumber
- Casco Systems
- Route 100 North Watermain Extension (Skillin to Emerald Commons)
- Blackstrap Road Shoulder Improvements
- Route 100 Widening and Drainage Improvements
- Center Left Turn Lane for Rooster Ridge
- Rooster Ridge Subdivision
- Route 100 South Watermain Extension (Skillin to Castlerock)
- Chinese Gospel Church Watermain Extension

In addition to the completed projects noted above, Gorrill Palmer received an executed agreement from MaineDOT on October 3rd to complete drainage improvements along Route 100. The project (WIN 24307.00) begins 0.02 miles south of Mill/Spring Road and extends northerly 0.12 miles. There was discussion in the scoping meeting of extending the project southerly to the Rooster Ridge intersection which would result in the overall project length of 0.24 miles. This agreement was executed under our 2019 General Consultant Agreement (GCA) with MaineDOT for **Service # 202.10 Reconstruction/Rehabilitation Highway Design.** It is noted that thirty-two firms applied to MaineDOT to provide these services, with eight firms receiving GCA's. Gorrill Palmer was only one of two firms headquartered in Maine to receive a GCA. **In addition, we were very pleased to be the Top Ranked Consultant by MaineDOT for this Service #.**

Some of the historical challenges within this corridor include:

- An automobile centric strip development primarily serving commuter traffic
- Aging development such as the former BJ Stratton & Sons
- Difficulty in attracting new commercial development from outside of Cumberland
- Control of speed on Route 100 and the side streets
- Limitations for bicycles and pedestrians
- Safety at the intersection of Route 100 / Skillin Road / Blackstrap Road

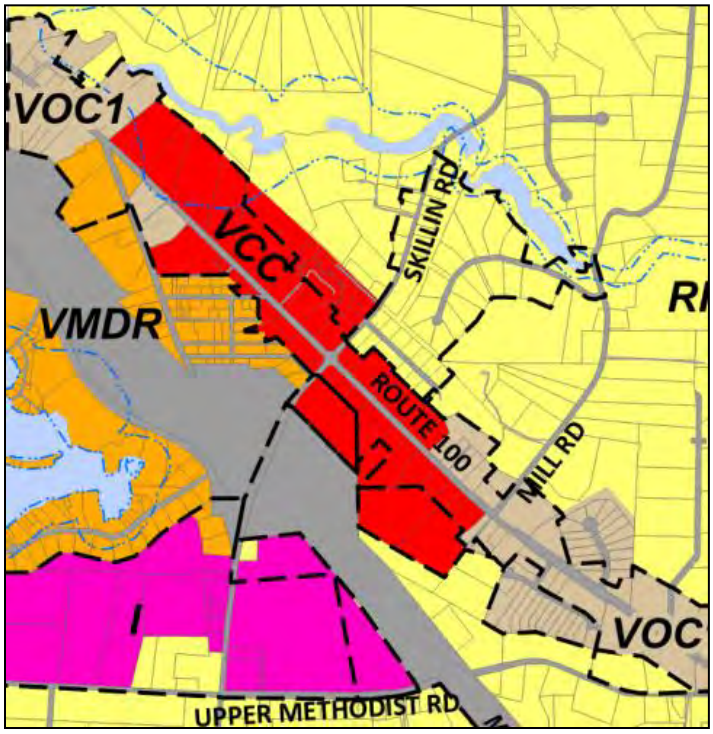
Our unique combination of land development and transportation expertise makes us uniquely qualified for this assignment. **We plan to leverage our experience and knowledge of Cumberland and this area in particular to bring comprehensive ideas and creative solutions that will specifically address the challenges that exist along this corridor.**



Located nearly midway between Exit 53 (West Falmouth) and Exit 63 (Gray), the intersection of Route 100, Skillin Road and Blackstrap Road primarily serves a commuter traveling either north or south to service centers such as Portland, Lewiston or Augusta. As an alternate commuting route to the Maine Turnpike (I95), the land uses which have historically been drawn to this segment of Route100 have been heavily influenced by serving these commuters. The introductory paragraph from the 2007 adopted Route 100 Design Guideline states:

Route 100, also known as the Gray Road, is one of the two major entry points to the Town of Cumberland. For many people, traveling along it will be the only exposure to the Town they will have, and the only image they will take away. Development along this corridor has been done in a piecemeal fashion and the result is a mix of commercial and residential uses which provide no sense of unity or style. This last stretch of viable commercial land in the town suggests that greater consideration be given to future development so that the fully built environment will be not only attractive, but safe and functional as well. These design standards will assist the developer in designing a site plan that will result in an attractive project that enhances the image of the business, the corridor and the Town.

The snippet to the right is an excerpt of the Zoning Map in the vicinity of this Study's Corridor. The majority of the Study Corridor is zoned Village Center Commercial (VCC) District. The southern portion of the Study Corridor is zoned Village Office Commercial 1 (VOC 1) District. A sample of the permitted uses within the VCC District is provided below:



- Auto repair service garage.
- Business and professional offices, to include those with drive-through facilities.
- Cafe.
- Catering.
- Commercial kitchens.
- Health and fitness studio.
- Gasoline stations.
- Restaurants.
- Retail store (maximum footprint of 25,000 square feet).
- Outdoor seating area.
- Grocery stores (maximum footprint of 35,000 square feet).
- Veterinary office.
- Commercial health and recreation.
- Personal services.
- Landscaping services and retail.
- Motor vehicle sales.

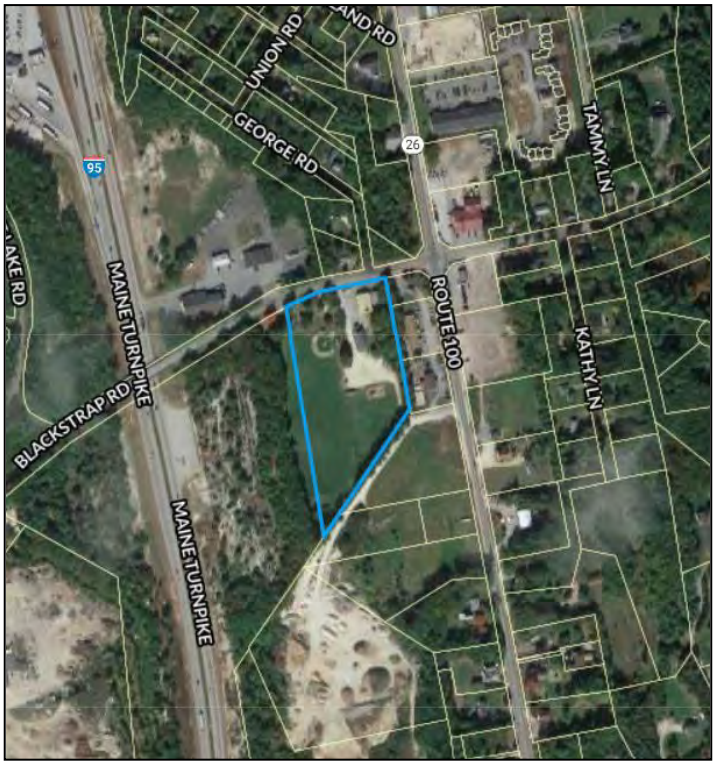
Improvements at the intersection of Route 100, Skillin & Blackstrap, regardless of whether it is physical improvements, signalization or a roundabout will likely not be the catalyst that results in developers be willing to invest significantly in the corridor.

Based on our experience, potential catalysts for future development that we believe may be worthy of consideration by the Town include:

- Rooftops, in the form of a significant multiplex (multifamily) developments
- Alternative development scenarios or structures
- Potential full or half interchange of I-95 at Blackstrap Road

It is noted that residential development, and in particular, multiplex residential development is prohibited in the VCC District, but is a permitted use in the VOC 1 District. However, the density for multiplex residential development within the VOC 1 District is 8,000 sf per bedroom which reflects the challenge of providing wastewater disposal in this area due to the lack of an available public sewer system. This density requires over 1/3 of an acre to support a

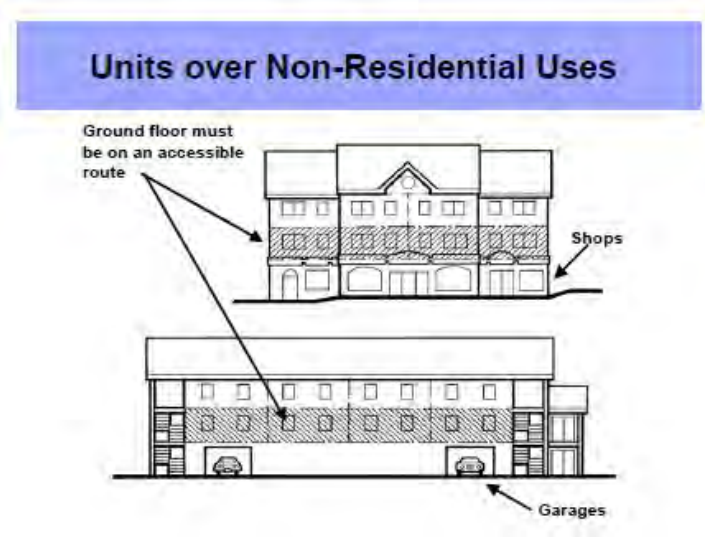
2-bedroom unit, which will serve as a significant hurdle to meeting the Town's goal of creating affordable and workforce housing within this corridor. In contrast the Office Commercial (South) Retail, Restaurant, Multiplex Dwelling, Mixed-Use Overlay District on Route 1 only requires 2,500 sf per dwelling unit. The land area currently required in the VOC 1 District to support a 3 - 2 bedroom units (48,000 sf) would support 19 units in the Route 1 Overlay District, regardless of the number of bedrooms. In order to meet the Town's stated goal of creating affordable and workforce housing in this corridor, significant consideration will need to be made regarding the allowed density, which is challenging without public sewer. For discussion and illustrative purposes, the development of 100 1-bedroom (@ 120 gpd per unit per the Subsurface Wastewater Rules) and 100 2-bedroom units(@ 180 gpd per unit) would require a facility to dispose of 30,000 gpd. The land area to support this flow may not be possible on an individual property recognizing that infiltration of stormwater may also be necessary due to local and state permitting requirements, topography and other constraints. Therefore, as part of our scope of services, we have included as part of our Scope of Services two days of field explorations within the corridor to conduct a preliminary evaluation of the carrying capacity of potential site(s) within or adjacent to the corridor. One area that we would like to explore for potential use as a community disposal field would be the existing town property off Blackstrap Road highlighted in blue in the snippet above and to the right. A disposal field(s) could be located beneath the athletic field. While a comprehensive review of carrying capacity is beyond the scope of this Feasibility Study, we believe it is critical to obtain data at this time regarding the potential for significant disposal of subsurface wastewater.



The RFP notes, "*the vision is to create small business units with walk -up apartments, thus creating a village feel to the project*". This vision has been difficult to lease within urban areas of the state as can be seen by developments such as 25 High Street in Portland by the JB Brown Company. This mixed use building (commercial first floor with residential units above) was constructed in 2017, and all residential units were occupied upon completion while the first floor (15,000 sf) remains only partially occupied to date. Thornton Heights Common, a mixed-use building developed in 2020/2021 by the South Portland Housing Authority on Route 1 in South Portland includes 42 residential units that are fully occupied with the first floor commercial space remaining vacant. In addition to leasing challenges, a mixed use building also faces challenges under the Fair Housing Act of 1972.

The Act covers multifamily dwellings that include:

- All dwelling units in buildings containing four or more units, with an elevator
- All ground floor units in buildings containing four or more units, *without an elevator*.



In the definition section of the Guidelines, "ground floor" is defined as a floor of a building with a building entrance on an accessible route. The definition also states that when the first floor containing covered dwelling units in a building is above grade, all units on that floor must be served by a building entrance on an accessible route. Single story units located over a common garage or other nonresidential use, such as retail shops, must be on an accessible route. Most buildings of this type incorporate an elevator to provide an accessible route. The elevator, in this case, could stop at the first level containing dwelling units. If the elevator extends to the higher floors, then all units in the building are covered and the elevator must serve all floors (excerpted from Technical Overview – Fair Housing Act published by Fairhousingfirst.org). Based on our observations and discussions with Architects and Disability Advocates, any "walk-up" above commercial space needs to be limited to a maximum of 3 units to comply with the Act, while in certain circumstances 4 units may be possible if one unit is owner occupied. Assuming an average of 800 sf per unit, a structure containing a first-floor business use and three residential units would likely be limited to a 2,500 to 3,000 sf footprint. Larger structures are possible by incorporating an elevator increasing the cost per unit accordingly, but the leasing of the commercial space remains an issue and is compounded as the building footprint grows.

One housing type that may be worthy of consideration in this corridor as an alternative scenario/structure would be live-work units. Significant portions of early American Main Streets were developed as a store, business or workshop facing the street with owner occupied living space above or behind. This movement disappeared for a significant time in the 1800's and early 1900's due to congestion, air pollution and poor sanitary conditions. While the proliferation of co-working spaces across the country prior to the Pandemic was in response to the rise of entrepreneurship, the live-work townhouse is a logical next step as it keeps the job-creators in their community and offers a flexible economically viable option for home and work ownership. As a townhouse, a live-work unit is exempt under the Fair Housing Act. A factor that needs to be considered if this type of unit is included in the permitted uses for the corridor is how many units could reasonably be developed over a 3 or 5 year period. No one specific use or type of structure will lead to the economic development

This rendering shows the exteriors of the live-work townhomes Regent Homes will build in Harvest Point. The neighborhood is on the Maury County side of Spring Hill. *Submitted*

desired for this corridor, but our Team is well-suited to assist Cumberland in evaluating options during the Feasibility Study.

Another potential catalyst for development within the Route 100 Corridor would be the creation of a new interchange (whether partial or full) at Blackstrap Road. In late 2014/early 2015, the Town submitted a Preliminary Interchange Justification Report to the Maine Turnpike Authority to initiate a discussion regarding a new interchange in the vicinity of Blackstrap Road.

An excerpt of that Study is provided below:

The following purpose and need statement was created based on discussions with the Town of Cumberland, and comments from the Towns of Gray and Falmouth. The purpose of the study, as identified by these stakeholders, is to:

1. *Enhance public safety;*
2. *Encourage regional traffic to use the Turnpike (I-95) while enhancing local mobility and access, and preserving capacity along Route 100;*
3. *Reduce congestion in Gray Village and at Exit 53 in Falmouth;*
4. *Support local and regional economic viability and growth;*
5. *Comply with the vision and strategies identified in the Cumberland Comprehensive Plan; and*
6. *Allow for investments in the community by private developers.*

It is very interesting that many of the goals of the current Feasibility Study align with the purpose and needs statement of the 2014 Preliminary Interchange Justification Report. The selected Design Year for the Interchange project was 2035, well within the Planning Horizon for this Feasibility Study (2045).

It is our understanding that the Turnpike Authority considered this request but based on a recommendation from their consultant determined that rehabilitation/replacement of the Blackstrap Road overpass would be necessary to allow the necessary ramps, thereby significantly increasing the overall project cost.

The Blackstrap Overpass (Bridge #0285) was constructed in 1956 and based on a 2019 inspection was rated as being in "good condition". At this time, the Overpass is 66 years old, and would be 89 years old at the end of the Planning Horizon for the Feasibility Study. While the Overpass is not listed as a project in the MTA's most recent Capital Investment Plan (2023-2026) it would appear reasonable that within the next 23 years that either rehabilitation or replacement of this structure may occur.

For these reasons, and the fact that an interchange may significantly impact the turning movements at the Route 100/Skillin Road/Blackstrap Road intersection, thereby potential impacting proposed right of way requirements, we have included analysis of this alternate condition within our Scope of Services. As this alternative was not specifically identified in the RFP, we have included it as a Supplemental or Additional Service if desired by the Community.

In addition to the potential economic development opportunities that a new interchange may bring to the Route 100 Corridor, we believe that it would also provide future redevelopment opportunities for several of the parcels within the Industrial District west of I-95.
The snippet to the right depicts several of the larger properties west of I-95 that are currently or were previously operated as mineral extraction (gravel pits).

The parcels highlighted in orange on the north side of Blackstrap total approximately 45 acres, while the parcel highlighted in blue is approximately 37 acres.

Based on our market experience, and discussions with Justin Lamontagne of the Dunham Group, there is extremely limited supply of undeveloped land suitable for light-industrial/manufacturing/warehouse space between Scarborough and Lewiston-Auburn.

The Innovation District at Scarborough Downs is an example of the explosive demand for this type of space in Greater Portland. The snippet to the right is an excerpt of the Marketing Package for The Downs that depicts the majority of the Innovation District including the 54 lots that were devoted towards light-industrial/manufacturing space. The users noted on the graphic include:

- 12 - Ducas Construction
- 13 – Zoom Drain
- 14 – Mainely Tubs
- 16 – Crown Equipment
- 17 – Scorebuilders
- 18 – AV Technik
- 19 – Throttle Car Club
- 20 – Pride Storage Solutions
- 21 – Incubator Space
- 22 – Oyster LLC

In addition to these users, IDEXX purchased 25 parcels within the northern portion of the District and is constructing a 115,000 sf facility expandable to over 250,000 sf.
Based on very preliminary conversations with the Dunham Group, they had a very favorable reaction to the opportunity for the planning of a "mini-Innovation District" on either side of Blackstrap Road if a new interchange were contemplated as part of the planning for the development.

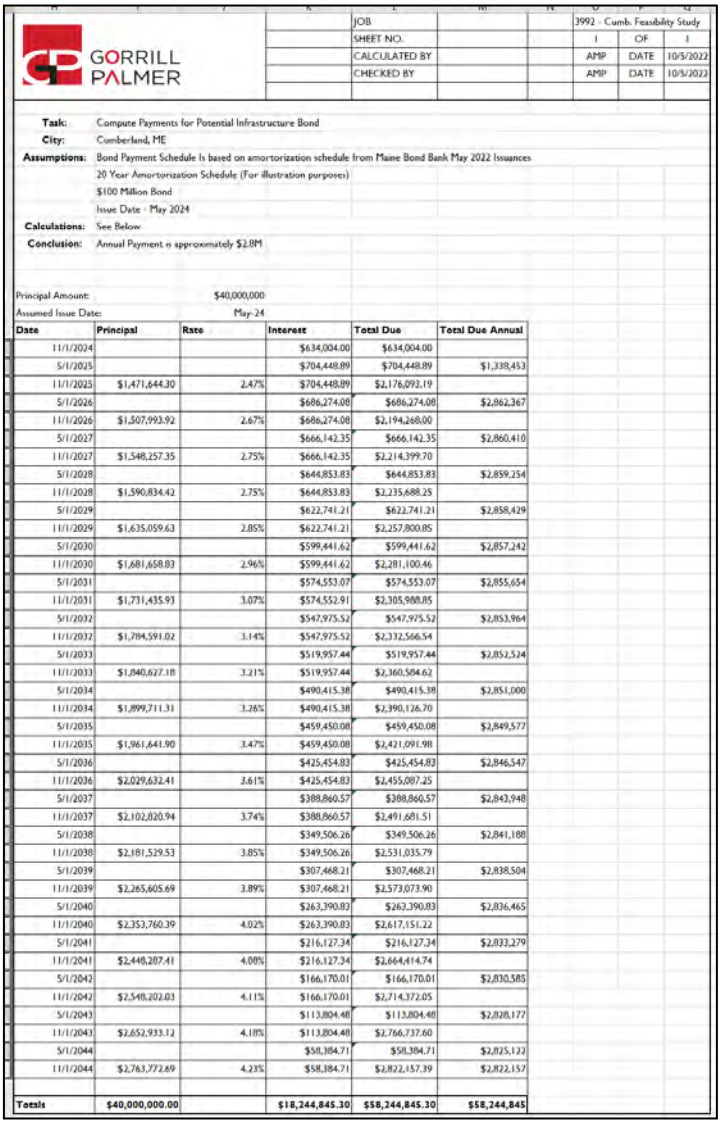
From submission of the MDEP Application to construction of the infrastructure to sell out of all of the 54 lots within the District was less than 3 years.

A back of the envelope level analysis using rules of thumb regarding potential buildout, tax rate, and bond costs, the following information is provided for consideration:

- Potential Buildout
  - North Side – 400,000 to 475,000 sf of structure
  - South Side – 375,000 to 450,000 sf of structure
- Potential Tax Revenue
  - North Side - $1.25M to $1.5M
  - South Side - $1.2M to 1.4M
  - Total Revenue - $2.45 to $2.9M
- Annual Bond Capability
  - Assumed 20 Year Bond
  - Approx. $35M
    - Annual Cost - $2.5M
  - Approx. $40M
    - Annual Cost - $2.85M

The snippet to the right is the spreadsheet analyzing the potential infrastructure bond noted above.

As the Falmouth Spur Bridge is proposed as part of the MTA Capital Plan at $16.8M, it would appear that a cost sharing arrangement between the Town and MTA for the Blackstrap Bridge Replacement and a partial interchange (Southbound On-Ramp/Northbound Off-Ramp) may be viable with the Town share funded through a TIF focused on the Industrial District west of I-95.



GORRILL PALMER

		JOB		3992 - Cumb. Feasibility Study	
		SHEET NO.		1 OF 1	
		CALCULATED BY		AMP DATE 10/5/2022	
		CHECKED BY		AMP DATE 10/5/2022	

Task: Compute Payments for Potential Infrastructure Bond
City: Cumberland, ME
Assumptions: Bond Payment Schedule is based on amortorization schedule from Maine Bond Bank May 2022 Issuances
20 Year Amortorization Schedule (For illustration purposes)
$100 Million Bond
Issue Date - May 2024
Calculations: See Below
Conclusion: Annual Payment is approximately $2.8M

Principal Amount: $40,000,000
Assumed Issue Date: May-24

Date	Principal	Rate	Interest	Total Due	Total Due Annual
11/1/2024			$634,004.00	$634,004.00	
5/1/2025			$704,448.89	$704,448.89	$1,338,453
11/1/2025	$1,471,644.30	2.47%	$704,448.89	$2,176,093.19	
5/1/2026			$686,274.08	$686,274.08	$2,862,367
11/1/2026	$1,507,993.92	2.67%	$686,274.08	$2,194,268.00	
5/1/2027			$666,142.35	$666,142.35	$2,860,410
11/1/2027	$1,548,257.35	2.75%	$666,142.35	$2,214,399.70	
5/1/2028			$644,853.83	$644,853.83	$2,859,254
11/1/2028	$1,590,834.42	2.75%	$644,853.83	$2,235,688.25	
5/1/2029			$622,741.21	$622,741.21	$2,858,429
11/1/2029	$1,635,059.63	2.85%	$622,741.21	$2,257,800.85	
5/1/2030			$599,441.62	$599,441.62	$2,857,242
11/1/2030	$1,681,658.83	2.96%	$599,441.62	$2,281,100.46	
5/1/2031			$574,553.07	$574,553.07	$2,855,654
11/1/2031	$1,731,435.93	3.07%	$574,552.91	$2,305,988.85	
5/1/2032			$547,975.52	$547,975.52	$2,853,964
11/1/2032	$1,784,591.02	3.14%	$547,975.52	$2,332,566.54	
5/1/2033			$519,957.44	$519,957.44	$2,852,524
11/1/2033	$1,840,627.18	3.21%	$519,957.44	$2,360,584.62	
5/1/2034			$490,415.38	$490,415.38	$2,851,000
11/1/2034	$1,899,711.31	3.26%	$490,415.38	$2,390,126.70	
5/1/2035			$459,450.08	$459,450.08	$2,849,577
11/1/2035	$1,961,641.90	3.47%	$459,450.08	$2,421,091.98	
5/1/2036			$425,454.83	$425,454.83	$2,846,547
11/1/2036	$2,029,632.41	3.61%	$425,454.83	$2,455,087.25	
5/1/2037			$388,860.57	$388,860.57	$2,843,948
11/1/2037	$2,102,820.94	3.74%	$388,860.57	$2,491,681.51	
5/1/2038			$349,506.26	$349,506.26	$2,841,188
11/1/2038	$2,181,529.53	3.85%	$349,506.26	$2,531,035.79	
5/1/2039			$307,468.21	$307,468.21	$2,838,504
11/1/2039	$2,265,605.69	3.89%	$307,468.21	$2,573,073.90	
5/1/2040			$263,390.83	$263,390.83	$2,836,465
11/1/2040	$2,353,760.39	4.02%	$263,390.83	$2,617,151.22	
5/1/2041			$216,127.34	$216,127.34	$2,833,279
11/1/2041	$2,448,287.41	4.08%	$216,127.34	$2,664,414.74	
5/1/2042			$166,170.01	$166,170.01	$2,830,585
11/1/2042	$2,548,202.03	4.11%	$166,170.01	$2,714,372.05	
5/1/2043			$113,804.48	$113,804.48	$2,828,177
11/1/2043	$2,652,933.12	4.18%	$113,804.48	$2,766,737.60	
5/1/2044			$58,384.71	$58,384.71	$2,825,122
11/1/2044	$2,763,772.69	4.23%	$58,384.71	$2,822,157.39	$2,822,157
Totals	**$40,000,000.00**		**$18,244,845.30**	**$58,244,845.30**	**$58,244,845**

A critical component of the transportation planning effort is to proactively evaluate measures that will effectively encourage drivers to not exceed the posted speed limit of 35 mph for Route 100. The straight, flat nature of Route 100 contributes to the tendency of a driver to exceed the posted speed limit especially if they are not "invested" in spending time within the corridor such as frequenting a business, returning to their residence, visiting an acquaintance, etc.

The current roadway typical section and development pattern have resulted in minimal pedestrian and bicycle activity, which contribute to the speed challenges. In addition, the treatment of these facilities varies throughout the corridor and is not consistent, and their limited extent is primarily a function of adjacent development. Well planned and constructed bicycle and pedestrian accommodations, with increased usage due to a new development pattern will provide additional visual limitation for drivers that will discourage exceeding the speed limit.

Specific to **Route 100**, our work will consider the following:

- Operations of the Skillin/Blackstrap Road intersection
- Operations of the minor side street intersections such as Highland Avenue, Mill Road/Spring Road & Castlerock
- Consideration for a signalized intersection at the Skillin/Blackstrap intersection
- Consideration for a roundabout at the Skillin/Blackstrap intersection
- Review of lane balance, turning movements, and weaving of traffic within the corridor
- Review of vehicle speeds within the corridor but also approaching from the Skillin & Blackstrap
- Traffic calming opportunities to reduce or control speeds including raised crosswalks and/or raised intersections.
- Capacity analysis and determination of approach lane needs along corridor and at intersections
- Turning movements within the corridor and at intersections
- Assessment of high crash locations and consideration for mitigation measures
- Access to adjacent and nearby businesses, side roads, and residential opportunities
- Pedestrian accommodations and crosswalk locations, consider raised crosswalks to improve pedestrian safety and better control vehicle speeds

- Provisions for safe pedestrian crossings
- Bicycles accommodations
- Closures, relocation or realignment of certain streets or business entrances to improve corridor operations and safety

The Skillin/Blackstrap Road intersection is currently unsignalized but receives a lot of traffic. It does not function well during AM and PM peak periods. There are no pedestrian crossings on either sides of the intersection. Traffic analysis and modeling may suggest geometric improvements, possibly restriction of left turn movements or signalization of the intersection. We will consider all these options during this study.

The Mill Road intersection is unsignalized with a center two way left turn lane. There are no pedestrian accommodations on either Route 100 or Mill Road, and no crosswalks. The intersection is within a steeper segment of Route 100, with northbound vehicles having to reduce speed as they approach this intersection. Traffic analysis and modeling may suggest geometric improvements, possibly restriction of left turn movements or signalization of the intersection. We will consider these options.

This corridor lacks bicycle accommodations. Bikes will be considered in this study. Whether it be dedicated bike lanes, pathways or shared lanes with signing and sharrow striping, solutions and provisions for bicycle accommodations will be important in this study. Additionally, it will be important to transition and accommodate bike usage with the roundabout option at Skillin/Blackstrap.

Sidewalks are inconsistent throughout the corridor ranging from none, to immediately adjacent to the shoulder to offset behind an esplanade. The Route 100 Design Guidelines has required recent developments to reserve a 25' buffer easement adjacent to the right of way to allow for a future 7' path construction. This study will consider pedestrian accommodations throughout the entire study area, both sides of Route 100 including side streets and connections to destinations along the corridor.

There are commercial and residential entrances along the corridor that should be reviewed, and access management considered. Consolidation, relocation and/or removal of entrances should be considered. Would the corridor benefit with the installation of a center median to restrict left turn movements along Route 100, in particular if the roundabout option is selected, either partial or full length of the corridor?

There currently is no transit service available to this corridor. Within the time horizon for this Study (2045) transit (buses) may become available. Should the design plan for and or construct provisions to allow future transit service, in particular if affordable/workforce housing is anticipated to be developed? Accommodations should be considered for both northbound and southbound operation.

The available right of way may be tight along sections of this corridor. It will be important to consider potential property impacts when developing alternatives. Provisions and space for overhead utilities will also be an important consideration as overhead utilities are competing for the same space as pedestrians.

Shoulder widths are not consistent along Route 100. Can wider and consistent shoulder width, including adjacent to intersection turning movements be provided along the corridor to better accommodate bicycle traffic?

The above thoughts and ideas provide a general outline of alternatives that we plan to consider in this study. We will work with the town, the public, business owners and the community to develop and present ideas and solutions that result in improved safety and operations for all users at these locations.

For many travelers, as noted in the Route 100 Design Guideline, this section of Route 100 is the first impression that visitors see when traveling through Cumberland. **Our team will consider provisions for gateway treatments to signify arrival to Cumberland, as part of this study.**

Completion of the study components, outlined above in an integrated manner with proper communication with all the stakeholders, is essential in developing a realistic plan that can be implemented. **The scope of work identified in the RFP will be followed in this study however we are proposing a more robust stakeholder outreach or coordination process.** We recommend meeting with council members to inform them on the study process prior to any public meeting. We also recommend regular team meetings via zoom (monthly, biweekly and weekly at times) during the study process to allow the client team to provide input and feedback throughout the process. We did this approach of meeting regularly on a recent Windham PPI study and found this approach resulted in a very successful project with town, council, DOT and public support. As a result, that project is now moving into the design and implementation phase.

The above recommended approach should provide for a superior study that achieves the needs and meets the goals of the stakeholders while ensuring it is implementable. Please see the **Schedule Section** of this proposal for a comprehensive summary of work tasks to be completed as well as deliverables to be submitted. The schedule also identifies a robust list of meetings with the client team, town council and public that our team will facilitate throughout the study process.

Prior Experience

Ocean Park Rd, Temple Ave, Saco Ave, Old Orchard Rd Intersection Study
Old Orchard Beach, Maine

Project Type

Traffic analysis and conceptual design services for intersection improvements.

Services Provided

- Traffic Analysis
- Traffic Modeling
- HCL Safety Assessment
- Intersection Design
- Pedestrian Facility Design
- Bicycle Accommodations
- Access Management
- Public Facilitation
- Cost Estimating
- Concept Plans

Key Staff:

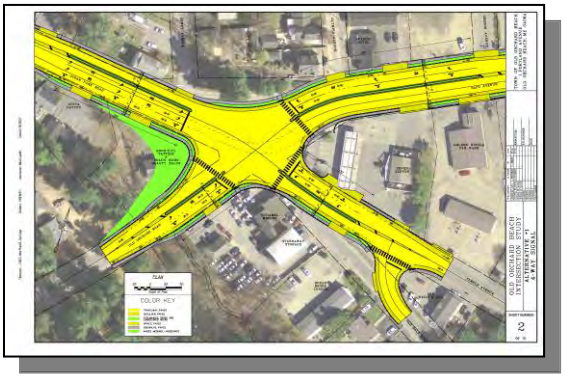
Don Ettinger, Randy Dunton, Jared Winchenbach

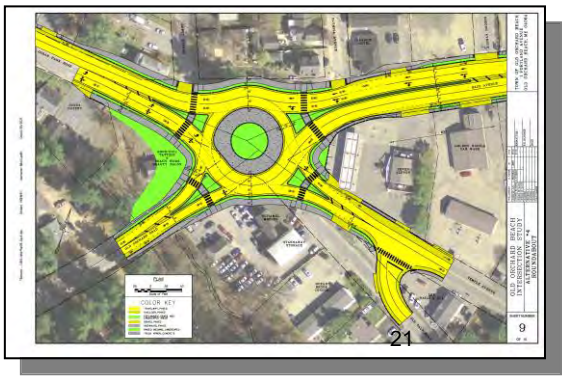
Reference:

Michael Foster
Associate Planner
Town of Old Orchard Beach
1 Portland Avenue
Old Orchard Beach,
ME 04064

Gorrill Palmer completed a transportation planning study for intersection improvements at the Ocean Park Rd, Temple Ave, Saco Ave, and Old Orchard Rd intersection in Old Orchard Beach in 2019. This PPI feasibility study focused on developing and analyzing numerous alternatives to address safety and mobility concerns within the intersection. In its existing condition, this intersection is considered very confusing and challenging to navigate particularly for the tourists that frequent this vacation destination. It is a high crash location and has been for years. Gorrill Palmer assessed the existing conditions, developed a purpose and need statement, completed traffic analysis for existing and future scenarios, developed alternatives and assessed level of service operations for each of the alternatives considered.

Alternatives considered included a four-way signalized intersection, three-way signalized intersections with side road closures and a partial multi-lane roundabout. Pedestrian and bicycle accommodations and access management were considered in the evaluation process.





Trafton Road Interchange (Exit 124)
Sidney & Waterville, Maine

Project Type

Planning study, permitting and conceptual design services for interstate and interchange improvements in a rural environment.

Services Provided

- Planning Level Study
- Alternative Analysis
- Environmental Assessment
- Drainage Assessment
- Interchange Conceptual Design
- Cost estimates
- EDA Grant Assistance

Key Staff:

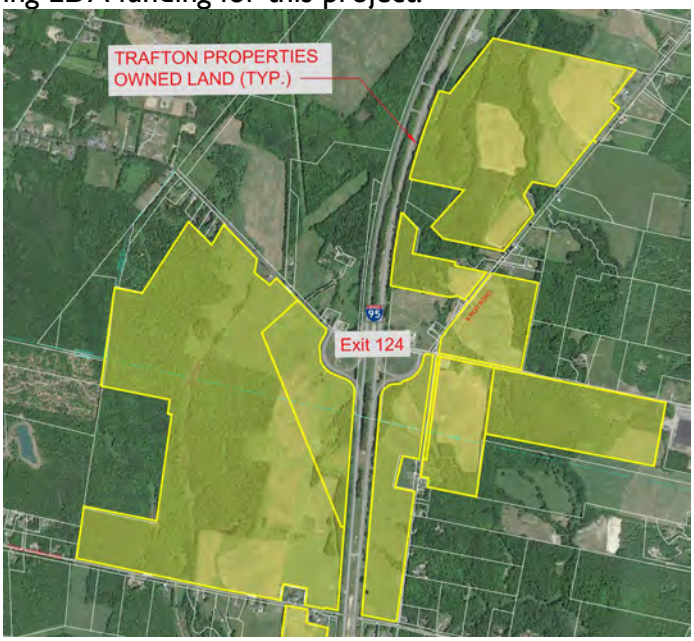
Don Ettinger, Randy Dunton, Doug Reynolds

Reference:

Mr. Harry Kojoian
Trafton Properties
272 Valley Road, Suite 3
Middletown, RI 02842
(401) 529-0500

Gorrill Palmer completed the Traffic Movement Permit for development of Trafton Properties resulting in a Condition of Approval for new interchange. Gorrill Palmer then prepared the planning level assessment, alternative analysis and conceptual design for a new interchange connecting Trafton Road with Interstate 95 in Sidney and Waterville, Maine. This project included assessment of multiple interchange configuration options, assessment of existing bridge and roadway impacts and ultimately a partial cloverleaf interchange configuration was selected.

Work included assessment of environmental impacts, preliminary drainage analysis and development of conceptual plans, quantities and cost estimates. The preliminary and final design services for this project were completed by others. Work also included preparation of documents and applications for requesting and securing EDA funding for this project.



Completion of this new interchange provides immediate access to nearly 800 acres of industrial zoned property owned by Trafton Properties. When fully developed, the land could support over 3 million square feet of industrial uses, as well as residential uses to compliment the development. This industrial zone land would have been far less marketable without the construction of the new interchange.

North Windham Moves: Regional Mobility, Local Access Study, Windham, Maine

Project Type

Traffic analysis and conceptual design services for corridor, intersection, new connector road improvements.

Services Provided

- Traffic Analysis
- Traffic Modeling
- HCL Safety Assessment
- Corridor, Intersection, Connector Rd Designs
- Pedestrian Facility Design
- Bicycle Accommodations
- Access Management
- Public Facilitation
- Cost Estimating
- Concept Plans

Key Staff:

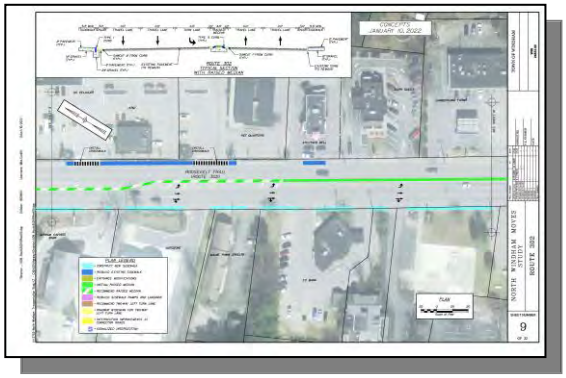
Don Ettinger, Randy Dunton, Jared Winchenbach

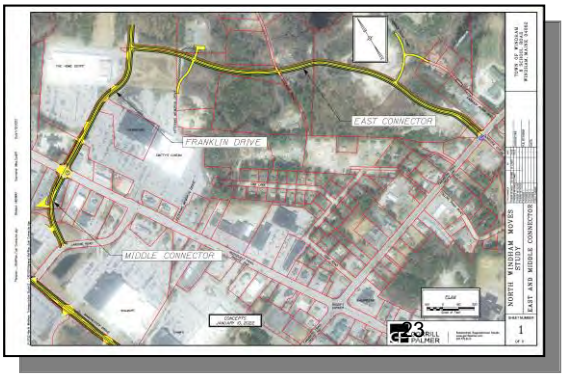
Reference:

Barry Tibbetts
Town Manager
Town of Windham
8 School Road
Windham, ME 04062

Gorrill Palmer completed a transportation planning and feasibility study for corridor, intersection and new connector road improvements for the North Windham downtown district in 2021. This PPI study focused on developing real world solutions to providing local access to businesses in North Windham while still providing for regional mobility along the Route 302 corridor. Route 302 is an undivided high volume, five-lane roadway section with numerous signalized intersections, many business entrances and limited bike and pedestrian accommodations. Seasonal traffic congestion resulting from tourists visiting the Sebago Lakes region is common. Numerous high crash locations are present.

Gorrill Palmer assessed the existing conditions, developed a purpose and need statement, completed traffic analysis for existing and future scenarios including new connector roads, developed alternatives and assessed safety benefits and level of service operations for each of the alternatives considered. In addition to development of concept plans, cost estimates, draft and final reports, work included extensive town council coordination, public outreach and team meetings / workshops.





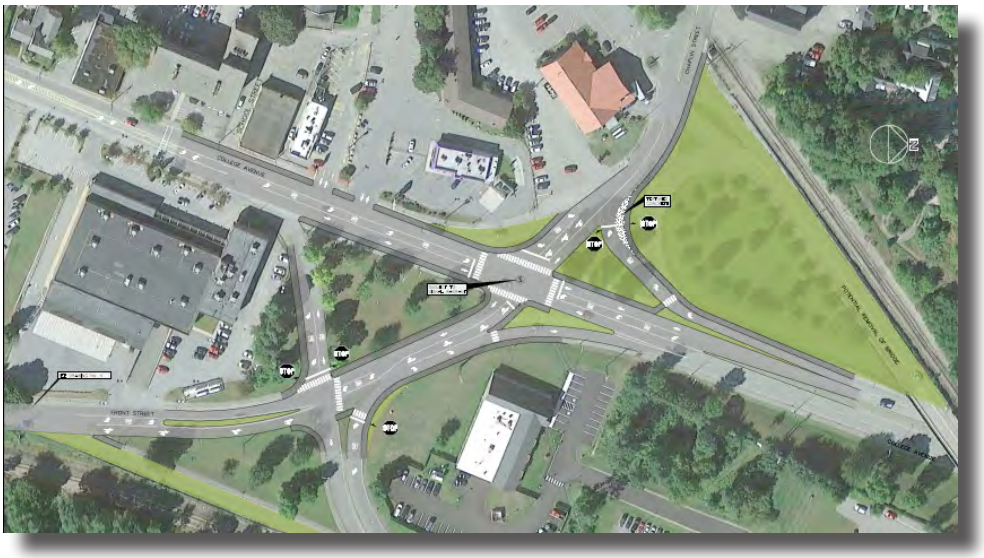
Waterville Downtown Study - Waterville, Maine

Project Type

Analysis, evaluation and conceptual designs to review the safety and efficiency of the downtown roadway system.

Services Provided

- Traffic Analysis
- Safety Analysis
- Traffic Modeling
- Intersection Design
- Pedestrian and Bicycle Accommodation Evaluation
- Cost Estimating
- Evaluation Matrix



Gorrill Palmer evaluated the entire downtown for vehicular circulation changes (i.e. conversions of one-way streets to two-way streets), safety of pedestrians/ bicycles and vehicles, capacity analysis, access management and parking.

The City, as part of its revitalization efforts, is stepping back to identify what in the downtown is working froma vehicle, pedestrian and bicycle perspective and what could be improved on. As part of that review and effort, the Gorrill Palmer team was contracted to collect data from numerous sources and fill in areas of missing data, create a computer model of the entire downtown roadway network, forecast additional traffic for unutilized or under utilized properties in the area and add them to the roadway network, determine levels of service for the intersections, complete a safety review and evaluation, design numerous alternatives to address multiple stakeholder (City, Colby College, Maine DOT) needs and desires and summarize and recommend a preferred alternative or sets of alternatives.

Key Staff:
Don Ettinger, Randy Dunton, Emily Tynes

Reference:
Greg Brown, PE
Waterville City Engineer
Office of Admin, City Hall
One Common Street
Waterville, ME 04901
(207) 680-4232

Franklin Street - Portland, Maine

Project Type

Planning study, traffic analysis and preliminary design for a complete streets design on a major arterial in Portland.

Services Provided

- Traffic Analysis
- Traffic Modeling
- Roadway Design
- Intersection Design
- Bicycle Facility Design
- Pedestrian Facility Design
- Parking Assessment

Gorrill Palmer working with IBI Group completed a study of Franklin Street which is an urban corridor from I-295 to Commercial Street in Portland, Maine and carries over 3,000 vehicles during the peak hour. The purpose of the study was to address challenges and opportunities of the corridor by improving the experience of pedestrians, bicyclists, transit and motorists while also considering the roadway urban context and future development along the corridor. This project included close coordination and communication with the City of Portland, PACTS, MaineDOT and a public advisory committee. The end result is a "complete streets" design that will function better for all modes of transportation including vehicles, pedestrians, and bicycles.

The project includes pedestrian facility accommodations including 10'-12' wide brick sidewalks, grass esplanades, streetscape features, a 50' wide crosswalk at a high pedestrian crossing location and multi-use paths. Bicycle accommodations included shared lanes, bike lanes without buffers, bike lanes with buffers, cycle tracks, multi-use paths, connections to adjacent trails, roadway bike boxes and bike cross walks.

Key Staff:
Tom Gorrill, Randy Dunton, Don Ettinger

Reference:
Catherine Offenberg
CRJA (IBI Group)
115 Broad Street
Boston MA 02110
(617) 896 2500

The Downs Scarborough, Maine

Project Type

Community design, master planning and overall engineering, permitting and project management for a 500-acre mixed-use planned community

Services Provided

- Master Planning
- Community Design & Infrastructure Planning
- Zoning Amendments
- Site Design & Permitting
- Transportation Design & Permitting
- Utility Design & Permitting Stormwater Design & Permitting

Key Staff:
Al Palmer, Drew Gagnon, Steve Bushey

Reference:
Mr. Rocco Risbara
Crossroad Holdings
Phone: (207) 494-1150

Gorrill Palmer is the lead engineering consultant on the master planning, design, engineering, and permitting for a 500-acre mixed use development at the existing Scarborough Downs racetrack in Southern Maine. This mixed-use planned community includes a wide range of phases with mixed residential, commercial, light industrial and recreational amenities, including a proposed mixed-use center designed at the core of the project. The project's size, the mix of uses, the opportunity for placemaking and positive impact is unparalleled in the State of Maine.

The design and permitting needs of the project include zoning and master planning approvals, local subdivision and site plan reviews, Site Location of Development and Natural Resource Permitting through the Maine Department of Environmental Protection and Army Corps of Engineers, and Traffic Movement Permitting from the Maine Department of Transportation.

Gorrill Palmer's multi-disciplinary team of land development engineers and transportation specialists has been ideally suited to lead the design, engineering and permitting of this planned community that is anticipating approximately 2,000 residential units and 2.0 Million Square Feet of Commercial Floor Area at build out.

Civic Center Drive Improvements
Augusta, Maine

Project Type

Preliminary and final design services for corridor, ramp and intersection safety improvements in an urban environment.

Services Provided

- Roadway Design
- Intersection Design
- Signal Design
- Ramp Design
- Pedestrian Facility Design
- Access Management
- Parking Lot Design

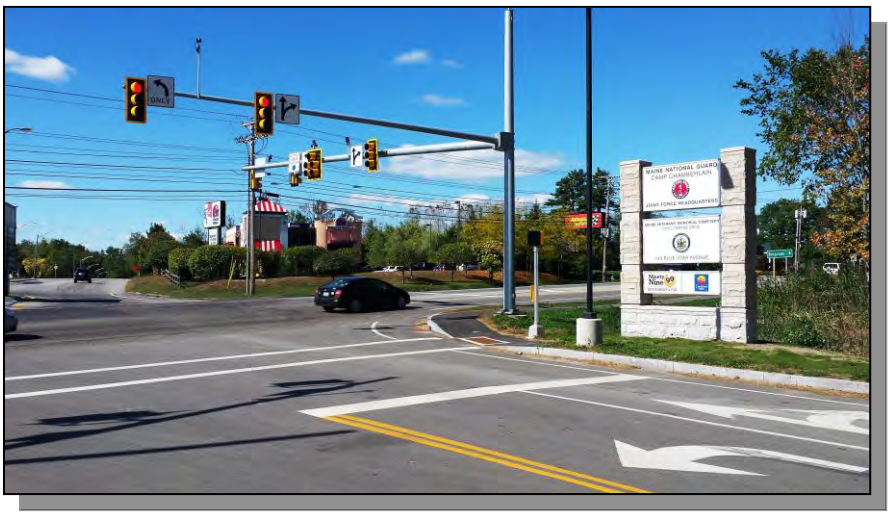
Key Staff:

Don Ettinger, Randy Dunton, Brandon Havu

Reference:

Mr. Brian Keezer, PE
MaineDOT
16 State House Station
Augusta, ME 04333
(207) 624-3612

Gorrill Palmer completed preliminary and final design services for roadway and intersection improvements along Civic Center Drive in Augusta. Work involved intersection and safety improvements along Civic Center Drive to provide mitigation for several high crash locations.



Work included the reconfiguration and reconstruction of the I-95 southbound off ramp, restriping of Civic Center Drive, access management and the installation of a proposed signal system at the Darin Drive intersection. Pedestrian accommodations were included at the Darin Drive intersection. Work also included public outreach, development of concept plans, development of preliminary plans with cost estimates, utility coordination and development of final construction documents including plans, quantities, estimate and technical specifications.

Traffic Circle Improvements, Kittery Maine

Project Type

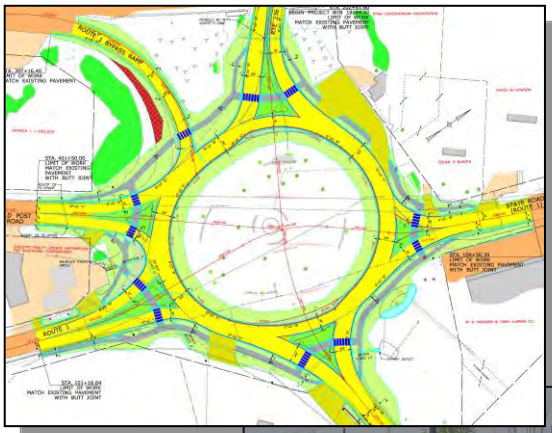
Preliminary and final design services traffic circle improvements including incorporation of a shared use pathway around the project parameter.

Services Provided

- Shared Use Path Design
- Roadway Design
- Roundabout Design
- Signing and Striping
- Drainage Design
- LAP Project

Gorrill Palmer provided preliminary and final design services for vehicular, pedestrian and bicycle safety improvements to the Kittery Traffic Circle, in Kittery. Work included geometric improvement to the roadway approaches to improve safety and control speeds, provisions for a shared pathway around the parameter of the circle, including bike lane access to the shared use pathway prior to entering the circle.

Work included reconfiguration of the traffic circle layout, provisions for crosswalks, pathways with esplanades and landscaping. Access management of adjacent commercial entrances, along with closed drainage design, signing and striping improvements were included in the work. The shared used pathway connects to an adjacent pathway project along State Road that was designed in coordination with this project.



Key Staff:

Don Ettinger, Randy Dunton, Brandon Havu, Mike Cundiff

Reference:

Jennifer Claster, RLA
75 Washington Ave, Ste 3202
Portland, ME 04101
(207) 761 2991

Biddeford Crossing - Biddeford, Maine

Project Type

Design and permitting of regional scale retail power center.

Services Provided

Land Development

- Site Selection Assistance
- Feasibility Study
- Site Design
- Utility Design
- Stormwater Quantity Control Design
- Grading and Drainage Design
- Local, State and Federal Permitting
- Traffic Impact and Management Study
- Roadway Design
- Traffic Signal Design
- Construction Observations

Key Staff:

Al Palmer, Doug Reynolds

Reference:

Mr. Paul Cincotta
Vice President, New England Development
Phone: (617) 243-7841

Gorrill Palmer designed and prepared the permit applications for the development of this 525,000 s.f. retail power center. The project consists of approximately 28 separate tenants ranging in size from 5,000 s.f. to 165,000 s.f. Tenants include Market Basket, Target, PetSmart, Staples, TJ Maxx, Biddeford Saco Savings Bank, Panera Bread, Longhorn and Casa Fiesta Restaurant. Opened in the fall of 2006, this facility provided a new and expanded regional shopping opportunity for the residents of York County.

Due to spatial constraints and a desire to maximize leasable space while minimizing wetland impacts, the stormwater system design includes over three acres of subsurface chambers to allow for the construction of 44 acres of overall impervious surface. With over 60 feet of elevation difference between the lowest and highest structures, the site was developed with three plateaus and a series of retaining walls. Water and sewer was extended approximately 0.5 mile off-site and over one mile on-site. Approximately five acres of wetland impacts were compensated for through both on-site and off-site mitigation projects.

Transportation system improvements included the reconstruction of over one mile of Route 111, resulting in a four lane section, including dual left turn lanes at the development and at adjacent intersections. The interconnection of five traffic signals along this corridor provided a significant increase in post development traffic capacity. To address on-site transportation needs, a roundabout was incorporated into the final design to eliminate an on-site signal while enhancing the signature entrance to the project.

Spring Street Intersection, Waterville Maine

Project Type

Analysis and preliminary design services for intersection improvements utilizing a complete streets approach.

Services Provided

- Traffic Analysis
- Traffic Modeling
- Intersection Design
- Bicycle Facility Design
- Pedestrian Facility Design
- Cost Estimating
- Evaluation Matrix

Key Staff:

Randy Dunton, Don Ettinger, Tom Gorrill

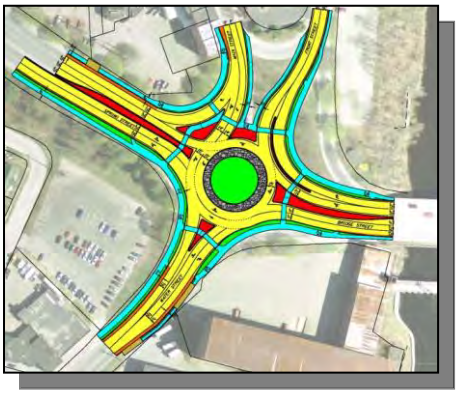
Reference:

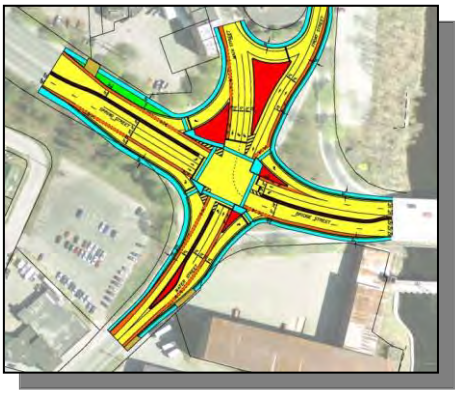
Greg Brown, PE
Waterville City Engineer
Office of Admin, City Hall
One Common Street
Waterville, ME 04901
(207) 680 4232

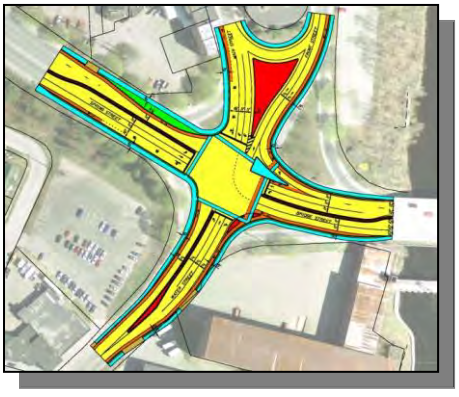
Gorrill Palmer provided a traffic assessment and preliminary design services for improvements to the Spring Street Intersection project located in the heart of downtown Waterville. Located adjacent to Main Street, the Hathaway Creative Center and the Waterville-Winslow Bridge, this intersection serves as a gateway to the City, provides for a major connection to existing and future commercial development opportunities and has a history worth showcasing in a soon to be revitalized downtown.

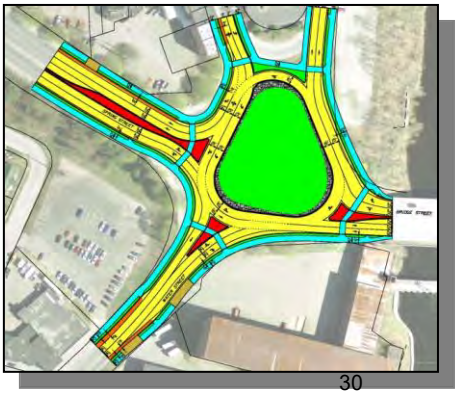
The assignment included assessment of pedestrian connectivity, mobility and safety, bicycle accommodations, vehicular level of service, lane use opportunities, economic analysis and construction and operational costs.

The work included completing traffic analysis and modeling for the existing condition, future no-build condition and four build conditions. Work also included preliminary design and development of concept plans, development of project quantities and construction cost estimates for each of the proposed options. An alternatives matrix evaluation was completed and the findings were documented in a final report.









Longwoods Road/Route 9/Woods Road Roundabout

Falmouth, ME

VHB Schedule
Started: October 2014
Completed: Ongoing

MaineDOT identified the four-way intersection of Longwoods Road/Middle Road/Woods Road as a high-crash location and determined that a roundabout was the best solution. VHB was retained to prepare Preliminary and Final Design plans for this location. VHB conducted the necessary analysis to confirm the design and proper geometry was used in the design. The current intersection had 10 crashes over a three-year period, 7 of which were crashes involving crossing movements. The proposed roundabout does not allow for crossing movements and should greatly reduce the quantity and severity of the accidents at this location. Coordination with the town, local utilities, and abutting property owners took place throughout the project development process. This included landscaping, coordination with neighboring road improvement projects, bike signing, light fixture design, and other issues. VHB developed presentation plans and presented the project at a Formal Public Hearing. In addition to the geometric changes required for the roundabout, VHB assisted the town with replacement of approximately 900 LF of sewer line within the project limits. The project is currently in construction.

Sanford Downtown Improvements

Sanford, Maine

VHB Schedule
Started: November 2019
Completed: Ongoing

As the seventh largest municipality in Maine, Sanford is a favorite destination for visitors, as well as a cherished home to its local residents. Over the years, the City has recognized the potential for future economic growth and revitalization along its central corridor. To this end, the City has collaborated with the Maine Department of Transportation (MaineDOT) through a Planning Partnership Initiative (PPI) to develop a planning and feasibility study that identifies safety and mobility improvements while complementing economic development initiatives. VHB was selected to conduct the Planning and Feasibility Study for the City and MaineDOT. Through this Planning and Feasibility Study, VHB evaluated and analyzed safety and mobility improvements to complement the local economic development efforts and provided a framework to coordinate and focus all these efforts toward a common vision. The final product includes a playbook for implementation towards a revitalized Downtown Sanford and identifies specific improvements that meet the City's economic and community development goals. The City then used the results of the Study to identify and commit a local funding match in partnership with MaineDOT for inclusion of the project into the current MaineDOT Workplan. With a recommendation from the City, VHB was subsequently selected by MaineDOT for Preliminary Engineering and Design Services to implement the proposed improvements identified in the Feasibility Study, which is currently ongoing.

Downtown Circulation Improvements

Southbridge, Massachusetts

Client
Town of Southbridge

VHB Schedule
Started: June 2011
Completed: Ongoing

VHB was retained by the Town of Southbridge to provide planning and engineering services involving the assessment of existing and future traffic conditions at seven intersections in downtown Southbridge. This assessment was Phase 1 of a three-phase project; the second phase finalized conceptual improvement sketches and assessed construction costs. Phase 3 is to coordinate with MassDOT in obtaining construction funding through the State's Transportation Improvement Program (TIP).

The project was closely coordinated with the Southbridge Redevelopment Authority (SRA) and the Town's Traffic Commission to gain feedback on the Phase 1 and Phase 2 assessments. Assessment included an evaluation of existing traffic conditions, safety issues, future traffic conditions, and current and future traffic operations. Several working meetings were conducted with these groups to vet improvement alternatives in the downtown that would accommodate all users of the downtown and meet the vision of the Urban Revitalization Plan.

The improvements will include the realignment and closure of multiple roadways and improvements to multiple intersections, including the construction of a new signalized intersection and a mini-roundabout. The project also includes accommodations for pedestrians and bicyclists and incorporates the design and construction of a portion of the Quinebaug River Rail Trail. The overall improvements are aimed to improve traffic conditions in and around the downtown and provide an opportunity to revitalize economic development in the downtown.

The project is currently being designed (Phase 3) to a 100% design and is currently programmed on the State's FFY 2024 Transportation Improvement Program.

Glastonbury Douglas Road Intersection Realignment

Glastonbury, Connecticut

Client
Town of Glastonbury

VHB Schedule
Started: Dec. 2018
Completed: Ongoing

The Town of Glastonbury retained VHB to review the potential conversion of unsignalized intersections along New London Turnpike into modern roundabouts including a planned expansion of Route 17 southbound off ramp by Connecticut Department of Transportation (CTDOT).

VHB conducted engineering studies including capacity analyses using Synchro and VISSIM software to model the proposed conditions and evaluate the corridor for impacts. The efforts resulted in the development of recommendations for mobility improvements for all users at the intersections and along the corridor.

Kelley Square Improvements

Worcester, Massachusetts

Client
City of Worcester, MA

VHB Schedule
Started: Aug. 2018

Kelley Square has consistently ranked as one of the highest crash locations in Massachusetts and provides little to no traffic control, delineation of movements, or bike and pedestrian facilities. Massachusetts Department of Transportation (MassDOT) advacned a project to improve safety and operations within the general Kelley Square area of Worcester. This project addressed poor safety and operational conditions for all users, including motorists, bicyclists and pedestrians, and included a robust and comprehensive outreach program.

VHB developed safety and multimodal enhancements to this intersection including conceptual and final design plans for a proposed Hybrid Roundabout (aka “peanut”) Preferred Alternative—a first of its kind for Massachusetts—that included significant improvements to pedestrian facilities, and a combination of separated bike lanes and shared use paths to improve non-motorized mobility. The Hybrid Roundabout now provides clear definition and delineation of traffic movements, calm vehicular traffic and significantly enhanced accommodation for non-vehicular users within the square while leaving the “unique” character. The Preferred Alternative also enhanced neighborhood connectivity and access/egress to surrounding commercial and business interests.

ROUTE 100 ROUNDABOUT RENDERINGS

Cumberland, Maine

TJD&A developed 3D renderings to show the conceptual design for a potential future roundabout at the intersection of Route 100 with Skillin & Blackstrap Roads.

The renderings were based on preliminary line work for the roundabout developed by engineers at Gorrill Palmer. The buildout scenario represented on Route 100 is based on a preliminary review of the existing conditions and discussions with Town Staff.

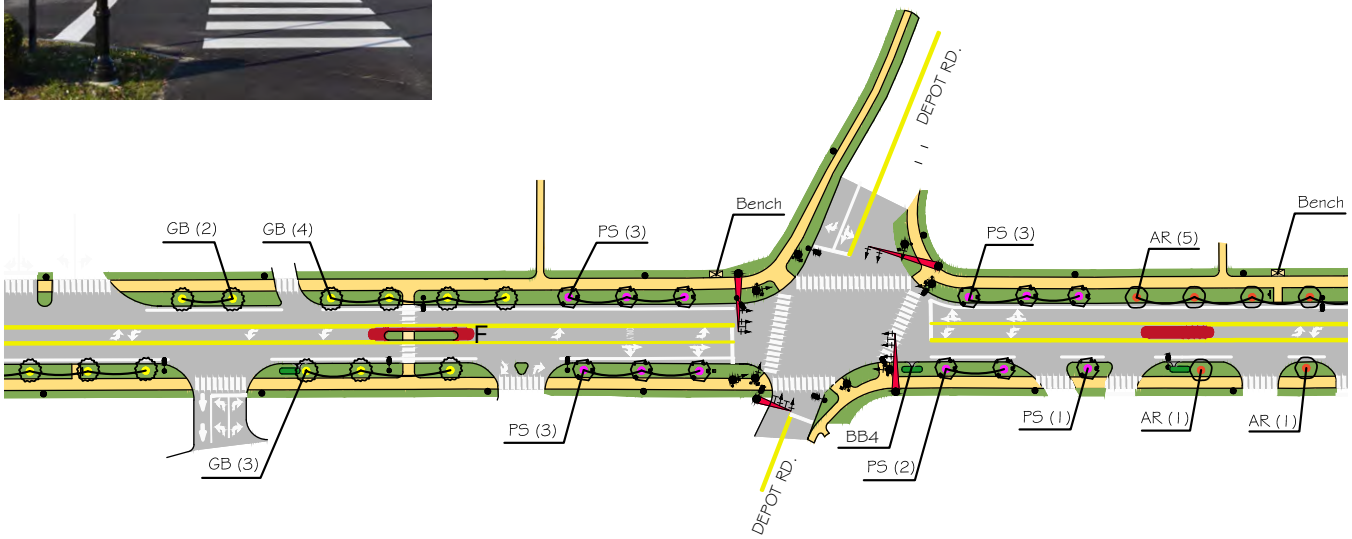
The renderings were presented in an interactive website using the ESRI StoryMap platform to communicate the potential future vision for this intersection and surrounding neighborhood.

ROUTE 1 STREETSCAPE INFRASTUCTURE IMPROVEMENTS

Falmouth, Maine

As part of a multidisciplinary team led by Fay, Spofford & Thorndike, TJD&A prepared design development and final construction details for the streetscape improvements for Falmouth's Route One business district. Improvements include underground utilities, new street trees, sidewalk and street lighting, pedestrian amenities, planted center medians, crosswalk enhancements, stormwater infiltration gardens, and new gateways. TJD&A 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.

PHOTOSIMULATION

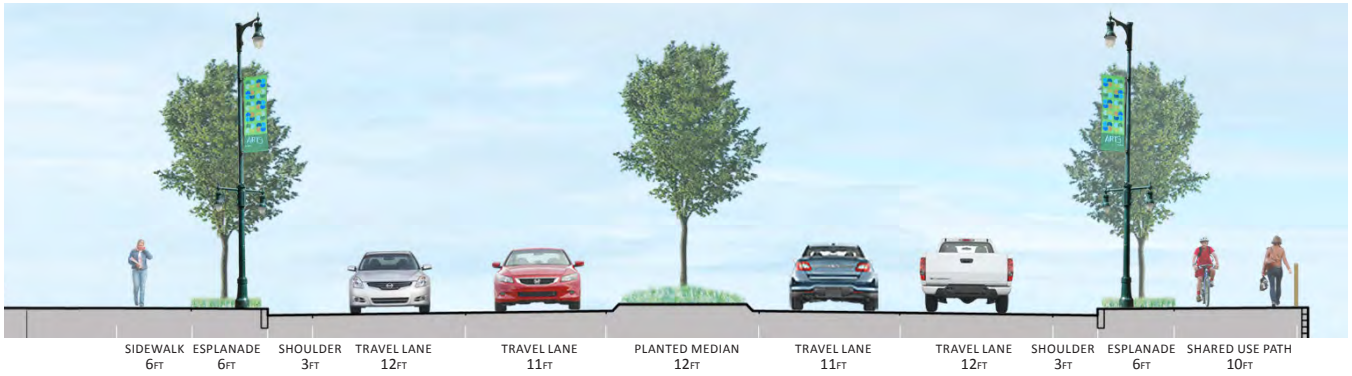


WEST SIDE VILLAGE

Bangor, Maine

TJD&A completed a conceptual Land Use Plan for the Route 1 Main Street Corridor and adjacent West Side Village to revitalize the neighborhood as a safe, livable community and attract investment to the emerging entertainment venues along Main Street and the Waterfront. The plan focuses on stabilizing residential neighborhoods with streetscape improvements, re-connecting the community to its open space amenities, and complete street planning. Concepts for short and long term improvements are illustrated with form based build-out scenarios. The City has adopted many of the recommendations and recently completed a series of streetscape improvements along Route One.

TEAM TJD&A / Richert Planning / HNTB / Malcolm Collins, AIA / C. Michael Lewis



DOWNTOWN GREENVILLE REVITALIZATION MASTER PLAN

Greenville, Maine

As an outgrowth of the Moosehead Lake Region Economic Development Corporation's "America's Crown Jewel" Initiative, the Down- town Revitalization Master Plan provides an achievable framework to guide growth in the village. As Greenville continues to develop an important tourism-based economy, the Master Plan encourages a greater emphasis on Moosehead Lake and the pedestrian experi-ence. The plan identifies infill and expansion opportunities; recommends connections to regional trails, improved walkability, and crosswalk locations; promotes facade and signage improvement; and recommends infrastructure upgrades to support development.

With The Musson Group and CES Inc.

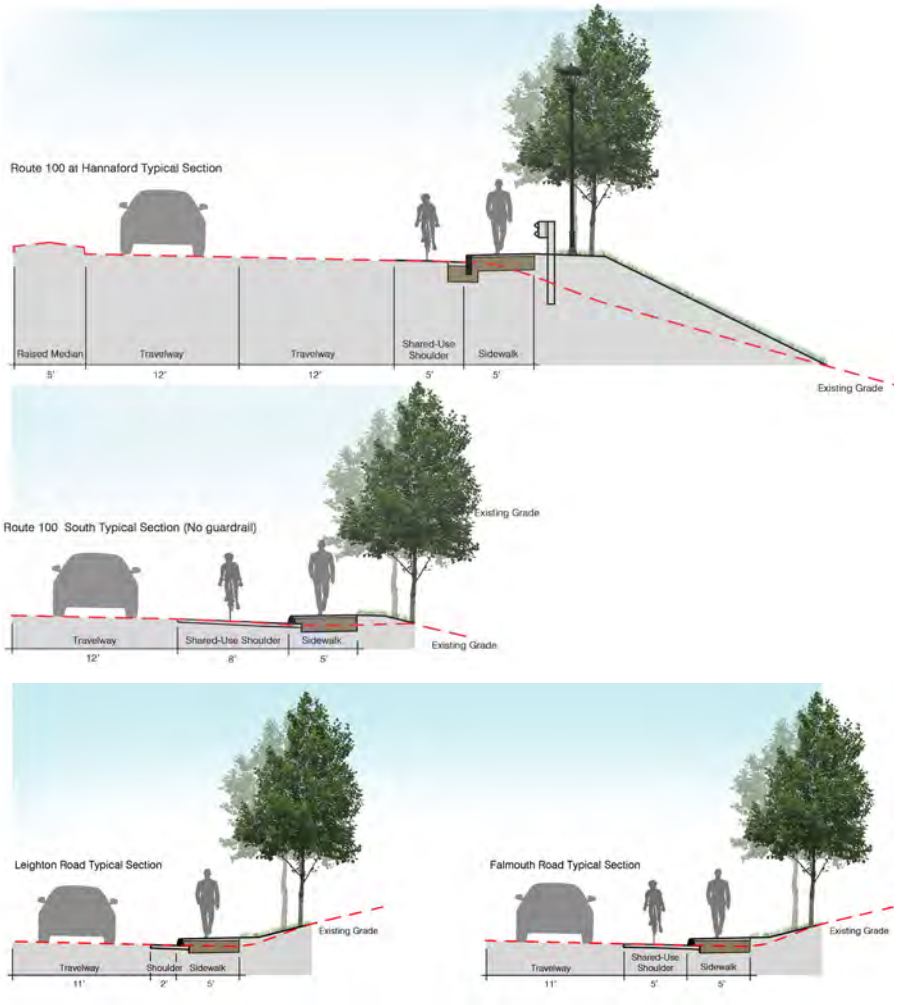
Pritham Avenue Proposed Improvements

FALMOUTH ROUTE 100 IMPROVEMENTS

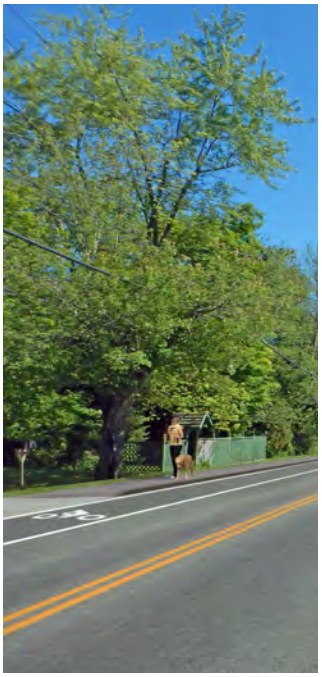
Falmouth, Maine

The Route 100 Infrastructure Plan was the preliminary design phase for incorporating the Town of Falmouth's Route 100 Vision Plan. Working closely with the Route 100 Committee the design team developed a complete streets approach to the roadway illustrated through cross sections and photo simulations. The objective was to provide bicycle lanes and sidewalks that connected the West Falmouth neighborhood with the West Falmouth Crossing commercial center. The challenge was to bring a human scale experience to a heavily traveled corridor. The Plan provided recommendations for sidewalks, bike lanes, street trees, median strips, lighting, crosswalks and tree preservation.

TEAM: Stantec / TJD&A



Renderings



References

REFERENCES

The following client references are provided on behalf of Gorrill Palmer.

North Windham Moves Study, Windham, ME

Barry Tibbetts
Town of Windham, Town Manager
8 School Street
Windham, ME 04062
(207) 468.3448 batibbetts@windhammaine.us

Route 1 Improvements, Cumberland, ME

William Shane, PE
Town of Cumberland, Town Manager
290 Tuttle Road
Cumberland, ME 04021
(207) 829.4264 wshane@cumberlandmaine.com

Broadway Corridor Improvements, Bangor, ME

John Theriault, PE, PTOE
City of Bangor, City Engineer
73 Harlow Street
Bangor, ME 04401
(207) 992.4249 john.theriault@bangormaine.gov

Franklin Street Corridor Study & PDR Improvements, Portland, ME

Jeremiah Bartlett, PE, PTOE
City of Portland, Transportation Engineer
55 Portland Street
Portland, ME 04101
(207) 874.8891 jbartlett@portlandmaine.gov

Civic Center Drive Improvements, Augusta, Maine

Brian Keezer, PE
MaineDOT, Project Manager
16 State House Station
Augusta, ME 04333-0016
(207) 624.3612 brian.keezer@maine.gov

Mill, Main and Broad Street Improvements, Auburn, ME

Kris Bennett, PE
City of Auburn, City Engineer
60 Court Street
Auburn, Maine 04210
(207) 333.6601 kbennett@auburnmaine.gov

Schedule

SCHEDULE

The RFP suggests an initial contract term of 12 months for this assignment. Based on our past PPI studies, we agree with that duration and are proposing a 12 month schedule for this assignment.

The following study schedule is proposed for this project. Please note that the RED milestones noted below are submittals for this project, the *BLACK* are tasks to be performed and coordinated, the *BLUE* milestones are quality control reviews (QA/QC), and the *GREEN* milestones are team meetings, council meetings and public meetings. The detailed schedule below illustrates our working knowledge of the DOT PPI process and identifies tasks that need to be completed throughout the study effort.

Based on our experience with recent PPI studies, it is our recommendation that the study team present their findings to the council prior to presenting those findings to the public, to allow time for the study team, municipal officials and council members to discuss the findings of the study before presenting that information to the public. We also recommend at least monthly team meetings via zoom to discuss the progress of this study and to seek client input during the process. During the alternatives analysis and development of concepts (Task 3), more frequent team meetings via zoom may be proposed, so that municipal officials and DOT can help guide and inform the study process and the development of alternatives under consideration.

Task	**Date**
Contract Signing & NTP	November 1, 2022
Initial kickoff meeting with Municipalities and DOT. Identify existing data needs, develop draft purpose and need statement and begin to identify alternatives for consideration.	*November 10, 2022*
Site visit to review existing conditions	*November 17, 2022*
Gather existing data (crash data, traffic counts, prior reports, survey/aerials for base mapping, GIS mapping data, environmental resource screening)	*November 30, 2022*
Establish design criteria for Route 100, Blackstrap and Skillin Road	*November 30, 2022*
Team Meeting (monthly zoom mtg)	*Mid-December*
Review existing data, develop base mapping using survey/aerials and GIS mapping data.	*December 8, 2022*
Review crash data and high crash locations. Research and understand contributing factors to crashes.	*December 14, 2022*
Review existing traffic data, develop design hour volumes from available turning movement counts.	*December 28, 2022*
Develop technical memo for current conditions	*January 23, 2023*
Quality control review of technical memo	*January 25, 2023*
Submit Technical Memo (Tasks 2 & 3)	*January 27, 2023*
Team Meeting (monthly zoom mtg) to discuss Technical memo and to discuss alternatives being considered for Task 4.	*Early-February*
Prepare a summary of alternatives to be considered for Task 4, including color sketches of options under consideration.	*February 22, 2023*
Council Meeting to introduce the study to council members and municipal officials, discuss current conditions, initial alternatives under consideration	*Early-March*

and overall study schedule. Seek council input.	
Prepare for public input process, finetune initial alternatives under consideration based on council input	*March 14, 2023*
Initial public meeting(s) to introduce the study, discuss current conditions, initial alternatives being considered and seek public input and feedback.	*Late-March*
Complete preliminary traffic analysis and modeling for current year and future year (2045) for NO-BUILD and BUILD scenarios.	*April thru May 2023*
Develop concept plans for BUILD scenarios considering traffic volumes, storage requirements, intersection and corridor layouts, bike and pedestrian accommodations and access management.	*April thru May 2023*
Team Meetings via zoom to discuss progress of traffic analysis, concept plan development, seek client input and guidance. Begin to develop evaluation matrix criteria.	*April thru May 2023 (regular zoom meetings)*
Continue to develop and analyze alternatives, finetuning options based on client input. Begin review of environmental, utility and right of way impact assessments. Minimize impacts when possible.	*Early-June*
Finalize traffic analysis and alternative development, develop traffic memo.	*June 12, 2023*
Quality control reviews of traffic analysis and concept plans.	*June 14, 2023*
Develop conceptual quantities and cost estimates for each alternative. Estimate right of way impact costs and total project costs.	*June 16, 2023*
Develop draft evaluation matrix criteria and evaluate alternatives based on criteria. Complete draft scoring assessment.	*June 19, 2023*
Quality control reviews of cost estimates and draft matrix	*June 21, 2023*
Submit Traffic Memo, Concept Plans, Cost estimates and Draft Evaluation Matrix (Task 4)	June 23, 2023
Team Meeting (monthly zoom mtg) to discuss Task 4 deliverables (traffic memo, concept plans, cost estimates, evaluation matrix) and to discuss which alternative(s) best meet the study purpose and need.	*Early-July*
Make refinements and adjustments to Task 4 deliverables based on client comments, input and feedback. Prepare for council meetings.	*July 11, 2023*
Council Meeting(s) to present preliminary findings on traffic analysis, alternatives development, costs and draft evaluation matrix results. Seek council input.	*Mid-July*
Make refinements and adjustments based on council input and feedback. Prepare for public meetings.	*July 31, 2023*
Public meeting(s) to present the preliminary findings on traffic analysis, alternatives development, costs and draft evaluation matrix results. See public input and feedback.	*Mid-August*
Make refinements and adjustments based on public input and feedback. Develop draft report.	*August 31, 2023*
Quality control review of draft report	*September 20, 2023*
Submit Draft Feasibility Report (Task 7)	September 29, 2023
Team Meeting (monthly zoom mtg) to discuss Draft Report and recommendations.	*Mid-October*

Make draft report available for council and public review. Meet with Council(s) if appropriate.	*Mid-October*
Make refinements and adjustments based on client, council and public input and feedback.	*October 24, 2023*
Quality control review of final report	*October 27, 2023*
Submit Final Report (Task 7)	October 31, 2023

Gorrill Palmer has reviewed its workload and staffing and can confirm that we have the available resources to complete this assignment on the above schedule.

A summary of the availability of key staff from November 2022 thru October 2023 is noted below:

Name	**Availability**
Doug Reynolds	40%
Al Palmer	25%
Don Ettinger	30%
Travis Landry	55%
Robert (Trey) Warren	70%
Jeff Fitzmaurice	75%
Jennifer Conley (VHB)	45%
Jason Ready (VHB)	60%
Jessica Kimball (TJD&A)	50%

General Information Form

Proposer's General Information Form

1. CONTACT INFORMATION*:

a. Firm Name:	b. Office Phone No.:	c. Cell Phone No.:
Gorrill Palmer	207.772.2515 x225	207.756.0462

d. Firm Contact First & Last Name:	e. Title:	f. Firm Contact E-mail Address:
☒Mr. ☐Ms. Don Ettinger, PE	Principal	dettinger@gorrillpalmer.com

g. Firm's Web Address:	h. Name of Firm's President/Managing Officer:
gorrillpalmer.com	Al Palmer, PE

2. CORPORATE INFORMATION*:

a. Type (select one):	b. Firm's DUNS Number: 017669602	e. Does your firm have an Audited Overhead Report dated within the last two (2) years? ☒ Yes ☐ No
☐ Individual ☐ Partnership ☐ Minority Owned ☐ Woman Owned ☐ Small Business ☒ S Corporation ☐ Limited Liability Company ☐ Corporation (State of origin): ____ ☐ Other: ____	c. Firm's Federal EIN: _____ d. Firm's State of Maine Vendor/Customer No.: ☐ VC _____ OR ☐ VS _____	What is the date of your most recent Audited Overhead Report? 12/31/2021

f. Is your firm a Disadvantaged Business Enterprise (DBE)? ☐ Yes ☒ No If yes, are you certified as such by MaineDOT's Civil Rights Office? ☐ Yes ☐ No

h. Is your firm's Corporate Headquarters located in Maine? ☒ Yes ☐ No

What is the address of your Corporate Headquarters: 707 Sable Oaks Drive, Suite 30, South Portland, Maine 04106

3. AFFIRMATIVE ACTION*:

a. Does your firm have a current Equal Employment Opportunity policy and plan? ☒ Yes ☐ No	b. Is your firm aware of Equal Employment Opportunity (EEO) responsibilities? ☒ Yes ☐ No	c. Is your firm aware of our firms's goals for utilization of DBE firms? ☒ Yes ☐ No

4. DEBARMENT, SUSPENSION, INELIGIBILITY, OR EXCLUSION*:

By submitting to this RFP, I certify to the best of my knowledge and belief that the aforementioned organization, its principals, and any subcontractors named in this proposal:

a. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.

b. Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:

   i. fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.

   ii. violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   iii. are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

   iv. have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.

Failure to provide this certification may result in the disqualification of the Bidder's proposal, at the discretion of the Contracting Agency.

5. CERTIFICATION*:

By submittal of this form I certify that this firm has not been debarred, suspended, declared ineligible or voluntarily excluded from contracts by the Federal Government or any State Agency within the last 3 years?

☒ Check Here to Agree

By submittal of this form, I certify that I have reviewed my submittal package to ensure that all of the required documents are included in my submittal.

☒ Check Here to Agree

By submittal of this form, I certify that the foregoing information is true and accurate and that I am an Authorized Signatory Officer of the Firm.

☒ Check Here to Agree

By submittal of this form, I certify that the typed name (a) is intended to have the same force as a manual signature, (b) is unique to myself, (c) is capable of verification, (d) is under the sole control of myself, (e) is linked to data in such a manner that it is invalidated if the data are changed. (10 M.R.S.A. §9501 et seq.)

☒ Check Here to Agree

a. Typed Name of Submitting Authorized Officer:	b. Title:	c. Date:
Donald Ettinger, P.E.	Principal	10/06/2022

Appendix A - Resumes

Doug Reynolds

Professional Engineer I Project Manager

Education

- University of Maine, BS in Civil Engineering, 1994.

Registrations and Certifications

- ME: #9868
- NH: #12145
- VA: #53354
- CPESC

Experience

- 28 years in private practice

Doug has over 25 years of experience in the Land Development consulting field in Maine and New England. He has worked on projects ranging from 500,000 SF shopping centers to 2,000 SF stand-alone facilities. His expertise includes civil/site design and permitting, and construction administration aspects of the projects. Doug also has significant experience in roadway reconstruction and utilities construction administration and management.

The Downs - Innovation District, Scarborough, ME Doug was the project manager for the design and permitting of Innovation District portion of The Downs project. The Innovation District is located within approximately 125 acres of the northern portion of the 500 acre Downs project. The Innovation District was geared toward light industrial and technology spaces. The original subdivision included 57 total lots with Phased development. The Phase 2 and 3 lots were configured, such that they could be stand-alone smaller lots or could be easily combined to create larger lots for larger projects. Design for the project included access roads designed to Town standards for acceptance and included water, storm and sanitary sewer, as well as electrical and gas. Permitting for the project included local subdivision and Site Location of Development permitting with the MaineDEP.

Blackstrap Road Reconstruction - Cumberland, Maine - Doug was the Project Manager in charge of the plan development for the reconstruction of Blackstrap Road. Doug was responsible for the complete design and coordination for this Municipal Partnership project with the MaineDOT. Improvements to Blackstrap Road included widened shoulders on both sides of the roadway for the entire one mile length of the project. Full reconstruction of an approximate 800 foot section of 'S' curves was required due to existing unsafe conditions in this area. Mr. Reynolds worked closely with Town staff to produce a high quality construction project.

Shops at Biddeford Crossing, Biddeford, ME - Project engineer for the development of approximately 500,000 s.f. gross leasable area. The development includes a combination of retail, a bank, a gas station and restaurants. Buildings range in size from 165,000 s.f. to approximately 5,000 s.f. Project includes the permitting of greater than 5 acres of the wetland fills. This project is currently in the development/permitting stage and has undergone numerous conceptual revisions.

Route 1 Reconstruction - Cumberland, Maine - Mr. Reynolds was the Project Manager for this highly successful, under budget Municipal Partnership project, in conjunction with the Maine Department of Transportation. This project included the widening of nearly 2 miles of the 3 mile section of Route 1 in Cumberland to allow for the installation of center-left turn lanes to accommodate the increasing number of uses along this growing stretch of the Town. Design of this project required coordination with the Town Manager of Cumberland as well as the MaineDOT to provide an acceptable design for the roadway.

GORRILL PALMER

Doug Reynolds

Professional Engineer | Project Manager

Augusta Crossing, Augusta, ME - Completed the design, permitting and construction administration efforts for a retail center of approximately 500,000 s.f. of retail space in 7 buildings. Development of the project included integration of topographical site constraints. Elevations of the site vary over 100 feet from one end to the other. Permitting for the project included local Site Plan approval and MDEP Site Location of Development Act Permit and Natural Resource Protection Act Permit.

Blanchard Road Reconstruction - Cumberland, Maine - Mr. Reynolds was the Project Engineer for the reconstruction of Blanchard Road from Bruce Hill Road to Skillin Road. Doug was responsible for all aspects of the design of the 6000 foot section of roadway. A complex matrix cost analysis was completed to determine the amount of roadway that could be reconstructed and what different levels; Overlay, mill and overlay and complete reconstruction. Full reconstruction sections include the hill above the Cumberland Fairgrounds to increase sight distances in that area.

Mt. Ararat High School, Topsham, Maine - Project Manager for the development and permitting and construction of the redevelopment of the Mt. Ararat High School. The existing school was replaced by the construction of a new building to be located in the vicinity of the existing baseball field and track. Careful coordination with reviewing authorities will be required to allow for early construction of the athletic fields being displaced by the new building, such that fields will be available for early use. Constructing the new building on the existing fields allowed for the existing student body to attend classes at the current building without interruption.

Fall Brook Phase 3, Portland, Maine - Served as the full time construction representative for the City of Portland, to observe the installation of approximately 1,400 linear feet of 9' by 4' concrete box culvert. Installation of the box culvert included the connection to the previous phase of the separation project within a cross country easement, including the crossing of a public roadway, as well as a portion of Northport Business Park. Portions of the box culvert within the business park were up to 12 feet in depth. Dougs responsibilities included coordination with City representatives for potential field changes in the construction, recording the locations and elevations of the infrastructure constructed and verification of payment requests by the contractor.

Sewer Separation Projects, Portland, Maine - Served as construction representative on ten sewer separation projects throughout the City, including: Holm Avenue, Fall Brook Phase 4, Warren Avenue, Alpine to Hillside, Bartley to Rustic, Allen Avenue, and Auburn & Washington. These projects have included over 10,000 linear feet of new storm drain and sanitary sewer replacement, along with roadway reconstruction and associated stormwater treatment infrastructure. Duties included daily observations, preparation of daily, weekly and monthly reports, documentation of pay quantities, review of pay requisitions, photo documentation and coordination with City staff.

GORRILL PALMER

Alton Palmer III

Professional Engineer | Principal & Co-Founder

Education

- University of Connecticut: B.S. in Civil Engineering, 1984

Registrations and Certifications

- ME: #6251
- VA: #51643

Affiliations

- Associate Member - International Council of Shopping Centers
- Past Member MEREDA Legislation Committee
- Past Member, Board of Trustees—Central Maine Adaptive Sports
- Past Chairperson, Town of Gray Planning Board
- Past Member, Board of Directors, SAD # 15
- Past Member, Board of Trustees of the Gray News

Presentations

- Guest Speaker at Four MDEP Workshops on Biofilters and Biofilter Media
- Guest Speaker ar NortheastChapter Annual Meeting - *Engineer's Perspective: Development of Stormwater Pollution Prevention Plans*

Experience

- 36 years in private practice

Scarborough Downs Redevelopment, Scarborough, Maine

Mr. Palmer is Principal in Charge for the development of the redevelopment of the 500+ acre Scarborough Downs property. Development of this site includes a multi-phase mixed-use development on the order of 2 million square feet of residential, light industrial, recreation, office and retail uses. Mr. Palmer provides overview and quality control for the design of the project, as well as provides input on conceptual layout of specific phases. This project requires significant coordination with regulatory agencies.

Super-Regional Malls: Principal/Project Manager responsible for permitting and design of portions of the following facilities:

- Maine Mall, South Portland, Maine (General Growth Properties, LLC) Permitting and design of the revitalization of 1.0 million square foot mall to include anchor expansions and theater facility.
- Lynnhaven Mall, Virginia Beach, Virginia (General Growth Properties, LLC) Permitting and design for the food court refresh and mall entrance for 1.3 million square foot mall.
- Tyson's Galleria, McLean, Virginia (General Growth Properties, LLC) Permitting and design for the refresh of Washington DC's premier destination for luxury shopping and design. The Mall's 824,000 retail square footage is the center piece of the 2,000,000 square foot mixed-use development.

Mt. Ararat High School, Topsham, Maine - Mr. Palmer is the Principal in charge for the current redevelopment project for the design and permitting of the new Mt. Ararat High School to be constructed starting in the summer of 2018. Working closely with PDT Architects, this exciting project will include multiple high school level athletic fields and a championship level track. Permitting will include amendments to the adjacent Middle School Maine Department of Environmental Protection Site Location of Development Act permit. Timing for the permitting on this project will require significant coordination with the MDEP and the Town of Topsham to allow for early construction of a portion of the athletic fields to allow a season of rest and to allow the existing school to remain in use, while the new building is constructed.

MaineDOT Municipal Partnership Initiative (MPI) Projects, Cumberland, Maine - Mr. Palmer served as the Principal in Charge for three projects: Blanchard Road, Blackstrap Road and Route 9. The projects included full-depth reconstruction as well as shim and overlay based on the encountered roadway conditions. Integral to all of the projects was incorporation of widened shoulders to enhance pedestrian and bicycle accommodations. Projects along these roadways had been requested by the Town for years, but were unfunded under the standard funding formula.

By proposing a significant local contribution, the Town secured funding from MaineDOT under this innovative program that required close coordination with Region One staff.

Range Road, Cumberland, Maine - Mr. Palmer was responsible for management of the permitting aspects of the project as well as the design of the stormdrain system, culverts and water main. As the project was approximately 3 miles in length, the design and permitting challenges varied from having a section of stream parallel to the road and within the right of way to major culvert crossings that needed to be designed to meet Inland Fisheries and Wildlife criteria for fish passage. Working with the Town and the Maine DEP, Gorrill-Palmer designed the project to minimize impacts to wetlands, and avoid impacts to a vernal pool partially located within the right-of-way. By working closely with the Client and the State to minimize the impacts, permits were able to be obtained within the timeframes desired which allowed the Town to release the project for bid early in 2009 thereby benefitting from one of the most aggressive contractor bidding periods in recent time.

Gray Water District, Gray, Maine - Route 202 16-inch water main extension: Mr. Palmer oversaw the preparation of construction documents and the bidding and construction phase for this project, which included about 240 linear feet of horizontal directional drilled casing pipe under the Maine Turnpike near the Gray exit. This project was one of the first crossings of large diameter pipe installed by directional drilling technology under the Maine Turnpike.

Route 100 16-inch water main extension - Mr. Palmer co-managed the design of this 2.4-mile water main extension along Route 100 in Gray, which included the installation of 1,200 feet of directionally drilled pipe beneath a significant wetland complex to avoid two stream crossings and the environmental impacts associated with a conventional installation. At the time of the installation, the proposed bore was the longest pull of this diameter pipe within New England. In addition to the directionally drilled pipe, and additional 2,600 feet of polyethylene pipe was installed in an adjacent area to avoid potential degradation of ductile iron pipe.

Route 26 Connector - Mr. Palmer coordinated the efforts of the Water District in relocating approximately 700 feet of existing 16" pipe to facilitate the Connector construction, and upgrade on an additional 2,200 feet of pipe along Route 26, and Route 202.

The Maine Mall, South Portland, Maine - As the Principal/Project Manager, Mr. Palmer oversaw the preparation of the 2006 Stormwater Master Plan for General Growth Properties, Maine Mall holding. While having only purchased the property in 2003, General Growth quickly recognized the importance of their holdings in the overall Long Creek Watershed, and the City's efforts to improve water quality.

Located within Long Creek, an Urban Impaired Stream, the Mall is a cornerstone of the upcoming Watershed Plan being conducted by the City of South Portland. Gorrill-Palmer developed an overall strategy for stormwater treatment that could be implemented to improve water quality. While the Maine DEP Best Management Practices (BMP's) were a component of the project, other measures were explored due to the need to maximize treatment within a constrained area. Gorrill-Palmer evaluated alternative means to increase landscaped area within the existing parking fields, incorporated LID techniques to treat runoff closer to its source and improve filtering, and improved pedestrian access. Phasing plans were developed to allow for sequential construction of the various project components, to minimize impacts to customers.

GORRILL PALMER

Don Ettinger

Professional Engineer | Vice President and Principal

Education

- University of Maine, Orono: B.S. in Civil Engineering, 1994

Registrations and Certifications

- ME: #9244
- New Hampshire PE #15666
- MaineDOT LPA Certified

Experience

- 10 years with firm
- 28 years total

Don is a project manager and principal at Gorrill Palmer and leads the firms Transportation Engineering Group. Don has over twenty-five years of experience in transportation engineering. His experience includes design for roadway, intersections, pedestrian and bicycle facilities and rail, transit and bridge projects. He has worked on MaineDOT projects for over 20 years for the highway, bridge and multimodal groups. He has a thorough understanding on the Department's project development process as well as latest policies and design guidelines. In addition to working directly on MaineDOT assignments, Don is LPA certified and works with many municipalities on state transportation projects as well as MPI projects.

Ocean Park Rd / Temple Ave Intersection Study, Old Orchard Beach, Maine – As study manager, Don lead in the development and assessment of alternatives, assisted in client coordination, public process, developed conceptual plans and construction cost estimates for this transportation PPI study. This intersection safety and mobility study focused on intersection improvements that will reduce driver confusion, provide for improved bike and pedestrian accommodations, maintain acceptable levels of traffic mobility, control vehicle speeds, and improve overall safety. Work involved traffic analysis, modeling, development and evaluation of alternatives, development of concept plans, cost estimates, evaluation matrix and reports. (Jun 2020 – Nov 2021)

North Windham Moves Study, Windham, Maine – Don served as the study manager for this PPI study in North Windham that focused on transportation improvements to provide better access to businesses for residents while maintaining mobility for regional traffic traveling along the Route 302 corridor. This study involved planning for three new local connector roads in the area while also providing for safety and mobility improvements along the state roadway corridors of Route 302, 115 and 35. Work included intersection improvements, access management including provisions for center medians and bike and pedestrian accommodations. Work involved traffic analysis, modeling, development and evaluation of alternatives, development of concept plans, cost estimates, and reports. (Oct 2020 – Jan 2022)

Route 236/91 Intersection Improvements, South Berwick, Maine – Project Manager for preliminary and final design services associated with geometric safety improvements and installation of a new traffic signal at the intersection of Route 236 and 91. Work includes widening of Route 236 to accommodate two northbound lanes, provisions for an alternating merge, widening of Route 91, drainage improvements, development of signing, striping and signal plans. Work also includes traffic analysis, development of PDR, PIC and PSE documents including quantities, cost estimate and special provisions. (Jan 2018 -Present)

Memorial Traffic Circle Improvements (LAP), Kittery, Maine – Project Manager for preliminary and final design efforts associated with geometric improvements at the Memorial Traffic Circle in Kittery, ME. Work included operational and safety improvements at the traffic circle through modifications to traffic circle entry and exit points, including realignment of the Route 1 bypass ramp. Work included reconfiguration of splitter islands and truck aprons, adjustments to circulating roadway width, horizontal and vertical alignments, roadway and embankment grading, closed drainage system, signing and striping and parking lot reconfiguration for access management. Design also included a shared use path outside of the traffic circle to accommodate pedestrians and bicyclists. Additional efforts completed include development of design reports, quantities, cost estimate and special provisions. (Jan 2013 – Mar 2017)

Mill, Main and Broad Street Improvements (LAP), Auburn, Maine – Project Manager for preliminary and final design services associated with safety, intersection and corridor improvements along Mill, Main and Broad Streets in the New Auburn neighborhood. This is a complete street project and a LAP project that includes utility coordination, landscaping, lighting, environmental coordination, traffic analysis, signal design, intersection geometric improvements, roadway improvements, pedestrian and bicycle accommodations and access management. This project involves significant public coordination, development of PDR, PIC and PSE documents including quantities, cost estimate, specifications and bid book. (Jul 2017 - Present)

Route 1 Reconstruction/Rehabilitation, Milbridge & Cherryfield, Maine – Project Manager for this roadway reconstruction and rehabilitation project of Route 1 in Milbridge and Cherryfield, ME. The project begins 0.07 miles south of Spruce Street in Milbridge and extends northerly 5.05 miles to the Wilson Hill Road intersection and the bridge over the Narraguagus River in Cherryfield. The project involved roadway design, intersection design, driveway, guardrail and entrance design as well as open and closed drainage design. Work included development of HVAC and PDR submittals, development of preliminary plans, PDR form, cost estimates and public facilitation process. (May 2015 – Oct 2018)

Somerset Street Restoration (LAP), Portland, Maine – Project Manager for preliminary and final design services associated with roadway realignment and reconstruction of Somerset Street from Elm Street to Hanover Street. This is a complete street project and a LAP project that includes utility coordination, landscaping, lighting, environmental coordination, design of a portion of bayside trail, intersection geometric improvements, roadway improvements, pedestrian and bicycle accommodations and access management. This project involves public coordination, development of PDR, PIC and PSE documents including quantities, cost estimate, specifications and bid book. (Dec 2016 - Present)

Franklin Street Feasibility Study & PDR, Portland, Maine – As project manager, Don lead in the development and assessment of alternatives, assisted in client coordination, public process, developed conceptual plans and construction cost estimates. This complete street project was a showcase example of developing a corridor that balances the needs of all modes of transportation. During preliminary design, Gorrill Palmer developed 25% plans for the entire corridor including development of vertical alignments and cross sections. Work also included continued refinements to further balance the interests and needs of pedestrians and bicyclists, and extensive traffic analysis. Intersection layouts were a primary focus of these preliminary design refinements where pedestrian desire lines, pedestrian crossing distances and truck turning movements were reviewed and considered in the assessment. (Oct 2012 – Jan 2019)

Broadway Improvements (LAP), Bangor, Maine – Project Manager for preliminary design services associated with safety, intersection and corridor improvements along Broadway from Center Street to the I-95 southbound ramps. This LAP project included utility coordination, right of way mapping roadway and intersection design, pedestrian and bicycle accommodations, traffic analysis, modifications to traffic signals, access management and reconfiguring of side road intersections. This project involved an extensive public coordination process, development of PDR form, HDR forms, preliminary quantities and a cost estimate. (Nov 2017 - Present)

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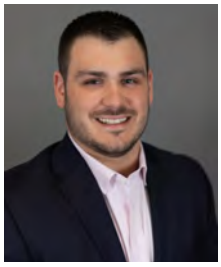


Travis Landry

Licensed Professional Engineer | Project Manager

Education

- University of Maine, BS in Civil Engineering, 2016.

Registrations and Certifications

- Maine PE #16591
- MaineDOT LPA Certified

Experience

- 6+ years with the firm
- 6+ years in private practice

Travis is a Project Manager at Gorrill Palmer within the firms Transportation Engineering Group. Travis has over 6 years of experience in transportation engineering design, design, drafting, plan production and project management. His project experience includes roadway reconstruction, rehabilitation, drainage design, intersection geometric and safety improvements, pedestrian and bicycle facilities, traffic calming and traffic signal improvements. Travis has experience with project management and is familiar with the Maine Department of Transportations project development process, design standards, policies and procedures, utility, and environmental coordination. Travis also attended the Maine Department of Transportation's Habitat Connectivity Training for large culvert design and is Local Project Administration (LPA) certified.

Route 1 Rehabilitation, Van Buren, Maine – Project Manager leading the design of this roadway rehabilitation of Route 1 in Van Buren, ME. The project begins 0.18 miles north of Parent Road in Van Buren and extends 1.91 miles to the north near the Grand Isle Town line. Work includes finalizing the design for this project and development of bid plans, and special provisions for this project. Travis has led the design efforts for drainage design, superelevation design, guardrail design, and entrance design. Work completed to date has progressed to the PIC (75%) milestone.
(Jun 2016 – Mar 2018, Jun 2021 – Present)

East Avenue Sidewalk and ADA Improvements (LAP), Lewiston, Maine – Project Manager leading in the design of this sidewalk and ADA improvement project along East Avenue in Lewiston, ME. Work includes development of construction bid documents including plans specifications and the project bid book. This project consists of box construction in the roadway shoulders with curbing and sidewalk improvements proposed throughout the corridor. This project also includes a roadway mill, shim, and overlay with restriping of the corridor to include a two-way center turn lane. Work completed to date has progressed to the Draft PDR submittal. Ongoing efforts include development of final plans, project quantities, special provisions and the project bid book.
(Jan 2019 – Present)

Main Street Roadway Resurfacing and ADA Improvements (LAP), Lewiston, Maine – Project Manager leading the design efforts of this roadway resurfacing and ADA improvements project in Lewiston, ME. Work includes development of construction bid documents including plans, specifications, and the project bid book. This project consists of design of over 100 ADA ramps along the Main Street corridor. The project begins at the James B. Longley Memorial Bridge and extends approximately 1.38 miles north to the intersection of Main Street and Pettingill Street. This project includes a roadway mill, shim, and overlay to correct non-compliant cross slopes and improve the existing curb reveal. This project also includes improvements at several signalized intersections within the project limits.
(Oct 2019 – Present)

GORRILL PALMER

Travis Landry

Licensed Professional Engineer | Project Manager

Mill, Main and Broad Street Improvements (LAP), Auburn, Maine – Lead Project Engineer for preliminary and final design services associated with safety, intersection and corridor improvements along Mill, Main and Broad Streets in the New Auburn neighborhood. This is a complete streets project and an LAP project that includes utility coordination, landscaping, lighting, environmental coordination, traffic analysis, signal design, intersection geometric improvements, roadway improvements, pedestrian and bicycle accommodations and access management. Travis's efforts will also include serving as construction resident on this project as it progresses into the construction phase.
(Jul 2017 – Present)

Minot Ave, High Street & Main Street Intersection Improvements, Auburn, Maine – Lead Design Engineer providing design services for this intersection safety and sidewalk/ADA improvement project at six intersections in Auburn, ME. Work includes design of pedestrian ramps and landings, sidewalks, traffic calming and signal system replacement. Travis led the design efforts for ADA improvements, sidewalk layout along Route 202 (Minot Avenue) and raised intersection design at the Elm/High Street intersection. Travis also assisted with development of special provisions and other contract and project documents.
(Jan 2017 – Jul 2020)

Route 26 / Route 115 Traffic Signal Improvements, Poland, Maine – Project Manager for preliminary and final design of this signal project at the Route 26 and Route 115 intersection in Poland, ME. This project consists of installation of a new span wire signal system in a box configuration. Work completed to date has progressed to the Plan Impacts Complete (PIC) milestone.
(Aug 2021 – Present)

Park and Ride Improvements, Saco, Maine – Project Manager for preliminary and final design services for this park and ride reconstruction project in Saco, ME. This project consists of reconfiguration and reconstruction of the existing park and ride lot. Improvements will include ADA Ramps, sidewalks, bus shelter, and stormwater improvements. This project is located adjacent to Goosefare Brook which is classified as an urban impaired stream. Work completed to date has progressed to the PDR milestone. Ongoing efforts include completion of the public process and development of plans toward the PIC milestone.
(Dec 2021 – Present)

Route 1A Reconstruction, Milbridge-Harrington, Maine – Project Manager providing preliminary design services for this highway reconstruction project in Milbridge and Harrington, ME. This project begins at the Route 1/Route 1A intersection in Milbridge and extend over 3.5 miles north along Route 1A to just beyond the Harrington town line. This project will include reconstruction of the existing roadway, horizontal alignment improvements, vertical alignment improvements, guardrail design, superelevation design, and drainage design. Travis has lead the design efforts and development of the horizontal and vertical alignments as well as the initial project layout. HVAC design development is currently underway on this project.
(Jul 2022 – Present)

Robert (Trey) Warren

Project Engineer

Education

- University of Maine, BS in Civil Engineering.

Registrations and Certifications

- Maine EI # 7622 (no expiration)

Experience

- 4+ years with the firm
- 4+ years in private practice

Trey is a Project Engineer at Gorrill Palmer within the firms Transportation Engineering Group. Trey has over 4 years of experience in transportation engineering design, drafting and plan production. His project experience includes roundabout planning studies and safety improvements, pedestrian and bicycle facilities, roadway reconstruction, restoration, rehabilitation, intersection geometric and safety improvements, and traffic signal upgrades. Trey is proficient in MicroStation drafting and plan production in accordance with the Department's standards and has knowledge and skill with InRoads modeling. Trey is also experienced in the Departments project development process, current design standards, policies and procedures, and utility and environmental coordination. Trey will sit for the Professional Engineering Exam (PEE) in October 2022. Below is a sample of Trey's project experience with Gorrill Palmer.

Route 9 / Saw Mill Hill Intersection Improvements, Berwick, Maine – Lead Project Engineer for preliminary and final design services associated with intersection improvements at the intersection of Route 9 (School Street) and Saw Mill Hill. Work under this Maine DOT - Multimodal project includes reconfiguring the intersection in a manner that makes Route 9 traffic a free-flowing straight movement through the intersection while reconfiguring Saw Mill Hill (stop condition) to intersect Route 9 at a 90-degree angle. Trey's efforts included leading the design of the horizontal and vertical roadway alignment, pedestrian/bicycle accommodations, open/closed drainage improvements, striping/signing improvements, superelevation review, and ongoing project coordination with abutting properties currently under construction. (Aug 2020 – Present)

Mt. Auburn Ave Improvements, Auburn, Maine – Lead Project Engineer for preliminary and final design services associated with 1.21 miles of roadway reconstruction along Mt. Auburn Ave from Turner Street to the urban compact line. Trey's efforts on this City of Auburn led MPI project includes assisting with the utility coordination and environmental permitting as well as leading the horizontal and vertical roadway alignment design, sight distance review, open and closed drainage design, guardrail design, pedestrian/bicycle accommodation design, entrance design, superelevation design, intersection design, public facilitation and development of preliminary and final plans, quantities, cost estimate, specifications, and bid book. (Sep 2021 – Jun 2022)

Dover Bridge Replacement, Dover-Foxcroft, Maine – Lead Project Engineer for the preliminary approach design for this bridge replacement project in Dover-Foxcroft, ME. Gorrill Palmer is working with Thornton Tomasetti on this MaineDOT Bridge Program project to provide roadway design services for the bridge approach work. Trey's efforts in developing the approach work includes leading the design of pedestrian improvements, intersection geometric improvements, sight distance improvements, and roadway drainage improvements. Preliminary design is currently underway on this project. (Sept 2021 – Present)

Jeffrey Fitzmaurice

Design Engineer

Education

- University of Maine, BS in Civil Engineering, 2020.

Registrations and Certifications

- Maine EI #7904 (No Expiration)
- NETTCP Paving Inspector #4645

Experience

- 2+ years in private practice

Jeffrey is a Design Engineer at Gorrill Palmer within the firms Transportation Engineering Group. Jeffrey has over 2 year of experience in transportation engineering design, drafting, and plan production. His project experience includes providing design assistance with several transportation projects including elements of roadway reconstruction, rehabilitation, restoration, intersection geometric and safety improvements, pedestrian and bicycle facilities, and traffic signals. Jeffrey is gaining experience with the Department's project development process, design standards, policies and procedures. Jeffrey is also proficient in MicroStation drafting and plan production in accordance with the Department's standards and has a growing knowledge and skill with InRoads. Below is a sample of Jeffrey's project experience with Gorrill Palmer.

East Avenue Sidewalk and ADA Improvements (LAP), Lewiston, Maine - Design Engineer assisting in the design of this sidewalk and ADA improvement project along East Avenue in Lewiston, ME. This project consists of box construction in the roadway shoulders with curbing and sidewalk improvements proposed throughout the corridor. This project also includes a roadway mill, shim, and overlay with restriping of the corridor to include a two-way center turn lane. Work completed by Jeffrey on this project includes ADA review, drainage design, striping layout, and CAD support. Work completed to date has progressed to the Draft PDR submittal. (Jan 2019 - Present)

Emerson Street Park and Ride Lot (LAP), Sanford, Maine - Design Engineer for preliminary and final design services associated with a new parking lot and associated sidewalk and transit accommodations along Emerson Street (behind Cumberland Farms). This LAP project includes utility coordination, environmental permitting, design of an 87 space parking lot, design of sidewalks, ADA compliant ramps, crosswalks, landscaping, lighting, future electric vehicle charging station, and design of a transit stop and bus shelter pad. Work completed by Jeffrey on this project includes grading plan design, striping layout, and CAD support. (Mar 2022 - Present)

High Street and Greene Street Drainage Improvements, Sabattus, Maine - Design Engineer for preliminary and final design service for this MaineDOT Highway Program drainage improvements project in Sabattus, ME. This project includes replacement of a closed drainage system that has begun to fail. Work also included hydrologic analysis, hydraulic analysis, pipe sizing calculations, shoulder improvements, guardrail improvements, and ADA improvements where facilities are impacted. Work completed by Jeffrey on this project includes guardrail design, ADA review and design, drainage design, and CAD support. (Jul 2021 - Present)

Merrow Road Improvements, Auburn, Maine - Design Engineer for preliminary and final design services associated with the 1.31 miles of roadway reconstruction along Merrow Road from Hotel Road to Minot Avenue. Work on this project includes the construction of a right turn auxiliary lane on Merrow Road, at the Hotel Road intersection. This City of Auburn led project includes utility coordination and environmental permitting as well as roadway design, sight distance review, open and closed drainage design, entrance design, superelevation design, intersection design, public

facilitation and development of preliminary plans (50%) and estimate. Work completed by Jeffrey on this project includes entrance design, intersection design, and CAD support (Nov 2020 - Present)

Route 26 / Route 115 Traffic Signal Improvements, Poland, Maine - Design Engineer for preliminary and final design of this signal project at the Route 26 and Route 115 intersection in Poland, ME. This project consists of installation of a new span wire signal system in a box configuration. Work completed by Jeffrey on this project includes traffic signal design, stripping layout, and CAD support. Work completed to date has progressed to the Plan Impacts Complete (PIC) milestone. (Aug 2021 - Present)

Jennifer Conley, PE, PTOE

Director of Transportation Systems

Jennifer is VHB's Director of Transportation Systems. She has managed engineering design tasks for projects throughout New England including preparation of complete streets plans, traffic operational studies and design, evaluation of interchanges and engineering design for traffic control devices and signalization. Jennifer understands that the success of a project requires proper communication with officials, stakeholders and the public. She has a reputation for clear, concise presentation of technical materials that are easily understood by a layperson. .

Education

BS, Civil Engineering, Rensselaer Polytechnic Institute

Registrations/Certifications

Professional Engineer, ME

Professional Engineer, VT

Professional Engineer, MA

Professional Engineer, NH

Professional Engineer, RI

Professional Traffic Operations Engineer

Affiliations/Memberships

Institute of Transportation Engineers, New England

Rensselaer Polytechnic Institute Civil and Environmental Engineering Advisory Board

WTS International, former Board member

29 years of professional experience

Portland Smart Corridor Plan, Portland/South Portland, ME

Prior to joining VHB, Jennifer was Traffic Engineering Lead for the analysis of three different segments of the six-mile corridor including a number of coordinated signal systems as well as the I-295 interchange. Alternatives were developed to better accommodate all modes of traffic throughout the corridor including dramatic changes to vehicular circulation patterns, the provision of transit priority, various bicyclist facilities, and shortened pedestrian crossings and leading pedestrian intervals. Future projections included the traffic from potential development parcels.

Dudley Square Complete Streets Project, Boston, MA

Prior to joining VHB, Jennifer was Project Manager for this Complete Streets redesign of this important business district. This included an assessment of alternative circulation changes, particularly with regards to the 20 bus lines serving Dudley Station. In addition, through the reallocation of right of way, bicycles were accommodated, pedestrian facilities were improved, and pedestrian crossing distances were shortened. A thorough traffic engineering evaluation was undertaken to ensure that the plan could accommodate the millions of square feet of growth anticipated in the district.

Golden Triangle Planning Study, Framingham/Natick, MA

Prior to joining VHB, Jennifer was Project Manager for the transportation and utilities portion of this multidisciplinary project evaluating the infrastructure required to enable growth. Traffic operations, safety analysis and conceptual highway design were used to evaluate potential access improvements to the I-90 interchange as well as improvements to local arterials and intersections. Strategies to reduce vehicle trips to existing and future land uses were evaluated and recommended. Ultimately a combination of a redesigned interchange to better serve growth areas and traffic engineering improvements were recommended to accommodate future traffic.

Commercial Street Operations and Master Plan, Portland, ME

Prior to joining VHB, Jennifer was Project Manager evaluating the multi-modal operations of the corridor that in addition to providing access to the working waterfront, cruise ship activity and ferry boats also now serves as a significant tourist destination. The master plan for the operations of the corridor includes the significant freight (including turning and backing of bait trucks) and loading and unloading activities and potential to implement transit routing on the corridor in addition to peak pedestrian crossings of over 1000 per crosswalk. The vehicular parking demand was used to evaluate potentials for sharing that parking with loading operations.

Jason Ready, PE, PTOE, PTP, IMSA Level II

Senior Traffic Engineer

Jason is a Senior Traffic Engineer on the Transportation Systems team. His experience includes traffic engineering and transportation planning, traffic signal management, traffic analysis studies, traffic modeling/signal timing optimization, and GIS. Jason previously worked in the public sector for Androscoggin Transportation Research Center (ATRC) where he was responsible for management of area corridor studies and the region's surface transportation network of 80+ traffic signals.

16 years of professional experience

Education

BS, Civil Engineering, University of Maine

Registrations/Certifications

Professional Engineer, ME

Professional Traffic Operations Engineer

Professional Transportation Planner

International Municipal Signal Association–Certified Traffic Signal Field Technician Level II

Harriman/Maine Bureau of General Services, Mackworth Island Transportation Support Services, Falmouth, ME

As VHB Project Manager, Jason and his team are providing transportation planning and engineering consulting services in support of the proposed Mackworth Island project in Falmouth, ME. Mackworth Island houses the Baxter School for the Deaf and Maine Educational Center for the Deaf and Hard of Hearing with structures built over the last century. VHB is assisting with understanding existing traffic and parking areas that will help in advancing the redevelopment of Mackworth Island.

MaineDOT, Long-Term Detour for High Level Bridge, Maine and New Hampshire

MaineDOT, in partnership with NHDOT and the MTA are developing a Design-Build intelligent transportation systems project for the I-95 bridge over the Piscataqua River at the Maine and New Hampshire state border. VHB is evaluating alternate routes for motorists for events that force lane closures.

Kittery Area Comprehensive Transportation System (KACTS), Berwick Vehicle Bicycle and Pedestrian Study, Berwick, ME

In support of the development of the central downtown parcel of a former industrial site, Jason provided a planning document for the Town of Berwick which provided recommendations and conceptual improvements to enhance the downtown transportation network for all users, increase safety, and promote economic development.

Androscoggin Transportation Resource Center (ATRC), ITS Master Plan, Lewiston and Auburn, ME

With continued investment in traffic signal corridor improvements, Jason created a document to support MPO planning efforts for traffic signal coordination, Fiber interconnection, and ITS recommendations to the cities.

Stillwater Avenue and Hogan Road Corridor Improvements, City of Bangor, Bangor, ME

Jason supported the City of Bangor with data collection, signal inventory, and traffic signal timing optimization for the Stillwater Avenue and Hogan Road corridors. Modifications were made to signal phasing, clearance intervals, and cycle length with other corridor recommendations.

Karen Sentoff, MS, EIT

Transportation Consultant

Karen provides transportation modeling, analysis, and simulation services for projects throughout New England. Her knowledge of a range of technical tools from Transmodeler to Vissim and Synchro/SimTraffic provide her the ability to evaluate projects from intersection redesigns to new interchange projects and communicate the transportation implications to the public clearly through simulation. She most enjoys following a project from initiation through planning and design and loves to see the finished project make a difference in local communities.

Education

MS, Civil & Environmental Engineering, University of Vermont

BS, Civil & Environmental Engineering, University of Vermont

Registrations/Certifications

Engineer in Training, VT

10 years of professional experience

CCRPC, I-89 2050 Study, Chittenden County, VT

The Chittenden County I-89 2050 Study focused on providing accessible, safe, efficient, resilient, and interconnected mobility choices along the I-89 corridor for the region's businesses, residents, and visitors as well as auto and freight traffic. Karen was integral to the modeling effort that forecasted the evolving needs of the transportation corridor out to 2050 and evaluated alternative projects and strategies based on the public and stakeholder vision for the corridor. This effort involved the evaluation of numerous new interchange projects and other upgrades. Ultimately, Karen's analysis resulted in the recommendation of a new interchange that will better serve the local communities and spur economic development.

Transportation Permitting Northeastern Roux Institute, Portland, ME

Karen is serving as the technical lead for the transportation permitting of the new Roux Institute Campus on the former B&M site in Portland Maine. The campus will ultimately consist of the 4500 student Roux Institute in addition to up to 500,000 sf of office and laboratory partners, up to 800 units of housing, a business incubator and supporting retail. Karen is analyzing the effect the project will have on the existing transportation infrastructure and evaluating improvements, including a new interstate ramp from I-295 into the site. Karen's simulations are being used to evaluate future queue lengths on the existing ramps and at local intersections.

CCRPC, VT Route 116 Kimball Ave Tilley Drive Transportation Plan, South Burlington, VT

CCRPC partnered with VHB to identify and develop cost effective transportation strategies in support of compact, pedestrian-friendly, mixed-use, planned development. Prioritizing transportation infrastructure improvements that support multimodal mobility and a vision for the transportation network and land uses in the project area were critical to identifying appropriate transportation strategies for the South Burlington community. Karen supported this effort through regional network and intersection level modeling and analysis.

PROFESSIONAL LICENSURE

Maine Licensed Landscape Architect #4375

EDUCATION

MLA	University of Toronto Master of Landscape Architecture
BCD	Dalhousie University Bachelor of Community Design

PROFESSIONAL EMPLOYMENT

2014 - present	TJD&A Landscape Architects & Planners Yarmouth, ME
2013 - 2014	Sasaki Associates Landscape Architects Watertown, MA
2007 - 2010	Town of Old Orchard Beach Town Planning Old Orchard Beach, ME
2007 - 2010	Member of Eastern Trail Management District Vice President (2009-2010)
Spring 2007	Ekistics Planning and Design Planning Intern Dartmouth, Nova Scotia

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.

JESSICA WAGNER KIMBALL

LANDSCAPE ARCHITECT | PLANNER

Jessica has a background in community planning, landscape architecture, and visual impact assessments. Her experience includes master planning, streetscape design, public outreach, recreational trail planning, residential site design, construction administration, and visualization studies. She is proficient in graphic rendering, written work, public presentations, and construction detailing.

SELECTED PROJECT EXPERIENCE

STREETSCAPE IMPROVEMENTS, *Bath, ME* (2019). A plan for the redesign of the public streetscape in the vicinity of Front Street and Elm Street. The concept plan included various alternatives for a new streetscape alignment and intersection design. The planning process includes neighborhood meetings, use of an ESRI StoryMap, and work with various City officials. Served as the project manager and lead designer.

CITY FOREST MASTER PLAN, *Westbrook ME* (2020). A master plan for a 75-acre forested municipal parcel. The plan includes a multi-use trail system, a mountain bike skills park, outdoor classrooms, and a natural playground. The planning process included use of digital community outreach and stakeholder engagement to ensure the City Forest is serving the needs of the community. Served and project manager and lead designer.

OPEN SPACE PLAN, *South Portland, ME* (2019). A municipal open space plan designed to strengthen the network of open space in the City. The plan identifies and prioritizes areas worthy of conservation and includes strategies for expanding and preserving open space within the City. Served as project manager, plan author, and coordination of volunteer municipal committee.

SIMARD PAYNE MEMORIAL PARK, *Lewiston, ME* (2019). A plan for an existing waterfront park that connects the park to the community and the adjacent waterways. The focus of the work is around the park's connection with adjacent streetscapes, the relationship with the canal edge, and the alignment between various connectivity points. Served as designer and graphic support.

RIVERSIDE CEMETERY CREMATION GARDEN, *Yarmouth, ME* (2019). A cremation garden in an existing cemetery designed includes a variety in-gound burial styles and a stone columbarium wall with integrated niche system. Garden includes a loop trail, integrated seating, planting design, and boulder placement. Work included concept design, construction documentation, permitting, and construction administration.

KATADHIN WOODS AND WATERS NATIONAL MONUMENT MANAGEMENT FRAMEWORK PLAN, *Northern Maine* (2019). Katahdin Woods and Waters is an 87,500 acre National Monument on the east side of Baxter State Park. The Management Framework Plan will provide broad direction for the types of activities and management approaches for the Monument and priorities for action. Served as public outreach facilitator and lead graphic and mapping support.

LAND ANALYSIS & CONCEPT PLANNING , *Freeport, ME* (2018). A detailed analysis and concept plan for 700 acres of primarily undeveloped land. The analysis examined environmental constraints and zoning regulations. The interdisciplinary team developed various concepts to provide the landowner with land value and potential development and conservation strategies. Served as lead designer and project coordinator.

EDUCATION

M.S. University of Maine
Ecology and Environmental Science

M.S. University of Wisconsin-Madison
Land Resources with focus on GIS and Coastal Planning

B.S. University of Wisconsin-Madison
Geography and Certificate of Environmental Studies

PROFESSIONAL EMPLOYMENT

2019 - present TJD&A
Yarmouth, ME

2001 - present Spatial Alternatives
Yarmouth, ME

1991 - 2001 Geo-Systems
Yarmouth, ME

PROFESSIONAL AFFILIATIONS

Vice Chair, Maine GIS Users Group
Vice Chair, Yarmouth Planning Board
Maine Association of Planners
URISA/NEURISA
American Association of Geographers

SELECT PRESENTATIONS

Building Community Using Geospatial Tools, Workshop presented at GIS Pro 2019

Equity, Social Justice, and GIS, Maine Municipal Association Technology Conference, 2019

Introduction to Public Participation GIS, Workshop presented at GIS Pro 2016

Municipal GIS Process and Policy, Panel Discussion NEARC 2017

What does GIS have to do with Resilient Communities? - Presentation Maine EPSCoR Conference, 2015

JUDY COLBY-GEORGE, GISP

PRINCIPAL | GIS MAPPING & ANALYSIS SPECIALIST

Judy is the owner and principal of TJD&A. Her work is based in the GIS field with a focus on public outreach and participation. She is passionate about working with clients and communities to enhance decision-making with GIS data. Her work ranges from creating and updating GIS datasets, development of customized interfaces, cartography and visualizations, viewshed analyses, and providing detailed analysis to solve client problems. Judy uses geospatial tools and a variety of other methods to develop creative expereineces for public engagement for a variety of land use and planning projects.

SELECTED PROJECT EXPERIENCE

COMPREHENSIVE PLAN PUBLIC PARTICIPATION, ***Cape Elizabeth, ME.*** Developed and implemented the public participation plan for the Town of Cape Elizabeth, Maine Comprehensive Plan effort. The plan included various forms of communication from public meetings to online discussion forums.

DATA PLAN FOR LONG RANGE PLANNING ADVISORY COMMITTEE, ***Town of Falmouth, ME.*** Currently working with the committee to help them identify data they would like to collect in order to answer questions about long term growth and the impacts of such growth on the community.

BRUNSWICK SEWER DISTRICT, ***Brunswick, ME.*** Maintain GIS data for the sewer district and develop online applications for them to collect data in the field.

ZONING ANALYSIS, ***City of Auburn, ME.*** Analyzed Agriculture Zone parcels for future development potential and impacts of potential changes to zoning regulations.

ONLINE DATA COLLECTION APPLICATIONS, ***Town of Falmouth, ME.*** Developed street tree, sewer system, trails and public lands, and cemetery locator applications for town staff to use for field data collection. Work with staff to identify needs and customize data sets and online collector applications in order to aid in data collection.

TAX MAP DEVELOPMENT AND ONLINE VIEWER, ***Town of Norway, ME.*** Developed text needed to print tax maps from GIS and update tax parcel data. Provided the town with a public facing and staff only data viewers.

PROPERTY VALUATION AND SEA LEVEL RISE, ***Island Institute, ME.*** Worked with team to develop a model for evaluating the impact on local property taxes due to sea level rise in three communities in Maine, Scarborough, Vinalhaven, and Stonington.

COMPREHENSIVE PLAN MAPPING, ***Town of Kennebunk.*** Worked with the SMPDC and Town to develop comprehensive plan maps. Also developed single page summaries of the Comprehensive Plan chapters for use in a public meeting.

VIEWSHED ANALYSIS, OCEAN WIND, ***Coastal New Jersey.*** Developed data from LIDAR point cloud for Digital Surface and Terrain models. Used models to determine potential visibility of wind farm structures.

ANDROSCOGGIN RIVER TRAIL, ***Androscoggin River Watershed Council.*** Developed online mapping application of the Androscoggin River Trail. Allows user to track location on trails, identify important features along trail, and provided descriptions of water access points.

Appendix B – LPA Certifications

MaineDOT
Local Project Administration Certification

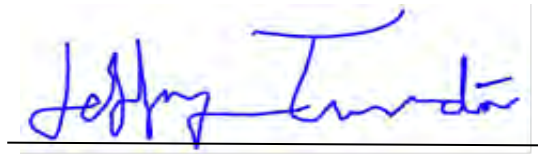
is hereby granted to:

Douglas Reynolds

for completing all requirements of
LPA Certification Course

Granted: May 4, 2022

Expiration: June 30, 2026



Jeffrey Tweedie, P.E.
Program Manager, Multimodal Program

MaineDOT

Recipient of this certificate has accumulated:
- 6 Professional Development Hours
- 6 Continuing Education Credits

MaineDOT
Local Project Administration Certification

is hereby granted to:

Donald Ettinger Jr.

for completing all necessary requirements of

LPA Certification Course

Granted:

Expiration Date: June 30, 2023

Jeffrey Tweedie, P.E.
Program Manager, Multimodal Program

MaineDOT

Recipient of this Certificate has Accumulated
- 6 Drinking Water Program Training Contact Hours
- 6 Professional Development Hours
- 6 Continuing Education Credits

MaineDOT
Local Project Administration Certification

is hereby granted to:

Randy Dunton

for completing all requirements of
LPA Certification Course

***Granted:** May 4, 2022*

***Expiration:** June 30, 2026*

Jeffrey Tweedie, P.E.
Program Manager, Multimodal Program

MaineDOT

Recipient of this certificate has accumulated:
- 6 Professional Development Hours
- 6 Continuing Education Credits

MaineDOT
Local Project Administration Certification

is hereby granted to:

Jared Winchenbach, P.E.

for completing all necessary requirements of

LPA Certification Course

Granted: December 21, 2020

Expiration Date: December 31, 2024

Jeffrey Tweedie, P.E.
Program Manager, Multimodal Program

MaineDOT

Recipient of this Certificate has Accumulated
- 6 Drinking Water Program Training Contact Hours
- 6 Professional Development Hours
- 6 Continuing Education Credits

MaineDOT
Local Project Administration Certification

is hereby granted to:

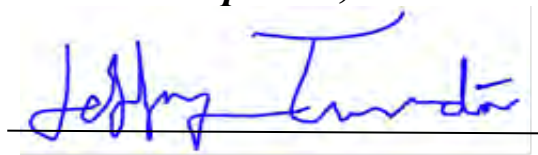
Travis Landry

for completing all necessary requirements of

LPA Certification Course

***Granted:** April 30, 2021*

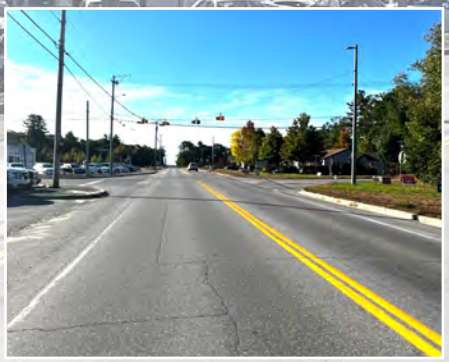
***Expiration Date:** June 30, 2025*



Jeffrey Tweedie, P.E.
Program Manager, Multimodal Program

MaineDOT

Recipient of this Certificate has Accumulated
- 6 Drinking Water Program Training Contact Hours
- 6 Professional Development Hours
- 6 Continuing Education Credits



ITEM
22-145

To authorize the Town Manager to accept payment for delinquent FY'19 taxes in the amount of $150.00 on property identified as Map U19/Lot 18

MEMORANDUM

Town of Cumberland, Maine
290 Tuttle Road
Cumberland, ME 04021
Telephone (207) 829-5559 • Fax (207) 829-2214

To: William Shane, Town Manager

From: Tamara O'Donnell, Town Clerk

Date: November 14, 2022

Re: Payment of Delinquent Property Taxes

I have received a request for acceptance of payment in the amount of $150.00, for payment of delinquent property taxes for fiscal year 2019, for property located at Map U19/Lot 18. This property is in tax foreclosure and the resident is hoping to continue to make additional payments as possible.

FOR PERIOD 05 OF 2023

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
0011 Other Tax Revenues					
0011 0303 Motor Vehicle Excise Tax	-1,000,694.39	-1,108,279.56	-1,016,331.28	-979,072.74	-2,003,000.00
0011 0304 Boat Excise Tax	-2,451.90	-3,751.60	-2,858.00	-2,709.20	-17,000.00
0011 0328 Outer Islands Property Tax	-23,513.74	-22,947.69	.00	.00	-46,000.00
0011 0329 Payment in Lieu of Taxes	-16,061.48	-18,903.00	-19,039.50	-19,483.50	-33,000.00
TOTAL Other Tax Revenues	-1,042,721.51	-1,153,881.85	-1,038,228.78	-1,001,265.44	-2,099,000.00
0012 License & Permit Revenues					
0012 0311 Hunting/Fishing Lic Agent Fees	-102.25	-84.50	-636.93	-61.75	-541.00
0012 0312 Marriage Lic & Vital Records	-1,411.00	-1,660.40	-1,548.80	-1,615.60	-2,400.00
0012 0313 Birth Certificates	-623.00	-641.60	-753.20	-746.00	-1,400.00
0012 0314 Death Certificates	-868.80	-667.40	-376.60	-878.00	-1,500.00
0012 0315 Clerk Licenses	-1,035.00	-935.00	-1,614.64	-1,075.00	-4,608.00
0012 0316 Shellfish Licenses	-14.28	-110.67	-96.39	-80.70	-600.00
0012 0317 Conservation Fees	-5.72	-39.33	-33.61	-29.30	-100.00
0012 0334 Snowmobile Reg. Agent Fees	-30.00	-52.00	-18.00	-11.00	.00
0012 0361 Motor Vehicle Reg. Agent Fees	-12,237.00	-15,272.00	-14,708.00	-13,744.00	-21,406.00
0012 0362 Boat Reg. Agent Fees	-158.00	-166.00	-133.25	-88.00	-500.00
0012 0366 Building Permits	-38,786.11	-54,674.88	-60,712.73	-48,840.32	-75,000.00
0012 0367 Electrical Permits	-10,486.75	-14,929.94	-14,613.11	-17,844.35	-21,634.00
0012 0368 Plumbing Permits	-6,772.50	-10,802.50	-9,585.00	-10,717.50	-18,789.00
0012 0369 Other Permits	-300.00	-234.00	-407.00	-177.00	-1,751.00
0012 0383 ATV Reg. Agent Fees	-60.00	-56.00	-46.00	-113.00	-60.00
0012 0390 Misc. Revenue	.00	-100.00	-80.00	-100.00	.00
0012 0398 Application Fee	-200.00	-450.00	-800.00	-1,250.00	-1,300.00
0012 0401 Dog Reg. Clerk Fees	-217.00	-141.00	-334.00	-423.00	-900.00
0012 0404 Commercial Haulers License	.00	-100.00	.00	.00	-500.00
TOTAL License & Permit Revenue	-73,307.41	-101,117.22	-106,497.26	-97,794.52	-152,989.00
0013 Intergovernmental Revenues					
0013 0331 State Revenue Sharing	-320,841.69	-409,820.73	-644,855.19	-646,856.65	-1,300,000.00
0013 0335 Local Rd Asst Prog	.00	.00	.00	.00	-67,000.00
0013 0341 North Yarmouth Recreation Shar	871.25	-4,546.00	-32,304.00	-20,264.00	-82,230.00

FOR PERIOD 05 OF 2023

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
0013 0342 North Yarmouth Library Share	-42,340.17	-45,848.25	-48,108.75	-47,539.00	-192,900.00
0013 0348 ACO Sharing Payments	-7,725.00	.00	.00	.00	.00
0013 0390 Misc. Revenue	.00	.00	-3,850.00	.00	.00
TOTAL Intergovernmental Revenu	-370,035.61	-460,214.98	-729,117.94	-714,659.65	-1,642,130.00
0015 Other Revenues					
0015 0305 Interest & Penaties	-10,528.18	-5,733.60	-2,656.93	-2,829.78	-30,000.00
0015 0306 Over/Short	4.81	461.18	-9.49	-395.28	-100.00
0015 0364 Growth Permits	-1,600.00	-1,800.00	-1,000.00	-400.00	-2,000.00
0015 0365 Board of Appeals	-200.00	.00	.00	.00	.00
0015 0390 Misc. Revenue	-31,845.07	-31,100.66	-43,219.55	-44,051.80	-25,000.00
0015 0399 Staff Review Fee	-1,650.00	-3,350.00	-2,200.00	-5,150.00	-9,700.00
0015 0403 Mooring Fees	-1,568.00	-64.00	-684.00	-376.00	-5,000.00
0015 0410 Private Ways	.00	-200.00	.00	-200.00	-400.00
0015 0508 Impact Fees	-54,205.20	-46,562.60	-38,897.60	-31,644.20	-60,000.00
TOTAL Other Revenues	-101,591.64	-88,349.68	-88,667.57	-85,047.06	-132,200.00
0021 Police Related Revenues					
0021 0337 State Grant revenue	.00	-951.30	.00	.00	.00
0021 0351 Police Issued Permits	-1,449.00	-550.00	-262.00	-1,117.00	-2,000.00
0021 0353 Police Insurance Reports	-218.00	-140.00	-602.00	-152.00	-500.00
0021 0390 Miscellaneous Police Revenue	-156.00	-51.00	-65.00	-600.00	-648.00
0021 0427 Parking Tickets	-450.00	-150.00	-25.00	.00	-100.00
0021 0536 Dog Licenses ACO Revenue	-570.00	-389.00	-707.00	-683.00	-1,800.00
0021 0546 Court Reimbursements	-3,392.28	-119.02	-749.76	.00	-2,200.00
0021 0620 Federal Grant revenue	.00	.00	.00	-1,252.79	.00
TOTAL Police Related Revenues	-6,235.28	-2,350.32	-2,410.76	-3,804.79	-7,248.00
0022 Fire Related Revenues					
0022 0504 Rescue Billing	-48,784.40	-45,052.74	-60,182.24	-37,409.80	-160,000.00
0022 0617 Donations Received	.00	-1,295.00	.00	.00	.00
0022 0617 COVID Donations Received	.00	305.99	.00	.00	.00

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
TOTAL Fire Related Revenues	-48,784.40	-46,041.75	-60,182.24	-37,409.80	-160,000.00
0031 Public Services Revenues					
0031 0390 Misc. Revenue	-3,843.00	-3,522.00	-28.00	.00	-20,500.00
0031 0391 Field Usage Fees	-2,806.80	.00	-60.00	-2,518.40	-5,000.00
0031 0517 Bags/Universal Waste	-86,337.50	-58,375.00	-7,325.00	-58,135.00	-295,015.00
0031 0539 Brush Passes	-1,666.00	-6,209.00	-2,713.00	-2,602.00	-8,277.00
0031 0617 Twin Brooks Donations	.00	.00	-2,346.60	-505.00	.00
TOTAL Public Services Revenues	-94,653.30	-68,106.00	-12,472.60	-63,760.40	-328,792.00
0035 VH Other Revenues					
0035 0329 Payment in Lieu of Taxes	-4,000.00	.00	.00	.00	.00
0035 0378 Soda Sales	-1,594.40	-2,085.40	-2,745.00	-3,175.00	-2,500.00
0035 0560 Rental Income	-6,750.00	-6,750.00	-7,500.00	-6,750.00	-9,000.00
0035 0565 Cell Tower Land Lease	-9,000.00	-11,340.00	-10,350.00	-10,350.00	-24,840.00
TOTAL VH Other Revenues	-21,344.40	-20,175.40	-20,595.00	-20,275.00	-36,340.00
0037 VH Golf Revenues					
0037 0306 Over/Short	506.39	-2.74	-.24	-13.85	.00
0037 0357 Golf Memberships	-93,968.60	-122,989.55	-165,241.10	-231,538.18	-315,094.00
0037 0358 Greens Fees	-70,967.44	-117,486.61	-134,289.50	-185,707.50	-241,174.00
0037 0359 Golf Cart Rentals	-43,912.45	-66,071.19	-78,022.50	-99,806.00	-124,391.00
0037 0416 Practice Range	-768.25	-6,118.97	-4,573.00	-6,573.00	-9,006.00
0037 0417 VH Program Revenues	-42,284.00	-49,551.63	-78,370.00	-98,388.00	-86,100.00
0037 0419 Advertising Sales	.00	.00	.00	-1,200.00	-24,600.00
0037 0522 Outing Golf	-63,999.00	-36,038.00	-64,468.00	-66,205.00	-55,775.00
0037 0617 Donations Received	.00	.00	.00	-240.00	.00
TOTAL VH Golf Revenues	-315,393.35	-398,258.69	-524,964.34	-689,671.53	-856,140.00
0041 Recreation Related Revenues					
0041 0440 41100 After School Programs	-128,815.00	-132,904.50	-121,857.00	-118,296.00	-320,000.00

FOR PERIOD 05 OF 2023

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
0041 0441 41110 Youth Enrichment Programs	-55,588.90	-13,329.50	-107,321.50	-46,303.00	-165,000.00
0041 0441 41180 Youth Summer Enrichment Re	.00	.00	.00	-101,715.25	.00
0041 0442 41120 Youth Sports Programs	-44,124.00	-3,911.00	-81,036.50	-134,744.00	-127,000.00
0041 0443 41130 Skiing Programs	-52,574.00	-295.00	-22,815.00	-28,446.00	-41,510.00
0041 0444 41140 Day Camps	-30,108.43	-71,445.50	-211,997.90	-314,842.00	-215,000.00
0041 0445 41150 Swimming Programs	-8,420.00	-880.00	.00	-42,823.00	-50,200.00
0041 0446 41160 Adult Enrichment Revenue	-11,127.99	-500.00	-1,502.00	-10,823.00	-15,000.00
0041 0447 41170 Adult Fitness Revenue	-23,200.70	-11,904.00	-18,635.00	-23,900.00	-29,000.00
0041 0448 41190 Special Events/Trips Reven	-1,303.00	.00	-2,346.00	-800.00	-7,200.00
0041 0449 41190 Recreation Programs	-3,930.00	.00	.00	.00	-1,995.00
0041 0570 41190 Rec Soccer Revenue	-20,190.00	-9,123.00	-29,737.00	-37,041.00	-28,300.00
0041 0571 41190 Rec Ultimate Frisbee Reven	.00	.00	.00	.00	-14,100.00
0041 0606 41190 CPR/First Aid Revenues	-605.00	-165.00	375.00	-2,635.00	-250.00
TOTAL Recreation Related Reven	-379,987.02	-244,457.50	-596,872.90	-862,368.25	-1,014,555.00
0044 W Cumberland Hall Revenues					
0044 0377 Hall Rental	.00	.00	-405.00	-275.00	.00
TOTAL W Cumberland Hall Revenu	.00	.00	-405.00	-275.00	.00
0045 Library Related Revenues					
0045 0392 Library Fines	-2,298.13	-525.95	-49.15	.00	.00
0045 0394 Misc. Library Revenue	-634.10	-364.30	-93.00	-414.15	.00
TOTAL Library Related Revenues	-2,932.23	-890.25	-142.15	-414.15	.00
0211 Police- Salaries & Bens					
0211 0431 Outside Details	-16,578.69	-2,212.92	-24,817.80	-12,352.92	-26,404.00
TOTAL Police- Salaries & Bens	-16,578.69	-2,212.92	-24,817.80	-12,352.92	-26,404.00
0221 Fire- Salaries & Benefits					
0221 0431 Outside Details	-14,588.94	.00	-27,147.50	-29,548.94	-18,000.00

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
TOTAL Fire- Salaries & Benefit	-14,588.94	.00	-27,147.50	-29,548.94	-18,000.00
0311 Public Works- Salaries & Bens					
0311 0431 Outside Details	.00	.00	-695.31	-925.93	.00
TOTAL Public Works- Salaries & Bens	.00	.00	-695.31	-925.93	.00
TOTAL General Fund	-2,488,153.78	-2,586,056.56	-3,233,217.15	-3,619,573.38	-6,473,798.00
TOTAL REVENUES	-2,488,153.78	-2,586,056.56	-3,233,217.15	-3,619,573.38	-6,473,798.00
GRAND TOTAL	-2,488,153.78	-2,586,056.56	-3,233,217.15	-3,619,573.38	-6,473,798.00

Expenses

FOR PERIOD 05 OF 2023

ACCOUNTS FOR: 001 General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
130 Administration	269,390.57	245,547.10	255,891.59	262,451.86	686,862.00
140 Assessor	42,854.13	47,027.64	47,619.08	43,456.36	124,953.00
150 Town Clerk	122,462.71	120,693.11	111,354.74	131,038.27	345,946.00
160 Technology	114,989.49	160,176.58	139,365.89	127,769.14	288,730.00
165 Elections	1,685.19	24,174.14	2,940.21	15,116.02	42,124.00
170 Planning	25,890.41	24,044.37	25,755.84	26,982.20	80,481.00
190 Legal	21,383.64	19,905.35	9,750.27	13,657.00	47,500.00
210 Police	604,277.63	610,096.00	587,342.52	599,755.14	1,733,238.00
220 Fire	421,355.51	388,551.52	392,428.36	495,228.49	1,237,397.00
240 Code Enforcement	60,588.59	62,527.98	66,318.94	58,178.62	157,112.00
250 Harbor Master	10,937.04	7,888.76	7,296.05	2,943.26	21,033.00
260 Animal Control	31,623.45	21,106.18	27,624.43	26,856.41	40,820.00
310 Public Works	398,591.52	422,602.36	441,523.50	433,498.13	1,416,439.00
320 Waste Disposal	222,862.36	228,391.78	268,846.86	312,211.98	724,904.00
350 Valhalla-Club	12,766.39	5,637.13	7,036.90	16,025.45	27,231.00
360 Valhalla-Course	277,167.98	300,820.31	305,900.86	316,231.42	617,981.00
370 Valhalla-Pro Shop	147,049.69	129,971.36	122,832.12	156,861.33	277,102.00
410 Recreation	541,506.14	342,611.07	478,268.90	587,915.42	1,083,459.00
420 Aging in Place	59,047.19	60,149.16	8,989.89	10,972.46	41,458.00
430 Parks	156,619.51	173,821.47	139,919.77	172,668.14	340,014.00
440 West Cumberland Rec	1,740.84	603.42	822.48	3,009.71	8,920.00
450 Library	219,858.25	198,324.40	201,872.34	219,674.26	619,070.00
470 Historical Society Building	1,348.04	186.00	282.78	4,925.72	11,364.00
580 General Assistance	20,301.40	17,639.13	8,982.36	3,387.59	34,971.00
590 Health Services	15,639.55	.00	1,521.80	1,362.31	3,875.00
620 Cemetery Association	26,700.00	26,700.00	26,700.00	28,035.00	28,035.00
630 Conservation	1,321.23	3,609.97	18,666.39	42,158.42	80,000.00
650 Debt Service	361,209.26	300,580.47	174,808.25	289,619.86	1,279,933.00
750 Insurance	205,392.69	245,892.31	258,394.64	305,919.68	354,103.00
800 Fire Hydrants	34,162.74	34,617.04	35,258.77	29,602.73	87,675.00
810 Street Lighting	13,940.03	.00	.00	49,500.00	49,500.00
830 Contingent	2,500.00	17,272.40	9,606.64	2,477.53	10,000.00
840 Municipal Building	32,267.51	30,944.53	57,150.98	55,703.32	130,234.00
850 Abatements	21,590.71	2,165.25	8,910.49	15,605.11	1.00
TOTAL General Fund	4,501,021.39	4,274,278.29	4,249,984.64	4,860,798.34	12,032,465.00
TOTAL EXPENSES	4,501,021.39	4,274,278.29	4,249,984.64	4,860,798.34	12,032,465.00
GRAND TOTAL	4,501,021.39	4,274,278.29	4,249,984.64	4,860,798.34	12,032,465.00