

STATE OF MAINE
Department of Transportation
3 Childs Street
Augusta, Maine 04333

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IN RE: SANFORD DOWNTOWN, RAISE GRANT
IMPROVEMENT PROJECT

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Date of Proceeding: September 11, 2024
Location: City Council Chambers
919 Main Street
Sanford, Maine 04037
Commencing at: 6:00 p.m.
Project Manager: Ernie Martin

Taken Before:

Joanne P. Alley, Court Reporter/Notary Public
Alley & Morrisette Reporting Service

1 (Public Meeting, Sanford Downtown, RAISE
2 Grant Improvement Project, September 11, 2024,
3 beginning at 6:00 p.m.)

4 * * * * *

5 MR. MARTIN: Thank you all for coming
6 this evening. I'm Ernie Martin, the project
7 manager with the Maine Department of
8 Transportation, project manager for the four
9 projects that we're going to talk about this
10 evening which are all associated with a federal
11 RAISE grant that we received to pay for it, for
12 the bulk of it. We'll talk about the funding
13 strategies later. So out back I hope you had a
14 chance to sign in. There's comment cards with
15 self-stamped addressed envelopes so you can take
16 the comment card, fill it out, stick it in the
17 envelope and it will come directly to me because
18 my name is on it. There's some right-of-way
19 guides back there that talk about the
20 Department's right-of-way process that will be
21 talked about here in a little bit. There's a
22 public notice that hopefully some of you
23 received in the mail and I understand there was
24 a little hiccup with the other part of the
25 mailing, it didn't have today's date on it but

1 the notice was correct, which was a good thing,
2 as well as the addenda, how we're going to
3 follow through the process tonight is on the
4 back table as well.

5 So what we're going to do is once I get
6 done doing a little bit of introductions here
7 with the people that will be speaking, I'm going
8 to turn it over to Steve and Steve is going to
9 talk a little bit about the project, maybe a
10 little bit of history and some of the things
11 that we're diving into with the project. With
12 me this evening that are going to be speaking
13 from VHB is Ethan Flynn. He's going to talk
14 about the downtown portion as well as Cottage
15 Street, and then also we have Jared Winchenback
16 with Gorrill Palmer. Jared is going to talk
17 about William Oscar Emery as well as the Park &
18 Ride. Then I have Brian Sanderson here with me
19 tonight, and Brian is going to talk about the
20 Department's right-of-way process and he'll walk
21 down through that briefly and talk about some of
22 the information and where you can go to look at
23 further information after tonight as well, and
24 then I'll come back on and we'll talk about the
25 timeline, we'll talk about what are the next

1 steps, where do we go from tonight, and then
2 we'll do a Q and A thing, where we'll just ask
3 you to step up to the mic, state your name, ask
4 your question. The same thing online, I
5 believe, we do the same thing. If someone
6 raises their hand, you know, we'll pick you off
7 the Zoom and ask your question through Zoom.

8 So with that, I'm going to turn it over
9 to Ethan and Ethan will take us down through the
10 downtown portion and the Cottage Street portion.

11 MR. FLYNN: Thank you, Ernie. So I'm
12 here to talk about two of the four projects
13 we're going to talk about tonight, the downtown
14 project and Cottage Street and as Ernie said,
15 Jared is going to talk about William Oscar
16 Emery, Riverside Ave. and the park and ride.

17 On your screen you can see the four
18 projects. I'll turn on my laser pointer here.
19 So the downtown project is this K shape here
20 which is Main Street, Washington Street and
21 School Street and then Cottage Street is the
22 other project here. It starts at River -- River
23 Street, extends up and over the hill past the
24 hospital where the DOT a year or two ago did an
25 overlay and had a construction joint there on

1 the pavement, and then Jared is going to be
2 talking about Riverside Avenue, William Oscar
3 Emery and also, as I said, the park and ride
4 behind Cumberland Farms.

5 So to start, I'm going to dive down into
6 the downtown improvements project and here's a
7 little bit of a more zoom in on that project,
8 and as I said, we have Main Street here. The
9 limits of the project start at Cumberland Farms,
10 extend past City Hall, where we're sitting is
11 right here, Washington Street and then extends
12 all the way to the intersection of Winter Street
13 where there's currently some signal work going
14 on.

15 In addition, Washington Street starts at
16 the intersection of Main Street and extends down
17 to where the project along River Street starts
18 and then we have School Street which starts at
19 the intersection of Washington and extends down
20 to Emery Drive.

21 Here's a zoom in on Main Street, the
22 first portion starting at Emery Street to
23 Roberts Street. This section of the road from
24 Emery Street to the library really isn't
25 changing. The biggest change here will be we

1 will be constructing curbs where the edge of the
2 pavement is today. Those familiar with the
3 area, the sidewalk doesn't have much of a reveal
4 out there and there's this kind of awkward paved
5 section between the edge of the shoulder and the
6 sidewalk in one spot so we're going to be
7 putting granite curb at the edge of the shoulder
8 and then removing that extra pavement and
9 establishing grass esplanades.

10 Throughout the whole project for the
11 downtown project all the sidewalks will be
12 concrete, all the curb will be granite. The
13 entrances will be paved bituminous pavement. So
14 the concrete sidewalks will stop at the edge of
15 the driveway, you'll have pavement across the
16 driveway and then the concrete will pick up
17 again on the other side.

18 Picking up at the library and extending
19 forward, in this section we start to narrow up
20 the road. The road will be 16 feet from the
21 center line to the curb at a minimum. We're
22 still going to have parking areas in several
23 spots here and here in front of the library.
24 We're going to be adding a new crosswalk right
25 here, and this is at the -- I'm drawing a

1 blank --

2 MR. HILL: Sunset Towers.

3 MR. FLYNN: Sunset Towers, thank you,
4 Matt. And if you imagine yourself standing
5 right here looking across the street, this is --
6 this is a rendering which it will look similar
7 to this. This rendering was actually produced
8 during the planning phase so final results won't
9 be exactly similar to this. Some of the
10 plantings will change and the hardscape may
11 change but generally this is what it's going to
12 look like in the after, and here's the second
13 half of Main Street from Roberts to Route 202.
14 Again, this section from Roberts Street to the
15 Mid Town Mall parking lot is not changing
16 drastically. We are having some bumpouts here
17 at the intersection of Washington Street and we
18 are also in this area just outside, City Hall is
19 right here, this section from City Hall to the
20 other side of Washington Street across from the
21 Trust Building, we are faced with some
22 challenging sidewalk grading in that area so
23 what we're going to do is we're going to have
24 the curb where you would normally have it at the
25 edge of the parking and then we're going to have

1 a three-foot bricked shelf and then we're
2 actually going to have another granite curb come
3 up to allow us to match into all those existing
4 entrances to those commercial buildings so we
5 can -- you know, all those buildings that are
6 currently ADA compliant that a wheelchair can go
7 right in without a step, they still will in the
8 after, and that little three-foot section will
9 allow people that park in this area to be able
10 to open their door so it's not going to be a
11 very tall curb in one location and we're going
12 to kind of split that up six inches, three feet
13 over and then come up six inches again.

14 We are adding another crosswalk here at
15 the Congregational Church. Currently that
16 crosswalk is in front of the bank in this
17 location. We're sliding that over to be more in
18 line with the path work in the Mid Town Mall
19 parking lot that happened a couple years ago.

20 Here is another rendering, just to give
21 you a flavor. This is -- you can see the Mid
22 Town Mall parking lot is over here on the left,
23 the bank and the Congregational Church will be
24 just off screen right here.

25 Moving on to Washington Street and River

1 Street, in this section of the -- of Washington
2 Street, we are removing -- there's a couple
3 right-turn lanes coming into the Mid Town Mall,
4 one here and then another one here. Those will
5 be removed as part of this project to streamline
6 that flow. In this section here where there's
7 the existing right-turn lane, we're adding
8 parking spaces and then where the other
9 right-turn lane is, we're actually widening the
10 sidewalk. We also are again putting in bumpouts
11 at either end of these parking areas to better
12 define those parking spaces.

13 Right here on Riverside Avenue, you'll
14 see our limit of work. That's the limit of work
15 of our design project. This will just be the
16 match point of Jared's project that he'll talk
17 about which will extend further down to William
18 Oscar Emery. So the overall bundle of projects
19 doesn't stop here. That's just where my design
20 efforts stop. Here's the bridge over the Mousam
21 River. In this location we're actually widening
22 the existing six-foot sidewalk on this side of
23 the bridge to be a ten-foot sidewalk. As part
24 of the River Street project there's a ten-foot
25 path that came all the way down to the limit of

1 their work. We're going to pick up that
2 ten-foot path so in the after it's going to come
3 all the way across the Mousam River and in front
4 of the park and wrap around up Riverside Avenue
5 which Jared will talk about more.

6 Here's a zoom in of School Street.
7 School Street is one way in this section. It's
8 going to remain one way. Starting down at the
9 Emery Street portion of the project that's
10 actually existing, there's two lanes here,
11 there's a through and a left-turn lane. We're
12 going to be removing the left-turn lane so it's
13 just going to be a single lane approaching that
14 intersection and then we're adding some parking
15 where that left-turn lane is today. Throughout
16 this corridor we are adding bumpouts to define
17 the parking. You'll see a couple areas across
18 from side road intersections that are cross
19 hatched. There's one here and one here. That
20 was done just to provide turning movements for
21 buses and the City's fire truck. So we're not
22 going to allow parking in those spaces so those
23 larger vehicles can make those left turns.

24 Here's a zoom in on the intersections of
25 Main Street, Washington and School Street. In

1 this intersection there's an existing median
2 island that will be removed and there's also a
3 triangular island right here existing that will
4 be removed. So this will all be open pavement
5 in the after. When we remove those two islands,
6 we're actually bringing the curb lines out so
7 the sidewalk on either side of the street will
8 actually get wider. The sidewalk here is going
9 to be moving out three to five feet and then in
10 this section we're bringing the curb line out as
11 well. This cross hatched area here is the
12 sidewalk in front of the Trust Building.
13 Underneath that sidewalk is actually the
14 basement of the Trust Building, the actual
15 basement of the Trust Building is underneath the
16 sidewalk. Because of that and that that's
17 actually a part of the building and going
18 through the right-of-way process, we're actually
19 building a continuous five-foot path outside of
20 that Trust area parcel that will be completely
21 in the public right-of-way that the City can
22 maintain that will give, you know, a continuous
23 route for peds and then you'll also see these --
24 it's hard to see at this scale but there will be
25 a planter area here and a planter area here to

1 kind of define what's public sidewalk and what's
2 sidewalk above the Trust Building's basement.

3 There was some recent signal work out
4 there that will be done. We are going to
5 coordinate our efforts with that signal work.
6 The mast arm may move because the sidewalk in
7 this location is actually going to be getting
8 wider as well so we'll just move that signal out
9 a little bit to get it further out into the --
10 further out into the roadway.

11 Here's a zoom in on the intersections of
12 Washington, River and High. You can see these
13 green areas here. These will be where curbs
14 widen out. These are existing paved areas
15 today. Weaver Drive is closed off to this
16 intersection and it will remain closed off but
17 we're going to bring this curb out and we'll
18 have a little place making here with landscaping
19 and green scape in this area. On the other side
20 of the sidewalk, this curb line kind of comes in
21 today. We're going to extend that curb line out
22 and bring it more gradually down River Street.
23 So again, there will be an opportunity for some
24 green scaping, place making on this corner of
25 the intersection as well. Some of you may

1 notice that as part of the River Street project
2 that the entrance here to this parking lot has
3 been closed off. That will remain closed off,
4 but as stated previously, that ten-foot shared
5 use path will be extended down here and across
6 the bridge and across the park and then out
7 Riverside Ave.

8 I touched on it briefly before but yeah,
9 this is just a cross section of the bridge.
10 Here's where the existing bridge railing is,
11 that six-feet sidewalk and we're going to
12 install a new precast beam and widen that
13 sidewalk to make it a continuous ten-foot path.

14 And with that, I'll move over to the
15 Cottage Street project. Again, the limits of
16 the Cottage Street project is it's going to
17 start on Winter Street, just beyond the Winter
18 Street bridge, it's going to cross River Street
19 and extend down past the hospital and then
20 coming down the hill and terminating in this
21 area here.

22 And here's a zoom in on the first half
23 of the project. The roadway in this area is
24 going to be widened to provide for a left turn.
25 So currently there's just one inbound and

1 outbound lane but we're going to add a third
2 lane to provide for left turns heading down
3 River Street towards High Street.

4 The roadway once you get into the
5 two-lane section is going to be 11-foot lanes,
6 three-foot sidewalks -- excuse me -- three-foot
7 shoulders and then reconstructed sidewalks and
8 this area here is where the existing retaining
9 walls are. We've done a structural assessment
10 of all those walls. The walls that we deemed
11 not to be structurally sound we're planning to
12 replace those. The bulk of those replacements
13 are going to be granite walls. It's going to be
14 18-to-24 inches tall granite slabs at the back
15 of the sidewalk where the walls are today.

16 Once you get past Brook Street, the
17 shoulders are going to widen to five feet, and
18 the beacon at the intersection of Brook Street
19 will be replaced. We're also adding a rapid
20 rectangular flashing beacon right here at the
21 intersection of North Ave. and that's -- that's
22 for the school there where folks -- you know,
23 there's kind of a walking school bus that comes
24 out of the church to the school.

25 Here's the second half of the project.

1 Once you get past North Avenue, the curbs are
2 going to change from granite curbs to bituminous
3 curb and the sidewalk is going to end here at
4 June Street on this half of the street --
5 actually on both sides of the street, and then
6 for the remainder of the project we're not
7 proposing to add any additional sidewalk.
8 Here's a zoom in on the Winter, River, Cottage
9 intersection. As I said, we're adding this
10 additional left-turn lane here to make it easier
11 for the left-turning traffic. This was another
12 intersection that recently had some signal
13 updates. We're going to maintain all that
14 existing signal head hardware and control box
15 but as part of this project, we're going to be
16 putting in new mast arms. Right now those
17 signals are on span wires, so in the after,
18 they'll be steel signal mast arms that that
19 signal hardware will be mounted on. And here
20 you can see the ten-foot (inaudible) path, part
21 of which is constructed into the River Street
22 project, we're going to transition into that and
23 carry it across this intersection. And then
24 here's the intersection of Brook and Cottage.
25 The wall in this section -- corner of the

1 intersection will be reconstructed and we're
2 going to be installing a new flashing beacon at
3 this intersection but it's going to be a
4 flashing beacon just like it is today, just with
5 updated hardware.

6 In addition to this project, we're going
7 to be doing some drainage improvements. So on
8 the bottom of the screen running left to right
9 you have Brook Street, on the top that's green,
10 you have North Avenue, Cottage Street is on the
11 left, High Street is on the right. If you think
12 of this project, you know, if you're starting
13 driving down at the River Street intersection
14 and you're starting to go downhill and then you
15 come up, Brook Street is on a little knoll, so
16 all that drainage goes down Spruce Street and
17 then starting at Brook Street going up to the
18 hill where the hospital is, all this drainage
19 comes down to High Street in this area.

20 We evaluated what drainage we're off
21 shedding from our project and the outlet to the
22 Spruce Street trunk line was adequate for what
23 we were putting down there, but the drainage
24 we're putting down North Ave. was inadequate so
25 as part of this project, we're upsizing the

1 City's drainage infrastructure to meet future
2 drainage needs.

3 The drainage route today comes down
4 North Avenue and then down Russell and then
5 there's a pipe that kind of weaves its way
6 between these buildings and comes into High
7 Street here. So what we're going to be doing is
8 keeping that drainage down North Ave. the whole
9 way. Where -- where you see the drainage
10 underneath the sidewalk here, the sidewalk will
11 get reconstructed, but beyond the limits of the
12 drainage trenching itself, we're not proposing
13 any improvements so you'll -- in the after,
14 you'll have a construction trench where the
15 drainage line is and adjacent to the sidewalk
16 the sidewalk will get reconstructed and then
17 there will be a soft cut line a few feet from
18 the sidewalk with patching and new pavement in
19 front of that sidewalk.

20 And then we're also going to extend that
21 drainage down High Street. Paris Pizza is right
22 here and then at this point it's going to
23 connect in where it does today.

24 We've had some initial discussions on
25 how these projects will be phased in terms of

1 the construction. We do plan to come back with
2 another public meeting once we drill down and
3 figure out the exact construction phasing and
4 timelines and so forth, but just to give you an
5 idea of how we're thinking the construction
6 phasing is going to go currently, we're thinking
7 Cottage Street will be constructed first. In
8 this construction schedule, these projects are
9 anticipated to be advertised in late '25, early
10 '26. So when I'm saying Cottage Street is
11 first, it's going to be starting in the spring
12 of '26.

13 Because that first section of Cottage
14 Street is very narrow with three-foot shoulders,
15 sidewalk and retaining walls, we don't
16 anticipate that we can maintain two-way -- two
17 lane -- two-way traffic by just shifting traffic
18 over and doing roadway construction and the
19 traffic volumes are too high to do alternating
20 one-way traffic where we have flaggers. It will
21 just get backed up. So what we're thinking of
22 is having this be -- during construction being
23 one-way outbound to the hospital so in case of
24 emergency everyone can get to the hospital, but
25 then we're looking at finding a detour route for

1 inbound traffic, and that would be at June
2 Street. We're still evaluating for various
3 detour routes so I don't have more to provide on
4 that, and then there's going to also be some
5 utility work. The sewer district is planning to
6 replace some lines on Cottage Street and as part
7 of that, there's a sewer manhole that's
8 essentially right on the center line. So to do
9 that construction, we're anticipating a short-
10 term closure for all of Cottage Street but we're
11 thinking that's only going to be a day, maybe
12 two at most.

13 And then the next phase is the downtown
14 project which is shown in blue here. We're
15 anticipating that for the bulk of construction
16 we can maintain two lanes of traffic by shifting
17 traffic over to one side. There may be
18 temporary losses of parking spaces because we're
19 going to use the parking areas to be able to
20 shift that traffic over, but at a certain point
21 when we construct all those bumpouts to define
22 the parking areas and to shorten those
23 pedestrian crossings, that's going to eat up our
24 available curb-to-curb width. At that point
25 we're thinking it's going to be one-way

1 roadways. We're looking at some sort of one-way
2 circulation throughout the downtown project and,
3 again, we'll be back to discuss that more.

4 And then the third phase would be
5 Riverside Ave. and William Oscar Emery shown in
6 red, which Jared will talk about, and that will
7 be the last phase of construction. There's also
8 the park and ride here shown in yellow. We're
9 thinking that's going to be done the same time
10 as the downtown but there's some flexibility
11 there that that park and ride could be done at
12 various stages.

13 And then with that, I will turn it over
14 to Jared to talk about William Oscar Emery and
15 Riverside Ave.

16 MR. WINCHENBACH: Okay. Thank you,
17 everybody, for being here. So my name is Jared
18 Winchenbach. I work with Gorrill Palmer. We're
19 in charge, as Ethan said, of the Sanford
20 Riverside Ave. and William Oscar Emery project
21 as well as the Sanford park and ride project.
22 This first one I'll go through is just the
23 William Oscar Emery and Riverside and I'll
24 follow up with the park and ride after that.

25 So a brief history on the project real

1 quick. The project started as two separate
2 projects. So you see the line in blue down
3 there, that's River Street. That is -- the
4 limits of that -- let's see -- we're looking
5 from High Street up to Spartan Avenue, this line
6 here is what I'm referring to. So that was
7 actually started under construction in 2023.
8 It's wrapping up this summer. So anybody who
9 has driven through there, you've seen it. The
10 idea behind that was basically having that
11 ten-foot path on the pond side for the entire
12 limits of this project. In addition to that,
13 the William Oscar Emery and Riverside Ave.
14 projects are meant to basically work with that
15 project and the intent here is to put another
16 ten-foot path running along Riverside Ave. and
17 William Oscar Emery between the limits of
18 Washington Street, which is going to be Ethan's
19 project, where we tie in down to River Street.
20 The idea is that it will create one continuous
21 loop. Obviously based on Ethan's presentation
22 there's a couple gaps right now just on River
23 Street. Cottage Street will be fixed or
24 incorporated during the RAISE grant as well as
25 this section here along Washington which is from

1 Riverside down to High, but the intent is to
2 have one continuous loop and have all three of
3 these roads reconstructed in a way that will
4 make them usable for the City for long-term.

5 A couple -- to dive in more to this
6 specific project, Riverside Ave. runs from
7 Washington Street up to Lincoln. William Oscar
8 Emery picks up at Lincoln and then moves all the
9 way down to River Street. There is a section
10 here at the roundabout where Gowen Park ties in.
11 The roundabout will actually go away under this
12 project. I'll look to explain that more a
13 little bit later, and then Front Street is
14 actually going to wrap in to Gowen Park. So the
15 intersection itself will change some but you can
16 still access everything as you do now. The real
17 intent is to try to create more usable space in
18 that area since there's a lot of pavement out
19 there currently.

20 The Riverside Ave. portion of this
21 project is going to be completely full depth
22 after reconstruction, whereas William Oscar
23 Emery is going to be mostly a mill overlay
24 project with sections of full depth in areas
25 that need it.

1 The main purpose of this project aside
2 from what I had kind of mentioned previously is
3 it's a complete streets project. So we're
4 looking to provide, safe, comfortable,
5 attractive and convenient access around Sanford
6 for all users including pedestrians, bicyclists,
7 motorists and transit users. Another goal of
8 this project is to connect the trails and biking
9 paths in the northern part of the City to the
10 southern part. So I don't know if you can see
11 super well here, but there's some trails, the
12 dotted white lines here that run all through
13 this wooded area. We connect into those trail
14 systems in numerous places and this ten-foot
15 wide path will connect it into the downtown
16 portion which is being redone as well as part of
17 the RAISE grant as well as the paths on the
18 southern side down off Pioneer.

19 So there's a couple good reasons to get
20 this project. So a couple things with the
21 existing conditions, Riverside Avenue is the
22 three pictures on the top. It starts out, this
23 first picture you've got Gateway Park on the
24 right and you've got Mid Town Mall on the left.
25 You can see it's relatively wide there. You've

1 got -- you have the park parking here on your
2 right, you've got sidewalks on both sides, but
3 as you go down Riverside, it starts to narrow
4 up. So in this second picture where that white
5 building is, that's Winter Street, and as you
6 kind of move forward or go down Riverside
7 towards the north, you'll see the amount of
8 space you have between curbs has actually
9 narrowed up quite a bit.

10 Moving one step further going onto the
11 north side of Winter Street, you see the houses
12 start coming in closer to the back of the
13 sidewalk. So these are just some of the
14 challenges we were dealing with as we progressed
15 with the project, a lot of project tie-ins, just
16 like Ethan's projects there.

17 And then looking on William Oscar Emery
18 portion, which is the bottom three photos, you
19 have the first photo is right as you kind of
20 come out of the residential area, you've got the
21 pond on the right, houses are a little bit
22 further back on the left. You're starting to
23 widen out here. You've got on-street parking at
24 least on one side, potentially both, a lot of
25 pavement area and you've got the sidewalk that

1 runs through the park area on the right, the
2 pond side. The second picture here is the
3 roundabout and that's one of the comments that I
4 made earlier is we're looking to reduce the
5 amount of pavement out there. It's kind of a
6 sea of pavement and we'd like to repurpose that
7 area into usable space for the City and its
8 citizens.

9 The third picture here is actually a
10 section between the roundabout and River Street
11 and you can see we have parking on both sides.
12 The corridor is very wide through here, so we're
13 actually looking to take it down a little bit to
14 give space for that ten-foot wide path. We'll
15 still be providing on-street parking through
16 there but it is a lot wider. We have a lot more
17 space to work with on those projects or on those
18 roads.

19 So graphic overview real quick, I know
20 Ethan had very similar graphics here. We don't
21 have the aerials underneath, we kind of colored
22 up ours, but the yellow is basically going to be
23 the new pavement, the darker yellow is just
24 another version of the pavement. It will be
25 driveways, access points, stuff like that. The

1 gray is representing sidewalks, the darker
2 grays. One thing you can't tell on this but it
3 is being incorporated into the project is the
4 ten-foot wide path is going to be bituminous
5 through this section. I think actually this
6 section right what I'm pointing to is actually
7 going to be concrete and that's due to the City
8 ordinances. We will have concrete through here
9 but once we move a little bit further outside
10 the ordinance, the path will turn to pavement
11 whereas the sidewalks on the far side will stay
12 -- the sidewalks on the west side, so this top
13 side here, will be concrete whereas the ten-foot
14 wide bituminous path on the bottom is going to
15 be as I mentioned, bituminous, and that's just
16 so that if people are walking around, that's the
17 same thing we did on River Street and reason for
18 that is as long as you're staying on pavement,
19 you'll know you're kind of still on that path,
20 that loop trail, whereas if you start getting
21 into concrete, you're going to be venturing off
22 it and it's just kind of a reminder that if
23 people want to walk that trail, the easiest way
24 to do it is just to stay on the bituminous
25 section.

1 So a couple things to note with this.
2 So starting just to kind of show the graphic
3 here, we've got Washington Street right here,
4 the orange is just showing existing -- it's an
5 existing roadway. What it doesn't show is that
6 Ethan's project comes up and ties in right here,
7 so this is the match point between our projects.
8 Everything to the north of this will be covered
9 under our project. You can see from basically
10 Washington up to St. Ignatius, which is right
11 here on the screen, we have about a 50-foot
12 right-of-way width, so it's not too bad. It's
13 relatively wide. With that, we're able to put a
14 five and a half foot sidewalk on this top side,
15 zero-to-six, so we do have esplanades in certain
16 areas which we'll be able to try to landscape
17 for beautification, and then two-to-eight-foot
18 shoulders, depending. So you'll see on the left
19 side here, there's no parking here but in front
20 of Mid Town Mall, which is right on top of this,
21 there is some on-street parking going down that
22 hill. So we will be able to put some on-street
23 there and then the two 11-foot lanes and then a
24 two-foot shoulder on this bottom side or the
25 pond side, and a ten-foot wide bituminous path.

1 In this case I think it would be concrete but in
2 general it will be bituminous. We are going to
3 keep -- so this is the existing Gateway parking
4 area. That will remain. It will be redone as
5 part of this project but the overall -- the
6 building and everything there will stay. The
7 connections into the path, into the existing
8 infrastructure will be a part of this project so
9 it will basically match into those points.

10 As you kind of go north on the project,
11 so going from St. Ignatius up to Pleasant, the
12 right-of-way width constricts so we go from the
13 50-foot right-of-way width down to 40, which
14 means our template has to change. We can't have
15 the on-street parking, we don't have as much
16 space to make the template work.

17 The only other thing I did want to
18 mention while I was on this slide before I jump
19 was the lighting design for this area. So we do
20 have lighting, we do have landscaping for both
21 of these projects. Lighting in this area,
22 there's existing lighting in Gateway Park.
23 We're actually going to tie in to the existing
24 lighting infrastructure and run the lights north
25 from here up to Winter Street. The plan is to

1 not cross Winter Street with the conduits or
2 anything so all of this light will run off the
3 existing cabinet that's in Gateway Park
4 currently.

5 As far as landscaping goes, like I said,
6 through the Riverside Ave. section it's a bit
7 tighter, so we may not be able to landscape
8 quite as easily because there's not as much
9 space to landscape. A lot of it is going to be
10 paved or concrete just due to the right-of-way
11 width we have.

12 One other thing that's worth mentioning
13 is St. Ignatius, for those of you that parked
14 there prior, St. Ignatius is a one-way coming
15 from the top of the screen driving down to
16 connect to Riverside Ave. There's diagonal
17 parking on both sides here. We did narrow up
18 that intersection. The main reason for that was
19 just for pedestrian improvements, tighter
20 crossings allow safer crossings for people. So
21 that's the main change at that intersection.

22 So then we move a little bit further.
23 This is Winter Street on the left, this is
24 Pleasant Street on the right, we've got Maple
25 here and I believe that's Acorn there. So one

1 thing to note is we're not looking to touch
2 Winter Street. So Winter Street, we're
3 basically going to come up and abut on both ends
4 of it but we won't be crossing it with pavement
5 or anything. It's the main -- main way through
6 here and Riverside is a much smaller road. One
7 thing we are doing to this intersection, so
8 currently this intersection is listed as a high
9 crash location. I won't go too far into it but
10 essentially it's eight or more crashes over the
11 most recent three-year period. The most recent
12 three-year period for this intersection has 14
13 crashes. There's additional information that
14 contributes to it being a high crash location
15 but for the intents of this, it -- now that we
16 know it is or because we know it is, we're
17 trying to make some changes to the intersection
18 to improve safety, not only for vehicles looking
19 to use this intersection but pedestrians as well
20 as we're going to be adding a ten-foot wide
21 pedestrian sidewalk or trail through this
22 intersection. We want to make sure that we're
23 as safe as we can be here.

24 So a couple changes we're going to make,
25 we're actually in the process of looking at

1 making it an all-way stop. That's on, you know,
2 coordination with the Maine DOT but right now
3 what we're contemplating is removing the
4 existing flashing beacon, installing LED
5 flashing stop signs on the side roads as well as
6 supplemental signage. The supplemental signage
7 should go a long way to help people understand
8 the intersection. There will also be
9 supplemental signage on Winter Street oncoming
10 towards Riverside to help allow people to
11 understand what's going on at this intersection
12 to try to reduce the number of crashes. Also,
13 as Ethan has in a few of his locations, there
14 will be RRFBs located here, rectangular rapid
15 flashing beacons. That will help people be able
16 to see pedestrians looking across that which is
17 very important considering we have a high number
18 of expected users for the path.

19 So that's one change to that
20 intersection. Moving just left to right on the
21 screen, we have a mid block crossing, so Acorn
22 has a sidewalk that comes down. We connect to
23 that so there's a sidewalk on the left side.
24 Again, this template is very tight. So we've
25 got a five-and-a-half foot sidewalk on the left

1 side and I think it's a one- or two-foot
2 shoulder, with an 11-foot travel way on both
3 ends and then a one- or two-foot shoulder and a
4 ten-foot path, and that's back of right-of-way
5 to back of right-of-way. So we're really tight
6 through here. Coming across, there's not a ton
7 of intersection changes to the minor roads, so
8 Acorn, Maple and Pleasant don't have much for
9 changes. They're pretty tight corners anyway,
10 so we were kind of looking to maintain a lot of
11 that. We did have a bumpout -- you'll see a
12 little bumpout here but it's not the same
13 bumpout that Ethan was proposing as it's kind of
14 more -- the reason for this is due to utility
15 poles and impacts to the existing overhead
16 aerial infrastructure. So we had to bumpout to
17 make sure it was protected but it shouldn't have
18 any impact on people trying to use the boat
19 launch, which is at the end of Maple Street.

20 You will see this right here, the dark
21 candy cane kind of stripe here. That's a small
22 retaining wall. There's an existing retaining
23 wall there. We're going to end up rebuilding
24 that just due to impacts and we're not able to
25 salvage what's out there currently.

1 I guess one other thing since I already
2 talked about the lighting coming up to Winter.
3 From Winter Street all the way down to River
4 Street there will be two types of poles used.
5 There will be a 15-foot light pole. The reason
6 we're going with the shorter pole, the other
7 pole is an 18 footer. The reason we're using 15
8 footers on River is to reduce the amount of
9 backlight we're casting out. The 15-foot poles
10 are a little bit shorter, they're similar to
11 what's on River Street right now. The same pole
12 is proposed, and we'll have back plates on those
13 to prevent light shedding back onto the
14 properties. The 18 footers are used more on
15 William Oscar Emery where we want to try to
16 shine the light across the road because there
17 isn't as much -- there's sidewalks on both sides
18 but there's not as much ambient light going on
19 in that area, and I'll explain that a little bit
20 later as well.

21 So then Lincoln here is where the actual
22 separation between Riverside is to the left on
23 the screen and William Oscar Emery is to the
24 right. What you have in the middle here is a
25 gateway treatment and basically what that is is

1 if you're driving northbound on Riverside and
2 you come to this, this is the location where you
3 are first really able to see the pond, so the
4 intent is you'll have landscaping -- you can
5 kind of see this green strip that kind of
6 continues here. We all of a sudden get into an
7 area where the right-of-way is a lot wider. We
8 have 50 to 60 feet of right-of-way, so we're
9 able to widen out the template quite a bit, and
10 in doing so, we get to move our ten-foot path
11 off curb so we'll have landscaping on both sides
12 of the trail at that point. In addition to the
13 landscaping there, there's going to be a raised
14 median island. It will be a type 5 granite
15 curb, so it will be a raised island with
16 landscaping in the middle of it, and as you kind
17 of come north here, you'll be able to see
18 plantings on your left and plantings on your
19 right and you'll be able to see a nice view of
20 the pond so it will be aesthetically pleasing.
21 It will also serve to kind of help control
22 speeds through the area. The other thing that
23 it does is it kind of allows you to change in
24 your head, you're going from a tight residential
25 area to more of a park setting, and on the flip

1 side of that, if you're going southbound, you're
2 coming down towards Lincoln and you see that
3 island, it kind of chokes down because before
4 you had areas where you have on-street parking
5 on the stop side and you kind of come down and
6 it's narrow and it stays narrow from there on
7 in. So it works kind of as a speed control
8 through these areas as well.

9 Coming down, the only other thing I'd
10 like to mention, so there's two sidewalks, one
11 on Lincoln, there's an existing connection point
12 on Lincoln that we're looking to tie into and
13 bring down and then a mid block crossing through
14 the gateway treatment and then there is a
15 cross -- I mean a sidewalk on Summer as well
16 that we're going to look to tie into or extend.
17 So then we come up, so Summer would be right on
18 the left here just off screen, coming down
19 through here, it kind of matches with Ethan's
20 project. We have bumpouts kind of throughout
21 this section of William Oscar Emery. You see
22 them more on the north side of the roundabout.
23 So in the next couple slides you'll see more of
24 them, but the intent there is just to provide
25 some nice, safe pedestrian crossings throughout

1 the project as it is a connection project.

2 Coming through and around, you can see where I'm

3 tracing with the cursor right now that this and

4 way back here, those are the old limits of the

5 existing roundabout. So you can see that we're

6 tightening up the intersection quite a bit. The

7 reason for that is what that does is it

8 provides -- we're able to remove a lot of excess

9 pavement that doesn't need to be there, we're

10 able to tighten up for pedestrians allowing them

11 to cross short distances instead of longer,

12 wider sections of pavement, and we're able to

13 give back to the City some property that could

14 be used in the future for Fourth of July

15 celebrations or other City-led events. A couple

16 things in this area that -- so for reference,

17 and I apologize for not stating this earlier --

18 on the bottom here this is Gowen Park coming on

19 this side and then Front Street is going up on

20 your screen here. So this parking lot is an

21 existing parking lot currently. We're not

22 proposing any changes there. One thing we are

23 looking to do there as well as a few spots on

24 this project is incorporate electric charging

25 stations, vehicle charging stations, not only in

1 this parking lot but potentially on the
2 on-street parking down a little further on the
3 project. We're also looking at installing some
4 electrical outlets and such for food trucks.
5 There's a lot of potential with these larger
6 areas for future food truck storage, food truck
7 areas where they can plug in for any of those
8 festival celebrations, stuff like that. So
9 we're really looking into the infrastructure and
10 what would benefit the City most going forward.
11 What we would really like to do is be able to
12 incorporate that as we build it and not have to
13 think about it later and dig up what we did. So
14 that's really the main focus of this is trying
15 to figure out what can this become and we want
16 to make sure we put infrastructure in the ground
17 to allow it to become that.

18 The last thing on this intersection that
19 I want to point out, so the yellow is generally
20 the roadway pavement. So you see roadway
21 pavement up here, roadway pavement here. This
22 gray section in the middle is currently a raised
23 intersection. So what that is is as you're
24 driving along, it's like a speed table in
25 theory. So you'll ride and then you'll go up

1 slightly, you'll stay up and then you'll drop
2 down. Really what that does is for pedestrians
3 it puts them kind of on a similar level but it
4 allows a little bit of vehicle speed control and
5 during events and stuff like that it kind of
6 makes it all even so it's a nicer place for
7 pedestrians to walk, it's kind of an area you
8 can set up and really make use of. We've worked
9 with the City of Sanford as far as plowing in
10 order to try to taper the rates of the speed
11 table, that way the plows don't get affected by
12 it, and we're kind of in the process of that as
13 well as just the intersection in general, making
14 sure that the fire truck and everybody can make
15 these turns. So there's still a couple things
16 we've got to tweak but for the most part, this
17 is the idea.

18 Lighting through here -- this is also I
19 guess a good spot to say landscaping through
20 William Oscar Emery is going to be a lot more
21 robust than Riverside Ave, mostly just because
22 of all the green space. The light green is all
23 the area that we have to potentially landscape
24 and that's not just landscaping with trees,
25 bushes, plants; that's also landscaping with

1 benches, bike racks, that kind of thing. So
2 there's benches out there now. The benches now
3 likely won't stay, they will be removed but we
4 will incorporate new benches as part of this to
5 try to tie in this project with any of the
6 amenities that are going into Ethan's projects.

7 Gowen Park, I can talk about that real
8 quick. There's not a ton going on here. The
9 alignment for Gowen is not going to change.
10 It's pretty much going to stay that same
11 alignment. Really Front Street is the one
12 that's going to change slightly, but due to how
13 wide the roundabout was, from a driving
14 perspective, Front Street is not going to drive
15 a whole lot different than it is today. It's
16 just going to look a little bit tighter but
17 overall the only difference is you don't have
18 this extra massive pavement out here to turn
19 onto. So overall, it will function very
20 similarly, but it will look a little bit
21 different for sure.

22 So then moving further north, there's
23 only two more of these sections, I'll try to
24 speed through them. The big thing here that we
25 want to point out, so there's an existing 60-

1 inch culvert that's sitting here that
2 connects -- is it Beaver Pond, Matt? I can't
3 remember now.

4 MR. HILL: Number Two Pond.

5 MR. WINCHENBACH: Number Two Pond, yes,
6 and then Number One Pond. So connecting the two
7 ponds here, like I said, existing 60-inch, we're
8 replacing it. We're in the process of updating
9 the design right now. It should be done in the
10 next week or so and we should be looking at a
11 concrete box culvert roughly 13 foot in width,
12 five feet in height. So it should be a bigger
13 overall surface and a bit more structurally
14 sound than the existing metal that's there now.
15 So it should be a large improvement to that
16 area.

17 These are the bumpouts that I kind of
18 mentioned before so you'll have on-street
19 parking on both sides through this section and
20 then it will bumpout for crossings and then
21 you'll have on-street parking again, bumpouts,
22 so I think it's every 300 feet or something like
23 that is where we go back with another mid block
24 crossing with those bumpouts. I did want to say
25 -- let me back up one slide there, apologies.

1 We do have connection points throughout the
2 project so you'll see where we go from a
3 sidewalk on this top side, we'll connect into
4 the existing sidewalk. This sidewalk loops to
5 this piece, and it actually connects into a
6 trail system up in here. So we do have
7 connections on this top side to that as well as
8 existing connections to -- this is actually a
9 kayak put in here or canoe put in as well as on
10 the previous slide, I didn't mention but there's
11 the dock for the ski team and so we'll be paving
12 down to that as well, making sure that we
13 connect to everything that it is currently
14 connected to.

15 So then this last section, a couple key
16 things we want to point out is we have our ten-
17 foot wide path on this bottom side here that
18 connects all the way down to River. River has a
19 ten-foot wide path that connects to this point,
20 it kind of terminates now, we'll make that
21 connection as part of this project. There's
22 also a side trail here that goes down along
23 through the woods here and connects back up. So
24 we'll kind of pave connections to both points on
25 that. The nice thing about that is when you

1 come up and connect back to that ten-foot wide
2 path, there's a mid block crossing here. This
3 connection point at the top of that is the
4 Sanford Dog Park and then you've got a ten-foot
5 wide connection up to this which is another
6 connection point into an existing trail system
7 that's about ten-feet wide, which is the reason
8 that for this section we have a ten-foot wide
9 section from the dog park to that trail head.
10 It is mostly just due to the fact that this
11 trail head is ten feet so we want to make sure
12 there was connectivity there. I think we
13 actually have it all the way down.

14 A couple other things, the riprap with
15 the dotted pattern here, you can see as we kind
16 of come through the project there's esplanade or
17 there's grass area in between the curb and the
18 side, the ten-foot wide path, coming up to here
19 and then it kind of tapers out, and then we put
20 the sidewalk -- or the trail right up against
21 curb. The reason we do that is there's a lot of
22 mature trees right in through here that we're
23 going to try not to impact, and so by sticking
24 it as close to the curb as we can, we'll try to
25 reduce the impacts to the existing forested

1 area. There is a gateway, a second gateway, so
2 that's right at River Street right now. For
3 those of you who have driven through here, River
4 Street's kind of already constructed most of
5 this area with the current ongoing stuff. We're
6 going to tie right into that. The only overlap
7 between the two projects is going to be this
8 island. We're just going to need to saw cut out
9 some of the pavement in order to install this
10 median island which will also be landscaped
11 through here. There is a crossing at this
12 intersection as well.

13 Lighting through here, so there's
14 existing lighting on River Street. We're going
15 to match into that, so the lighting for the most
16 part is going to be on this bottom side so it
17 will stay on the pond side for most of the
18 project. There will be supplemental lighting on
19 either side when you have mid block crossings to
20 ensure people are going to be visible when
21 trying to cross the road. One nice thing on
22 this section, referring to the section between
23 the roundabout and River Street, is that there
24 is existing overhead aerial lighting so on the
25 poles there are cobra heads so there is existing

1 lighting. So through here we won't need the 18-
2 foot poles as much, we'll be back down to 15.
3 The 18 footers are really just from the section
4 from Pleasant Street up to a little past the
5 roundabout where there is no existing on-street
6 lighting, and we want to make sure we can shed
7 light onto the far end sidewalk, so the sidewalk
8 on the top side away from the pond. So that's
9 really the idea behind that. There will be
10 lighting up at the roundabout as well. That's
11 one of the areas we need to think through as far
12 as how many additional lights we may put in that
13 area in order to figure out what the City wants
14 as far as future use of that area.

15 Typical section sheet, I won't spend
16 much time on this, the main reason being if you
17 have questions over it later, feel free to come
18 up and ask or ask when we're up on the top but
19 essentially it's just -- the best way to
20 describe it is if you cut it like a sushi roll,
21 if you cut the road like a sushi roll, this is
22 what you're going to see. These are the
23 gravels, these are the pavements, the concrete
24 curbing, all that stuff and that's just the
25 buildup so I don't want to spend a ton of time.

1 I just wanted to let you know what it was.

2 Landscaping amenities, we kind of talked
3 already about it. You will notice that if you
4 look at some of the existing trees, they're
5 colored in red. The reason for that is that
6 some of the immature trees that are out there
7 now will have to be removed as part of this
8 project. We will be replacing those trees in
9 bulk. We have about 175 proposed trees as part
10 of this project just due to the extra park areas
11 and the large amount of grass space that we
12 have. So it's a pretty robust landscaping plan.
13 In addition to the 175 trees relatively, we're
14 going to have about 200 perennials and assorted
15 wildflowers added in as well. So it should be a
16 pretty standout area as far as that goes. We've
17 had questions on previous public meetings just
18 regarding the landscaped islands. We do -- we
19 are looking into using salt tolerant plants that
20 have a proven record of median success in Maine.
21 So we're working with Aceto Landscape and
22 they've done multiple projects throughout the
23 state where they put landscape plants in the
24 median islands and we're looking at any plant
25 that has survived multiple years of plowing so

1 that we make sure that we don't have to replace
2 anything in the near future. Other
3 improvements, like I said, a couple things we
4 can show here. We've got the bike racks, trash
5 receptacles, benches, there's also potential
6 loungers which are kind of like a bench but
7 they're a little bit laid back, a little bit
8 more relaxed than just a normal bench. Those
9 will be scattered throughout the park area, not
10 as many on Riverside Ave. and again, that's just
11 due to the tightness of the right-of-way
12 constraints for that. I think that does it for
13 William Oscar, yeah, okay.

14 So I will jump over, if you give me two
15 seconds. So same intro but I won't bore you
16 with it. So with this project, as Ethan kind of
17 alluded to, this project is sitting out a little
18 bit further. So the other projects all touch.
19 This one is close to the edge of the Main Street
20 project. It's kind of at the very edge of the
21 limits here. It's located so far -- let me
22 switch that so I can see the pointer -- the
23 laser pointer. Main Street is running here on
24 your screen, coming down and Emerson Street is
25 right here, this is the Cumberland Farms right

1 there and that's where we're located. It's just
2 kind of south of that. It is where the old
3 school building used to be for those of you who
4 have been around a little longer, so reference
5 there. A couple existing conditions, looking at
6 this, we've got a couple pictures here.
7 Currently the lot is used by the church across
8 the street as additional parking. You can see
9 some tire ruts through here and there is an
10 existing entrance in this bottom -- kind of
11 bottom capture here where the curb tips down and
12 you can see there's kind of a gravel entrance
13 here. So there is some use being used currently
14 or some use for this currently but it's not as
15 efficient as it could be. One other thing that
16 I want to point out is so this is actually the
17 Cumberland Farms building on the left here in
18 this bottom left panel. Two things to note in
19 this, so there's an existing stormwater feature
20 from Cumberland Farms right here and we're going
21 to look to kind of make sure we put a fence to
22 kind of protect that to make sure that people
23 aren't walking through that area just because we
24 don't want to -- we don't want to have impacts
25 and, you know, good neighbor policies here. The

1 other thing is we've got a white fence in the
2 background here, so this is an eight-foot tall
3 vinyl fence. That will be coming up later, I'll
4 kind of explain where that's going to be, but
5 just picture that fence because the plan is to
6 basically match what they put out there for the
7 perimeter of this park and ride.

8 So again, the graphics are very similar
9 to Ethan's. At this point we're sitting on an
10 aerial so we didn't need to color anything else.
11 A couple things to note here, so again, the
12 yellow is going to be just the pavement, the
13 light green is going to be like a grassed area,
14 a disturbed area that we need to re-seed and
15 mulch and all that. We do have concrete or
16 sorry, we have sidewalk through this section.
17 It is going to be concrete but the gray is just
18 representing sidewalk in general. So there's
19 going to be two connection points to this.
20 There's an existing -- so Emerson Street up at
21 the top, Main Street is off on your right,
22 Cumberland Farms is obviously this large
23 facility right there. So with this we have two
24 connection points to the existing pedestrian
25 infrastructure. On Emerson Street on the north

1 side there's an existing sidewalk that connects
2 Main down to Shawmut. On the south side there's
3 a connection from Shawmut up to this driveway.
4 We're going to connect to that with our project
5 and basically connect us to this mid block
6 crossing that will cross us over to the complete
7 sidewalk on Emerson. So that's kind of the idea
8 there as far as existing pedestrian
9 connectivity.

10 The purpose of the project -- I skipped
11 around a little bit here -- the purpose of the
12 project, it provides short-term parking for bus
13 and transit services. We're looking to provide
14 also locations for electric vehicle charging
15 stations. So that's kind of a big push in the
16 state moving on these projects so we're looking
17 to add a few of those to this as well.

18 This parking lot has 85 or proposes 85
19 total parking spaces, 80 of those parking spaces
20 will be short-term parking stalls, five of which
21 will be handicap accessible. There will be an
22 additional five, so this area I'm kind of
23 circling here, those are the short-term parking
24 and there's going to be five additional spots
25 which are up here which are going to be the

1 electric vehicle charging stations, of those
2 five, one of those will be handicap accessible
3 as well. In addition to the parking stalls,
4 we're going to be providing a bus shelter.
5 We've been in coordination with the York County
6 Community Action Corporation, the YCCAC, as far
7 as installing a bus shelter at this location or
8 for any transit users that are going to be using
9 this area. It's located close to the ADA spots
10 just to try to reduce how people would access
11 this. There's no curb on the front of this so
12 anybody who parks here can just walk right onto
13 the sidewalk and then get up to this bus station
14 without having to step over anything. So it is
15 completely ADA accessible through that portion
16 of it.

17 So as kind of mentioned before, we've
18 got sidewalks on the two sections, on the north
19 section and the west section. They are going to
20 be six-foot wide sections on both of these. The
21 only part that's going to be a little bit wider
22 is right in front of the electric charging
23 stations and that's just to accommodate the fact
24 that the changes are a little bit wider and so
25 we want to make sure we have enough space for

1 clearance and all that. Site access to the park
2 and ride facility, there's going to be two
3 entrances, so there's one right off Emerson
4 here. This is a two-way entrance and an exit
5 and then you have this which is kind of hard to
6 see on this graphic, there's a double dotted
7 purple line that kind of curves, as I'm trying
8 to trace over it here, and that's actually an
9 existing easement through the Cumberland Farms
10 property to access a second entrance. So we
11 don't have -- we don't have access to the entire
12 parcel, but we are able to make use of this
13 route to try to help with buses making turns and
14 any transit provider that's coming through here.

15 A couple other things to note through
16 here, so the right-of-way for this lot actually
17 comes down, it's kind of boot shaped, so tracing
18 it like that, and in this boot area it's pretty
19 much wooded from this section which is the
20 right-of-way line in to about a diagonal line
21 crossing like this. It's a relatively wooded
22 area right now. We are going to have to clear
23 some trees away in order to construct this. The
24 intent would be to minimize clearing as best we
25 can to keep as many trees as we can and then for

1 the areas that we do need to clear, we have a
2 decent landscape package of trees that are going
3 to be on both the non park and ride side of the
4 fence as well as the park and ride side of the
5 fence in order to try to minimize impacts to the
6 surrounding properties, but overall the goal
7 will be to maintain as much of the existing
8 wooded area as possible.

9 As mentioned previously, so there's
10 going to be a perimeter fence. So starting
11 right here, the picture that I showed you
12 earlier, that's that white fence coming behind
13 Cumberland Farms, so we connect at this point
14 and we run west down to basically just beyond
15 where our pond area is going to be, come up and
16 then run along this property as well. So that's
17 going to be an eight-foot tall white vinyl fence
18 that matches Cumberland Farms. The only section
19 of fence that will be different is this short
20 section from here running north up to here and
21 the main reason is this is that stormwater pond
22 that I had kind of alluded to earlier. This is
23 just going to be a cedar rail fence. The reason
24 for that is it's not so much that we want to
25 stop people from like looking in or seeing

1 anything, it's mostly we just want to make sure
2 people don't cross across their stormwater
3 feature and create a path through that in order
4 to get to Cumberland Farms. We really want to
5 force them up to walk on the pavement and then
6 come down. So that's the main thing there just
7 to keep people out of this area because it is
8 important to the Cumberland Farms property. So
9 through this project we'll have new curbing, new
10 signing, new striping. The curb for this is
11 going to be concrete slip form curb. That will
12 be the same curb that's on William Oscar Emery
13 as well. It will be slip form concrete that
14 whole way. The sidewalk here is going to be
15 concrete all the way through and new signing and
16 striping will be throughout the project as you
17 kind of see. So the black lines here represent
18 the proposed striping.

19 Two things I didn't mention, these
20 lighter green areas or brighter green I should
21 say, those are median islands, so they're going
22 to be raised. They're type 5 curb and
23 they'll -- both of those will be landscaped as
24 well. So there will be some landscaping
25 within -- within the project or within the

1 parking lot itself.

2 The next sheet is very similar but it's
3 the grading plan. The main reason I want to
4 show this is really for drainage purposes. So
5 on this back side on the boot kind of part of
6 the parking lot there's going to be soil filter,
7 a pond basically, so it will fill up with water,
8 the water will percolate down, get into these
9 black pipes here, running to a structure and
10 then you see this black line that's kind of
11 running across the parking lot, that's going to
12 be -- our drainage is going to run into a
13 manhole on Emerson Street and then connect to an
14 existing facility that goes down Emerson into --
15 onto Shawmut and then over to West Elm where the
16 outlet pipe is. So the idea is to treat water
17 onsite. We're not looking to shed water off
18 onto the neighbor's property, that's exactly
19 what we're trying to avoid, so the intent is to
20 make all of the water kind of stay within the
21 site and if it can't, then we're going to ship
22 it down to West Elm. The other thing in this
23 top corner, there's a bio filter here as well.
24 The main reason for that is as far as the
25 grading goes for this parking lot, you can see a

1 black dotted line. That's kind of the grade
2 break. Everything on the bottom side of that is
3 going to come to this pond, everything on the
4 top side of that is going to go to that bio
5 filter and then a small amount of water is going
6 to go back into Emerson Street to be collected
7 on the road.

8 We have done environmental -- we've been
9 looking at environmental on this. There are no
10 wetland areas identified within this project.
11 We are maintaining similar drainage flows and
12 rates from the existing to the proposed, so that
13 was a big part of this project is to make sure
14 we weren't shedding any more water than it
15 currently is, and the drainage design is going
16 to be all local and state permitting
17 requirements.

18 Again, typical sections, I'm not going
19 to spend much time. It's the same thing as
20 before, it's just showing the buildup, we've got
21 full depth gravel, we have pavement, we have
22 curb which is the black angled things. So it's
23 just kind of showing the overall template. We
24 can get into more of it later if you want but
25 it's not worth spending time right now.

1 Landscaping amenities, so again, this one has a
2 decently robust landscaping package. The intent
3 of this is to really try to -- because we have
4 to cut trees in order to put this parking lot
5 in, we're really trying to reintroduce as many
6 trees as we can so we have -- you can see on
7 this graphic you see that black line with the
8 dots on it, that's the proposed fence. We're
9 planting on both sides within the parking lot as
10 well as the outside of the parking lot just to
11 try to reestablish that forest on the back side
12 and to try to provide as much break as we can
13 between the park and ride and any of the
14 resident neighbors there. You can see on the
15 top, this is just a quick cutout of -- up by --
16 so Emerson Street is right here on this graphic.
17 This is the entrance here so it will be -- in
18 order to kind of shield it from the houses
19 across the street, we also have quite a bit of
20 landscaping going in on the front side as well,
21 really beautification to try to make it as
22 appealing as we can. We don't show a lot of
23 taller trees on this side and that's mostly just
24 to make it so that the Cumberland Farms property
25 and this one kind of look tied together. We

1 have spent time looking at what the Cumberland
2 Farms landscaping plan produced. That way we
3 can kind of match what they did as far as the
4 tree types. That way it does look more uniform
5 and it doesn't look like two separate projects
6 came in through this area.

7 Through this, I guess just giving you a
8 couple numbers, looking to do about 16 trees,
9 about 20 shrubs and right around 900 perennials,
10 wildflowers, that kind of thing. So there will
11 be quite a bit of landscaping going into this.
12 There are no benches or trash receptacles or
13 anything associated with this project. That's
14 more the William Oscar Emery project.

15 And the last piece of this is going to
16 be the lighting. So lighting for this project,
17 we're looking -- this graphic here is good
18 because it just kind of gives you an idea. That
19 black dot is basically saying if the light is
20 facing forward, it's going to cast light, you
21 know, in this range. So the lighter the yellow,
22 the less light it shines which makes sense, the
23 further away you get, the less light, but it
24 does show that as you cast light further out, it
25 also casts it back. So what we did, we did a

1 couple things here. Originally we looked at
2 could we light the parking lot from the interior
3 islands and spread light out from there. The
4 problem with that is that in order to do that,
5 we needed taller light poles and we had to shoot
6 light towards the abutters and that wasn't --
7 wasn't what we were looking to do. So our
8 second idea was we came up with perimeter
9 lighting around here, we used shorter poles, so
10 instead of the 18, we're using the 15-foot poles
11 to try to reduce any glare back towards the
12 residents. Also we're going to be putting it
13 from this side, so the south side, down this
14 frontage and then along here. We're going to be
15 putting back stoppers on all the lights to help
16 prevent any light from shedding backwards
17 towards the abutters, so all the light will
18 shine forward through there and that's basically
19 just kind of a half dome that we put behind the
20 light to make sure everything pushes forward and
21 nothing goes back. And then in addition to
22 that, we're looking to on the abutters' side of
23 it to reduce the overall output of the light.
24 So instead of having these lights shine to the
25 halfway point and these lights shine to the

1 halfway point, we're going to have these lights
2 shine a little bit less and these on this side
3 shine a little bit more. That way we can reduce
4 the impacts of any backlighting on this in
5 addition to the backlight preventers. So we've
6 taken a few steps to try to make sure we reduce.
7 It is something that can be changed in the field
8 and we can kind of work with that but that's the
9 idea right now at least.

10 So I think that's all I have for you. I
11 think Ethan is the next one coming on. I know
12 it's Brian but is it your laptop I think? Okay.

13 MR. MARTIN: Okay, with that, I'm going
14 to turn it over to Brian Sanderson, our senior
15 right-of-way property officer at DOT. He's
16 going to walk us down through the -- you know,
17 the right-of-way, you know, process that will go
18 from tonight moving forward. So I'll turn it
19 over to Brian.

20 MR. SANDERSON: Good evening. I'm here
21 to briefly explain the right-of-way process that
22 we'll go through. Once they get through the
23 public meeting process that they're doing, the
24 designers will make any final revisions to the
25 plans based on comments or changes that may need

1 to be done. At that point, the plans are
2 considered plan impact complete, and that allows
3 for the design plans to be sent to our right-of-
4 way mappers so they can start doing the final
5 right-of-way maps. What they will be doing is
6 overlaying the design onto the existing
7 right-of-way, determining any areas that are
8 beyond the right-of-way line on private property
9 and determining if we need to have temporary
10 rights or permanent rights on people's property
11 to be able to construct the project. That
12 process at times can take up to six months. So
13 it could be early spring of next year when we
14 would have the final right-of-way maps available
15 to start making appointments to meet with the
16 property owners to show them the impacts. At
17 this point now, once they start the final
18 mapping, we also have all the title work updated
19 to make sure we have the current property owners
20 correct and once we have all this information
21 together, then my section is able to really get
22 started as far as doing the appraisal work on
23 the properties and also making offers to all the
24 owners for the impacts and negotiating
25 settlements. So approximately early spring is

1 when I'm required to send out a letter to all
2 the impacted property owners and it will explain
3 that you are indeed going to be impacted and
4 that shortly after that time an appraiser will
5 be contacting you to see if you would like to be
6 onsite while they're doing their site
7 inspections. That is a great opportunity to
8 meet with us, explain any concerns that you have
9 about the construction, also point out any
10 personal property items you may have that you're
11 concerned may be impacted by the project and
12 also to explain if there's any utility,
13 electrical or drainage type issues that go into
14 the system that you want to make sure we know
15 about.

16 The right-of-way process is really
17 one-on-one. We try to meet with each of the
18 owners in person during the appraisal process
19 and definitely when we're going to be making
20 offers, the preference is to meet with everyone
21 in person. If that is not something that can be
22 done, we can also mail out the offers and
23 discuss it over the phone or online.

24 Once all the offers have been made to
25 the owners, approximately a month after that we

1 are eligible to do what we call -- we file the
2 notice of layout and taking which is the
3 standard practice the Department uses to acquire
4 all the rights for the project. The notice of
5 layout and taking is filed with the county
6 registry and once that is filed, we have
7 acquired all the rights needed to construct the
8 project. Not all the property owners will be
9 settled with us at that point, but even after
10 that point owners are able to negotiate with us
11 to come to a settlement and if that is an item
12 that does not happen, at the completion of
13 construction, you would be able to go before the
14 State Claims Commission and make your case why
15 the state's offer was not adequate. Once we do
16 file the notice of layout and taking, it is at
17 that point shortly after that filing that all
18 the owners will be sent out a package which
19 would include a copy of the notice of layout and
20 taking and the compensation check and also a
21 copy of the plan. So it's all at that one point
22 that people will receive the compensation and
23 that will be based upon the appraised value.

24 Out at the table at the entrance there
25 are also some of these pamphlets available for

1 you to take and that explains in more detail
2 the process I just went through. This is also
3 available online at the Maine DOT website which
4 is Maine DOT dot gov forward slash publications.
5 And it's also available on the presentation on
6 the PEMMA website that show all the design plans,
7 there's also the availability for the right-of-
8 way, this booklet and also a brief video on the
9 process we use.

10 So at this point, we are just beginning
11 the process of final mapping. It will probably
12 be in the spring that we are available to come
13 out and meet with owners and do the appraisal
14 work. It will either be done by a staff
15 appraiser that works for the Department but we
16 also have a number of consulting appraisers that
17 we use, all depending on the scope of the
18 project and also the workload for the overall
19 Department. Ernie's team is one of the five
20 teams I'm responsible to work with in the
21 right-of-way process, so we just try to spread
22 all the work out as we can.

23 And I think at that point, I would hand
24 that back to Ernie to discuss the schedule and
25 go from there. Thank you.

1 MR. MARTIN: Thanks, Brian.

2 UNIDENTIFIED PERSON: Ben, are you able
3 to pull up the timeline?

4 MR. MARTIN: Okay. So we'll talk a
5 little bit about the project timeline moving
6 forward. Obviously we're here tonight to get
7 final comments on the design. As Brian
8 mentioned, we're kind of at that stage of plan
9 impact complete. What that means is the extent
10 of the design has been determined, you know,
11 we're locked in at that outer limit so as Brian
12 mentioned, the right-of-way map, we can start
13 doing that final mapping and get that ready for
14 Brian's appraisals to go out -- appraisers to go
15 out and meet each property owner and then come
16 back, do the evaluations that they'll be going
17 through and then relay that to a negotiating
18 team that Brian mentioned, and they'll start
19 making appointments with you to come sit down
20 with you and go over the impacts and it's just
21 going to be directly related to your parcel, not
22 the whole project, so it will be a one-on-one
23 related to your impacts only.

24 I would like to say, you know, a big
25 shout out to the City of Sanford. You know,

1 everybody has been extraordinary well from top
2 to bottom. Steve has been in the trenches
3 working with us and Matt and Matt have been
4 right there with us and all the utilities. I
5 can't speak more highly of the utilities you
6 have working for the City. They've been right
7 there with us. We've had many meetings. I
8 think the last time we were here was pretty much
9 two years ago with that preliminary public
10 meeting and since then, I can't tell you how
11 many meetings, coordination efforts that have
12 taken place to get this project going and get it
13 to the point we are now. It's real easy, right?
14 This is a real easy project. (Laughter) You
15 know, when you're talking this type of project,
16 there's a lot of stakeholders involved and we're
17 talking about property owners too. I think
18 we're well over 250, Brian, or right around that
19 I think overall property owners that are
20 involved within all four of these project
21 limits. That's a huge amount especially when
22 you're talking the process in Brian's lane and
23 making that coordination effort work
24 individually. You know, so when you look at
25 that schedule, here we are. Next up for the

1 next meeting that you're going to see us at will
2 be that construction phasing, and Ethan kind of
3 touched upon, you know, we're looking at three
4 different phases here. I think it's pretty well
5 set that it's Cottage first, downtown second,
6 William Oscar Emery third, you know, that park
7 and ride, as Ethan said, can come here or there
8 in amongst any of those because it's kind of off
9 alignment, it really doesn't impact the
10 traveling public.

11 So with that being said, you know, when
12 we come back next time, we're going to have a
13 more elaborate layout plan of maybe that detour
14 that Ethan talked about there might be some
15 nighttime effort associated with each one of
16 these depending on, you know, what has to get
17 done, we talked about a manhole on Cottage, you
18 know, where Cottage has to get shut down. That
19 might be a nighttime event. So that's some of
20 the stuff that we have to work through to
21 finalize and get ready for that spring or summer
22 '25 meeting where we're going to come and show
23 you exactly what we're going to do. So we're a
24 little ways away but we're gaining really quick
25 on that aspect, and the other thing that we'll

1 bring back is, you know, there was a lot of
2 discussion on landscaping. You know, we'll
3 bring back landscaping plans that will be more
4 described to exactly what they're going to look
5 like at that point in time, so it will kind of
6 be a construction/landscaping meeting in the
7 spring/summer of '25.

8 Then from there where do we go? The
9 next thing that we're going to shoot for as
10 design teams is getting the plans ready, the
11 specs that are required to build it and then
12 obviously that estimate that we'll have to
13 populate before we put it out to bid. So we're
14 looking at December '25, January '26 for that to
15 take place. That's aggressive. So if it's
16 after that, don't hold me accountable because
17 we've got 250-plus property owners that we have
18 to navigate and work through and explain all
19 that to. So that takes Brian and his team a
20 little more time. Does that make you feel
21 better?

22 MR. SANDERSON: A little bit.

23 MR. MARTIN: So any time that we can get
24 will be valuable on that end and part of the
25 RAISE grant globally when we get a RAISE grant,

1 there's a time limit. You have three years from
2 the initiation of the acceptance of that RAISE
3 grant to deliver it. So we physically have to
4 deliver this no later than September of '26. So
5 right now we've kind of pushed it a little bit
6 earlier and I'm still kind of hopeful that we
7 can meet that.

8 So bid openings will happen, you know,
9 basically, you know, early '26. So bid award
10 usually takes 30-plus days once we get the
11 apparent low bidder, work through the award
12 process, contractor has to supply us some
13 documents in order so we can award it. So
14 you're looking at February, March of '26 to get
15 that all solidified, you know, looking at March,
16 April of '26 to construction begin. So from
17 that standpoint, we're kind of -- right now the
18 outlook is one year of construction per section.
19 So a year for Cottage, a year for downtown and a
20 year for William Oscar Emery and probably we're
21 going to bump into 2029 to do the finish work,
22 you know, whether it's the landscaping or finish
23 pavement or the clean up that's going to be
24 required to get this accomplished.

25 So project funding, as we've all talked

1 about and as you've all heard, most of you, it's
2 a federal RAISE grant that was received.
3 Overall it's 31 million dollars in funds that
4 are inflated to take care of what you've heard
5 about tonight. The bulk of it is the federal
6 RAISE grant and then there's a piece of state
7 funding, local city funding and then there's a
8 little bit of what we call federal flexible
9 funding that gets thrown in there to get us to
10 that 31 million.

11 So with that, what I'm going to do is
12 I'd like to do the Q and A session. So if you
13 have a question internally, raise your hand and
14 come up onto the mic and just state your name
15 and ask your question and we'll try to address
16 it as best we can and then once we get done the
17 internal one, Ben will turn it over to the
18 people out in Zoom world, right? Thumbs up.
19 Okay. So with that, I'll turn it to internal
20 people.

21 MS. BRINK: Hopefully I'm close enough.
22 Good evening, I'm Becky Brink, I'm the mayor of
23 Sanford, and I want to thank you for the
24 presentation. It gave us a real visual of
25 what's going to happen next in Sanford and it's

1 just wonderful. So thank you for this
2 presentation. You guys really do a good job,
3 and I used to be an educator, I'd give you an A
4 plus. It was fantastic. So I came away with
5 only three questions and I think the other
6 people that will definitely have more.

7 It was unclear when you come down from
8 Main Street onto Washington Street about the --
9 I think it's called the Marketplace now but Mid
10 Town Mall is probably what you know it as. It
11 didn't seem like on Washington Street there were
12 any entrances or exits to that parking lot. So
13 are they going to be just on Main Street and
14 Riverside Ave?

15 MR. HILL: The entrances to the Mid Town
16 Mall.

17 MR. FLYNN: All right, thanks, Matt.
18 The entrances to the Mid Town Mall aren't
19 changing from what they are today. The only
20 change is on Washington Street we're getting rid
21 of the right-turn lanes into the Mid Town Mall.

22 MS. BRINK: Okay, so it's just the
23 turning?

24 MR. FLYNN: But you'll still be able to
25 make a right in. You just won't have a

1 dedicated lane to do so.

2 MS. BRINK: Okay, all right, thank you.

3 MR. FLYNN: Yup.

4 MS. BRINK: I appreciate that. The
5 other -- and knowing, making budgets and stuff,
6 I was a little concerned about the number of new
7 plantings, and you're probably very experienced
8 with this but usually when you do new plantings
9 you need to water a lot. So are these -- do you
10 already know that the plantings that you will do
11 can sustain without having a ton of people going
12 around watering or is this something we're going
13 to have to put in our future budget?

14 MR. MARTIN: Yeah, I'll answer that,
15 Ethan. I mean, a lot of the plants once they're
16 planted there's a warranty period on a lot of
17 the plantings so there's a warranty period, so
18 like when the project is done, we get real dry
19 weather, then probably you're going to see the
20 landscaping company that did the design probably
21 out there watering or the contractor is required
22 to water it and then after that, the City would
23 be required to maintain those plantings.

24 MS. BRINK: Okay, thank you. Looks like
25 you've got a project, Matt. Also, on William

1 Oscar Emery Drive, down by Number One Pond we do
2 a lot of events down there and we were thinking
3 about in the future being able to have food
4 trucks down there. Is there going to be
5 electrical outlets enough to provide for those
6 food trucks?

7 MR. WINCHENBACH: Okay, I guess I won't
8 be that close. Yes, so the plan is we met with
9 Matt, we met with the City's electrician as well
10 as Ethan and their group, just in that area
11 especially, we're looking to add -- I don't
12 remember the exact number, Matt, but we had
13 electric vehicle charging stations that would
14 also have outlets which would be able to help
15 instead of having food trucks that needed to run
16 off generators, they could plug directly into
17 these things. Some will still be required
18 because as far as spacing requirements for large
19 food trucks obviously there will be some that
20 need to use generators but the intent is to have
21 a lot of them just running off the outlets. So
22 there will be additional infrastructure beyond
23 just the charging stations that are set up in
24 those green areas that I was trying to show kind
25 of on the corners where the roundabout is now

1 but -- existing pavement is now but we're going
2 to turn it into kind of a grass area. We have
3 plans to put conduit under the roadway now to
4 allow us to run future electrical if we find
5 that we have a need later on to add additional
6 outlets or such for that. In addition to that,
7 food trucks is a great option for those areas.
8 We've talked with Matt about potentially
9 changing along Gowen potentially softening some
10 of the curb, instead of having vertical curb,
11 going more of a type 5, so a sloped. That way
12 the trucks can mount -- they have specific areas
13 where they can mount and get up onto those areas
14 knowing that the City would probably prefer them
15 out there at some point. So there's been a lot
16 of thought put into that kind of moving forward.
17 We've worked with Matt quite a bit on that.
18 Matt, feel free to add.

19 MR. HILL: Matt Hill, director of Public
20 Works. It was also on my notes here to mention
21 that there were additional electric charging
22 station, slash, outlet opportunities at the Mid
23 Town Marketplace closest to the corner of St.
24 Ignatius and there is also going to be one
25 potentially at Central Park on School Street to

1 supplement. The -- I think the idea was to --
2 at the Mid Town Marketplace was to supplement
3 for a food truck for, say, like our car show and
4 then for other, say, food truck opportunities
5 with Central Park and festivities down there.

6 MS. BRINK: Thank you, I appreciate
7 this. My last question is the sidewalks are
8 going up to June Street and not beyond by the
9 hospital and stuff. We have a lot of people who
10 do walk that area. Is there a reason the
11 sidewalks stopped at that point and would that
12 be something that the City itself would then
13 have to do something later on?

14 MR. MARTIN: Yeah, I'll kind of rely on
15 Matt to take this because right now there's a
16 segment that goes just beyond June Street a
17 little bit that's going to get removed because
18 it's really -- it goes to nowhere but I'll
19 let --

20 MS. BRINK: It goes -- the deputy mayor
21 lives there.

22 MR. MARTIN: What I mean, I'll take that
23 back. Scratch that from anything. What I mean
24 by that, it's a -- it goes to nowhere meaning if
25 you have a blind person out there walking, it's

1 more of a -- it goes to a dead end. So from an
2 ADA standpoint, it's not allowed is why it's
3 probably being removed at that point, but I'll
4 let Matt talk about the other question.

5 MR. HILL: Yeah, I guess from my
6 perception, I think it ties into the sidewalk
7 complex within the hospital. There's good
8 connectivity there but there's no existing
9 sidewalk connectivity, rather it's on June
10 Street or outer Cottage Street that we're
11 looking to tie into. So whatever -- whatever we
12 did take out there eventually would be a -- you
13 know, there would be some kind of termination
14 there and, you know, where do we take that. So
15 instead, I think the choice to wrap it into the
16 Goodall Hospital sidewalk complex is probably a
17 good one at the time.

18 MS. BRINK: All right. Thank you very
19 much.

20 MS. HERLIHY: First of all, you
21 shouldn't feel too guilty about that. That was
22 added by Mr. Pelletier because he got irritated
23 that we ran across his lawn to (inaudible)
24 school there. So Maura Herlihy, M-A-U-R-A,
25 H-E-R-L-I-H-Y is the last name. I have property

1 both on Main Street and Cottage Street on Genest
2 Lane. So as far as that sidewalk goes, I think
3 the main concern I have is when people are
4 approaching June Street, the sidewalk almost
5 prevents them from doing a duck and drive around
6 a car that is pausing to turn onto June Street.
7 So I don't know if there's a way to safely
8 protect any pedestrian who might be walking
9 along the edge there from that happening because
10 there are a fair amount of pedestrians, you
11 should know, that come from the emergency room.
12 You'd be surprised how many don't use the
13 internal mechanisms within the hospital. So I
14 think you should be very aware that you do have
15 walkers on both sides, okay?

16 The other question I had for you on the
17 Cottage Street issue, you said you were going to
18 bituminous curbing at basically North Avenue.
19 Am I correct that that's asphalt or are we
20 talking -- he said that and I was thinking I
21 could see switching to concrete slip stream but
22 to go straight to asphalt, it's a harsh change
23 for only two blocks left or less than two blocks
24 of what's a gateway for the community, and I'm
25 talking mostly the curb.

1 MR. FLYNN: Correct, yes, I did state
2 that and it would be pavement curb but I mean,
3 we can look at slip form.

4 MS. HERLIHY: Yeah, I would pre -- I
5 mean, I think of it -- again, this is a gateway
6 into our community. It's beautiful concrete
7 now, I like concrete better. I think I hate
8 asphalt curbing more than I hate the asphalt
9 sidewalk. I just -- I don't think it ages well
10 I guess is what I'm saying. So that's just a
11 thought if that can be changed. You're two
12 blocks away.

13 MR. MARTIN: Yeah, well, just related to
14 this slip form concrete, I did kind of whisper
15 in Matt's ear. A lot of it is -- a lot of
16 communities are going to the slip form, the only
17 problem that they're seeing right now is because
18 the salt additive during the winter months it
19 eats away at it, so it has to be treated, but
20 that's one of the things that we're going to
21 dive into as one of those final design elements
22 is some of that could end up being slip form.

23 MR. HERLIHY: Yeah, well, it would be
24 nice if it was in that section. Okay.
25 Switching -- I'm going to look in a little more

1 detail on the section next to my mother's house
2 on Cottage Street before I have any other
3 questions on that. The other thing I noticed,
4 this was for going around William Oscar Emery,
5 where you have the island just past the armory,
6 there is a trail that goes over to the high
7 school. I think you almost need a cut through
8 so if someone is on a bicycle and they're
9 cutting across -- because it just -- I don't
10 know how they do it to get around to it, do you
11 see what I'm -- to get around to that side as a
12 bike because I go that way all the time.

13 MR. WINCHENBACH: Yup, you're talking
14 about coming down from the school based on
15 Spartan coming down across and then you drop
16 on --

17 MS. HERLIHY: I'm actually thinking of
18 going on to it.

19 MR. WINCHENBACH: Going on to it, okay.

20 MS. HERLIHY: Like almost if there was a
21 little cut through.

22 MR. WINCHENBACH: Yeah, we can take a
23 look. Right now we're doing -- we had that
24 ten-foot connection but it does make a couple of
25 hard nineties for on a bike would be a bit

1 tough. So it's an area we'll definitely -- we
2 can take a look at it.

3 MS. HERLIHY: I think there's a sidewalk
4 on the other side too.

5 MR. WINCHENBACH: There is, yup.

6 MS. HERLIHY: Yeah, so a walker can go
7 across and use the other sidewalk. A biker is
8 kind of on that side, and it's a long green way,
9 and I was thinking it might be easily fixable.

10 MR. WINCHENBACH: Yeah, we can
11 definitely take a look.

12 MS. HERLIHY: The other two questions I
13 have, I'm going to look at Main Street. I am on
14 Main Street as well -- at 883 Main Street but I
15 want to look at the detail a little bit more on
16 that before I have any comments. So I have two
17 questions from a fellow city counselor who owns
18 property on William Oscar Emery. She comes down
19 from Lincoln and she also is a downtown business
20 owner. She wanted to confirm -- she wanted to
21 confirm that we're losing parking on Riverside
22 from Winter to wear and then -- all the way to
23 Summer I guess is what she's thinking and she's
24 worried about the impacts to the multi-families
25 and winter use of the pond I guess, and I think

1 the parking picks up just after Lincoln Street.
2 It picks up on one side at least.

3 MR. WINCHENBACH: Yeah, so the parking
4 comes back, depending on which side we're
5 talking about, on the pond side it comes back as
6 soon as we get through the residential. There's
7 that one last house. Once you get past that,
8 the parking picks right back up and we start
9 parking. The left side I believe it's in
10 between Lincoln and Summer that it starts back
11 up. We can take another look at that. I am not
12 a hundred percent sure. I don't have the plan
13 right in front of me. So is the question as far
14 as which -- is it between Lincoln and Summer
15 that's the --

16 MS. HERLIHY: No, I think she's
17 thinking -- all of us are thinking all those
18 people who park on Riverside especially from
19 Winter --

20 MR. WINCHENBACH: From Winter up to
21 there.

22 MS. HERLIHY: Up to Lincoln essentially
23 what happens. There's a lot of multi-families
24 there. So that was a question that she had and
25 I don't know if you can answer it now or if

1 you're looking at it at all because I think
2 they're still going to park on the street which
3 is going to -- or try to still park on the
4 street.

5 MR. MARTIN: This comes up in all these
6 urban type projects. You know, where it's an
7 unbuilt really section of road and we're trying
8 to address the drainage and curb lines go in,
9 curb lines go out, the problem is like we have
10 to build the highway to a standard. You know,
11 like if you think about like the downtown area,
12 and I don't really know what the net loss of
13 on-street parking with all the projects are but
14 I'm guessing it's a little bit and part of that
15 equation is the whole ADA compliancy. You know,
16 you're trying to make it better for ped safety
17 and crossings, so everywhere there's a
18 crosswalk, you pretty much take up three or four
19 parking spots that could have been there just
20 because of that required offset. You know, not
21 that Matt or his crew does it but a lot of times
22 when these projects get built or something gets
23 reconstructed, they'll go out and paint it
24 incorrectly so it gives -- not that he's doing
25 it or has done it --

1 MS. HERLIHY: I have someone in the West
2 Side Village who painted her slot in when she
3 thought that you had missed it.

4 MR. MARTIN: So a lot of times it just
5 comes down to the standards and the offsets that
6 are required is why that loss of parking. You
7 know, kind of like the statement is, is like
8 we're taking that state right-of-way back for
9 highway purposes, you know, so that's probably
10 the bad statement and all that, that we need it
11 for highway purposes, so probably that assumed
12 personal parking is probably going to get
13 removed.

14 MS. HERLIHY: I figured that was going
15 to be your answer, and her second question Matt
16 can probably connect with this. The light
17 poles, you know how we put plugs on them on
18 River, is it going to be the same thing around
19 the pond, that we're going to have that
20 ability -- I think it was to plug in stuff high
21 up, am I right, as opposed to --

22 MR. HILL: Yeah, we --

23 MS. HERLIHY: That's going to be an
24 option?

25 MR. HILL: The City leadership directed

1 that we put on the light poles plugs for future
2 decorative purposes which weren't specified at
3 the time, to be determined.

4 MS. HERLIHY: So this will continue?

5 MR. HILL: We haven't talked about that
6 specifically because the fixture types are up in
7 the air. We can try to -- we have a downtown
8 lighting district in the technical manual but
9 it's hard to say in four years what lights
10 fixtures are even going to be available. So
11 it's difficult -- I think the City's local
12 directive at this point is black finish
13 pedestrian lighting poles that are decorative
14 somehow, but beyond that, it's not very
15 specific. I think we're going to try to get as
16 close as we can to what we have on River Street
17 but we just really can't make any guarantees.

18 MR. HERLIHY: So if it's something that
19 the City Council wants to continue the effort
20 on, we can basically give that directive and
21 then when there's -- I mean, assuming there's
22 going to be a cost associated with the
23 difference between one versus the other, we can
24 have that discussion? Is that going to be a
25 possibility?

1 MR. HILL: Well, some of that discussion
2 I think -- and on my list of things to discuss
3 tonight, the Riverside and William Oscar Emery
4 portion of the project as well as the park and
5 ride portion of the project are set to come in
6 front of the planning board for advice purposes
7 basically to be, you know, commented on for
8 design standards, local design standards. The
9 result of that meeting are essentially
10 nonbinding because it is a federal and state
11 project but, you know, Maine DOT has always been
12 able to listen and try to take those things into
13 consideration. So we're going to do what we can
14 within the limits of our budget I'm sure.

15 If I could just touch on your previous
16 question about ADA on Riverside Avenue, I just
17 wanted to also note that many of those side
18 streets that come down onto Riverside Ave. from
19 the hill are actually not ADA compliant. So
20 it's outside the limits of this project but the
21 City independently of this project is looking at
22 effectively ending those sidewalks at top of the
23 hill because there's no way to get those people
24 from the top of the hill to the bottom.

25 MS. HERLIHY: How do you slide down in

1 the winter?

2 MR. HILL: Right, yeah. So there's --
3 the existing conditions there, there's crumbling
4 steps, there's very, you know, improvised
5 conditions there that I think in the next year
6 or so we're going to be looking at just making a
7 formal this is where the sidewalk ends and post
8 a courteous sign and that's going to be it.

9 MS. HERLIHY: I think I was more -- I
10 was thinking about the parking. There's a fair
11 amount of on-street parking near the multi-
12 families. I think that's what she was concerned
13 about. Okay, those are my questions. Thank
14 you, gentlemen.

15 MR. MARTIN: Yeah, just on your -- on
16 your sidewalk lighting question, are you asking
17 for like GFI outlets on each light pole for --

18 MS. HERLIHY: A lighted Christmas wreath
19 up at the top. You know how some towns you go
20 through and they have like decorative items for
21 the holidays and stuff like that, I think that's
22 what we were thinking or if you needed to hook
23 some power up because you're having an event and
24 it's so much easier not to run cords around, you
25 can just get to the top and run an extension

1 down.

2 MR. MARTIN: Yeah, those are doable.
3 The only thing is how do you protect it when
4 it's there. You know, you probably have to put
5 a padlock on each one of them so everybody
6 doesn't just arbitrarily --

7 MS. HERLIHY: That's why I'm wondering
8 how high up. Oh, I know, I'm a property owner
9 and this year I padlocked everything. It's
10 pretty bad. Thank you.

11 MR. MARTIN: Thank you for your
12 comments.

13 MS. HERLIHY: Okay, thank you.

14 MR. WINCHENBACH: I think the -- Matt,
15 the ones on River Street, those are like ten
16 feet up, is that right, the outlets? We put
17 them up high enough that it wasn't able to be
18 reached unless somebody had a ladder.

19 MR. HILL: Correct.

20 MS. MASTRACCIO: Hi, I'm Anne Marie
21 Mastraccio. I represent District 142 in the
22 Maine House. This project is in my district so
23 I've had a few questions from some people and I
24 just need some clarification on the sidewalks on
25 Cottage Street from River up to June. Are they

1 still going to be on both sides or is this
2 project going to make it so that there's only on
3 one side?

4 MR. FLYNN: No, the sidewalks will be on
5 both sides of the street from River to June.

6 MS. MASTRACCIO: I'm sorry, I didn't
7 hear the beginning.

8 MR. FLYNN: They will be on both sides.

9 MS. MASTRACCIO: They will be?

10 MR. FLYNN: Yup.

11 MS. MASTRACCIO: And when you talked
12 about the retaining wall, there will still be --
13 whatever the wall is, wherever it is, there will
14 be a sidewalk by that wall?

15 MR. FLYNN: Correct, yes. Some existing
16 walls that are in bad shape that need to be
17 removed will just be removed and nothing put
18 back and we'll change some of the sloping and
19 remove the need for the wall. In other
20 locations we'll be replacing them with a granite
21 wall structure.

22 MS. MASTRACCIO: And when you come back
23 with the final plans, that will be -- anyone
24 will be able to look at that and understand what
25 was going to happen along that whole property,

1 correct?

2 MR. FLYNN: (Nods).

3 MR. MARTIN: You could actually -- you
4 could actually look at them tonight and see that
5 so I guess if you -- your constituents, they can
6 certainly reach out to us and we can certainly
7 share an individual shot of their particular
8 parcel.

9 MS. MASTRACCIO: Because that's been the
10 main concern that I've heard from a few people
11 that are on that street is that it's a busy
12 street, I know you're going to try to slow it
13 down, but it's still going to be a busy street.
14 I don't think that's going to change unless we
15 kept a traffic officer there all the time.

16 MR. MARTIN: Yeah, in that section also
17 it's a historic district so we're pretty limited
18 to what we can do beyond what's there, which
19 made our life a little bit harder, but I think,
20 like Ethan said, we're going to use the backer
21 concrete which is going to be up 18 inches, so a
22 lot of those concrete walls that are kind of
23 breaking up and don't look so good, they're
24 going to look really good in the end and that
25 granite curb is going to be right on the back

1 side of that sidewalk and it's five-foot
2 sidewalks, correct, all the way up and down?

3 MR. FLYNN: Correct.

4 MS. MASTRACCIO: So will there be a
5 dedicated person, you know, a point of contact?
6 Because what I don't understand, for things that
7 the town isn't going to be deciding that I don't
8 send people -- I mean, I guess I need to know
9 who to send people to that can give them the
10 answers that they need or when they have an
11 issue. It just makes it easier and I don't know
12 if you put that up on, you know, the City web
13 page and that we try to really get it out there
14 but I just think that that would make it a lot
15 easier for people who are not -- a lot of these
16 individuals will not be online. They're going
17 to want to talk on the phone.

18 MR. MARTIN: Yup, my contact information
19 is on the agenda that was provided tonight, I
20 have business cards back there, and all the
21 information we're going over tonight, which I
22 think we've already shared most of it with the
23 City, is up on the website so we're going to
24 make sure whatever we have for information
25 tonight gets also forwarded to the City to

1 share.

2 MS. MASTRACCIO: Okay, I just have two
3 more questions; one is about the park and ride
4 over by St. George, and is it a City issue
5 whether or not St. George would still be able to
6 use that parking lot? I mean, it's not going
7 to -- it will be accessible when it's not in use
8 for commuters so I'm assuming that that -- you
9 know that it will still be probably used on
10 Sundays by St. George. I mean, that's just my
11 assumption and I know they're concerned about
12 that. Is that an issue?

13 MR. HILL: As a City controlled parking
14 lot, it would fall under the same jurisdiction
15 of the city manager and council as other City
16 parking lots.

17 MS. MASTRACCIO: Okay, so then they want
18 to go and speak to the city manager and make
19 sure that that agreement is still -- because I
20 know that they used to use the Emerson Street,
21 they used to take care and make sure that it was
22 plowed and that they could use it when it was a
23 school.

24 MR. HILL: If the primary use of the
25 parking lot is for a park and ride, then I would

1 anticipate there would be a low demand on
2 Sundays such that others could use it.

3 MS. MASTRACCIO: Right, that's my
4 assumption too. And when you talk about closing
5 roads, like Main Street, what kind of timeframe
6 are you talking about? I'm familiar with the
7 project in Hallowell and a project in Searsport
8 and I'm just asking because we have a lot of
9 businesses -- we have a downtown group that's
10 really been trying to build up that area, and
11 I'm just curious what that's really going to
12 mean because it's a few years down the road but
13 I think it's important to prep people for that
14 so that it isn't going to be like we didn't know
15 anything about it, and I get that it's going to
16 be a pain in the neck anyway but --

17 MR. MARTIN: Yeah, luckily I have both
18 those -- had Hallowell and I have Searsport
19 that's going now and I think one of the things
20 that we do, in the contract documentation, we
21 require that contractor to provide two-week
22 updates, biweekly updates, that we post on the
23 website which tells people for that two weeks,
24 weather dependent obviously, where the
25 contractor is going to be working, if there's

1 going to be any closures and we'll have a lot of
2 that when we come back in the spring of '25,
3 summer of '25 with those details, but I think
4 over the course of time we've learned a lot on
5 how to communicate and if you've seen both
6 projects --

7 MS. MASTRACCIO: I have.

8 MR. MARTIN: You know, and I think
9 Hallowell and I think it would be a good idea if
10 some of you council individuals maybe talked to
11 these towns and ask them, you know, what do you
12 think is going to happen here, can you tell us,
13 was it good, was it painless? It's not going to
14 be painless. We're digging up the road and, you
15 know, like I said earlier, with the coordination
16 with all the utilities, public works, we are
17 trying to dive into whatever might be out there
18 so we don't have any surprises. Guess what?
19 You're still going to have surprises. We did on
20 both those projects. They're archaic in nature.
21 We've got a lot of old infrastructure that was
22 there that got terminated that might not be
23 documented. So we're going to have surprises.
24 So part of -- part of that with the closures,
25 there probably will be closures but it's hard to

1 say right now what those are going to be but I
2 think we have communication tools out there to
3 make sure we convey what's going on once we get
4 started.

5 MS. MASTRACCIO: What I remember about
6 those projects having been very familiar, I was
7 there when it was being done in Hallowell and I
8 spend time up in Searsport in the summer, that
9 it can be more helpful as you get closer to have
10 multiple public meetings with those individuals
11 to talk about it because it was very detrimental
12 to some of those businesses along that route and
13 those were high traffic areas, I get that, and
14 we're high traffic in the summer and we're doing
15 a lot of work here to try to get people to our
16 downtown and I just think the more we know about
17 what it's like, and I think your suggestion is
18 really good that they can contact people and
19 say -- now that it's done, you look at it and
20 it's great, but it was pretty miserable while it
21 was happening.

22 MR. MARTIN: Yeah, and part of what
23 we've also been doing is once a contract is
24 awarded to the contractor, before they start
25 they have their own public meeting to convey

1 their schedule. You know, we're going to
2 provide a schedule what we're looking for, but
3 the contractor is going to be responsible for
4 this project once that contract is awarded to
5 them, so they might have a different philosophy,
6 so we make sure we have that open house with the
7 contractor up here talking to the public to
8 exactly what their intentions are.

9 MS. MASTRACCIO: But we're not talking
10 about the length of time that Hallowell and
11 Searsport had to close some of their main drags
12 or have such long detours around them?

13 MR. MARTIN: Correct. Searsport was
14 like seven and a half miles and Hallowell
15 obviously we rerouted traffic up on Second
16 Street so we only had one way on Water Street,
17 and part of the -- part of the issue that we
18 have is cost, right? Whenever you mention
19 nighttime work to contractors, they just go like
20 this (indicating) and walk away because it comes
21 down to resources. As soon as they tell their
22 personnel, well, we're going to work in Sanford
23 and we're going to be nighttime, half those guys
24 are going to go find some other company to work
25 for because they don't want to do it. So what

1 we have to do is try to be strategic in how we
2 set up these construction plans for detour
3 activity to try to be able to have these
4 contractors out there during the day. Like I
5 said, these pretty pictures that you see, I wish
6 I could tell you that's exactly what it's going
7 to look like once we get the excavators out
8 there, it's not. If you talk to those
9 communities that have been through it, you have
10 Belgrade, Lisbon just got completed, they've all
11 been through the dynamics of looking at a blown
12 up highway, and they will all tell you it was
13 worth it in the end. I know the businesses are
14 going to take a hit. You know, Chamber of
15 Commerce -- you have a Chamber of Commerce?

16 MS. MASTRACCIO: We do but it's in
17 Springvale so it's not going to be part of --
18 they aren't going to feel the pain, let's put it
19 that way.

20 MR. MARTIN: Right. So we can use the
21 Chamber as a communication tool just directly
22 because of their platform that they have for
23 communication and that's what I would be looking
24 for is what platforms can you dive into to share
25 information to try to make sure --

1 MS. MASTRACCIO: We have a good
2 communication tool in City Hall, so I'm not
3 concerned about that. I'm concerned about the
4 people that aren't tuned into that until it's
5 just about to start and I do think -- I just
6 think it would help them to know what length of
7 time we're talking about upfront. You know, I
8 know you can't guarantee it but I can remember
9 the uproar in Hallowell when they said how long
10 it was going to be. I remember the last two
11 years going to Searsport and what it was. In
12 particular, last year we stopped going north on
13 Route 1 because it was such a pain in the neck
14 and I'm sure a lot of people just detoured
15 around it the most that they could. I guess
16 what I'm asking is, is it going to be all
17 summer, is it going to be two weeks? So those
18 kinds of things are the things that will help
19 the most in my opinion because I'm going to hear
20 about it.

21 MR. MARTIN: Yeah, and one thing if
22 there's an advantage down here, it stays warmer
23 longer so that length of time construction is
24 happening is going to be greater than it
25 probably was in Searsport and Hallowell just

1 because --

2 MS. MASTRACCIO: We have a longer
3 construction season now too.

4 MR. MARTIN: Correct, correct.

5 MS. MASTRACCIO: All right.

6 MR. MARTIN: So we're diving into, you
7 know, what we consider calendar days, how many
8 calendar days for each section. So we come up
9 with is it 240 calendar days to finish Cottage,
10 so then you take those 240 days and you fit it
11 in that calendar year, what does that look like,
12 but then if there's an advantage to these
13 contractors to extend and they get Cottage done
14 and then the weather is great, maybe they could
15 go do something on the downtown section that's
16 not going to be impactful to the traveling
17 public or the businesses but they could be
18 working maybe to get ahead a little bit. So
19 there's a bunch of things that we're going to
20 bring back when we get here.

21 MS. MASTRACCIO: You know, I appreciate
22 that we're -- we know this has got to be done
23 and I'm really happy that it's happening and
24 that we don't have to pay for all of it so I
25 just want to tell you that I think what happened

1 in Hallowell and Searsport, they're beautiful
2 now, and I think you're right, you can forget
3 real quickly how miserable it was once it's done
4 and I think that will happen here but I'm
5 prepared to hear a lot of complaints but that's
6 the way it is.

7 MR. MARTIN: So am I.

8 MS. MASTRACCIO: I know, right? Thank
9 you.

10 MR. HILL: Could I just clarify for a
11 second, when we're talking about roadway
12 closures that were just discussed, in the whole
13 traffic taming process to this point with City
14 leadership and Maine DOT, I don't think we've
15 discussed any closures. Locally we will take
16 local roads and say road closed, local traffic
17 only, you know, get those people into their
18 homes, but the traffic control that's been
19 proposed to date is basically at worst one lane.
20 So we might have long-term situations set up
21 where there's one-way circulation through the
22 downtown, but traffic is going to continue to
23 move and there's still going to be continuous
24 access to local business and to my knowledge
25 there's been no discussion of closures on any

1 street at any time.

2 MR. MARTIN: Yeah, when I -- when I say
3 closure, I just think if there's an emergency,
4 something bad happened, a water main breaks or a
5 sewer main breaks and it blows the road up, then
6 there could be some timeframes where an
7 emergency situation is causing a total road
8 closure of some of these sections. Is that
9 better?

10 MR. HILL: (Nods).

11 MR. BURNETT: Good evening. Lee
12 Burnett, Springvale resident and member of Cycle
13 Sanford. I had a couple of questions and
14 concerns primarily about connectivity, but first
15 I want to thank you for widening the bridge on
16 Washington Street but I had a question about how
17 the railing is going to be replaced because
18 right now that railing is really -- it's
19 basically a concrete wall that blocks visibility
20 to the waterfall, and it would be really nice if
21 when that gets replaced it's replaced with
22 something more -- it doesn't block visibility so
23 you can actually see the waterfall. People can
24 drive right by there and not even realize
25 there's a waterfall there and that's a pretty

1 nice, scenic spot. If we can get rid of that
2 concrete wall there.

3 MR. MARTIN: Yeah, that's something that
4 we can check in with our bridge maintenance
5 folks because that's who Ethan has been working
6 with to get it widened out because we have to do
7 some structural modifications to that structure
8 but we can certainly ask the question to make
9 that more of a beautification thing.

10 MR. BURNETT: Yeah, okay, good. The
11 next thing, I wanted to underscore what Maura
12 said about where the bike path from the YMCA
13 comes down to Oscar Emery Drive. You've got
14 three right-angle turns in quick succession, not
15 good on a bicycle, and I know I heard you
16 mention that, that you wanted to address it.
17 How can you address that?

18 MR. WINCHENBACH: Well, the first thing
19 is we've just got to look at what the movements
20 are. I mean, we have a lot of stuff as far as
21 like (inaudible) data just to see where are the
22 bicycles going. You guys would know better than
23 we would as far as you guys live here, you see
24 it. So we can work with Matt and just see, you
25 know, what are the options. We may have to

1 change some of the crossing locations. The
2 thing we don't want to have happen is have too
3 many crossings in quick succession of each other
4 because then that whole area is just basically
5 one big crosswalk, and that's essentially worse
6 because then cars don't really know where the
7 people are going to be. So we need to look at
8 it. We're probably comfortable with like two
9 crosswalks. We've just got to figure out where
10 exactly they need to be. A lot of that area
11 is -- where the crosswalks go in all within the
12 right-of-way so it shouldn't affect our
13 right-of-way process so we have some flexibility
14 to make some changes in that area. So I don't
15 know exactly where they're going to be quite
16 yet. We've got to look into it.

17 MR. BURNETT: And then the last area is
18 on Oscar Emery there's a couple of mid block
19 crossings between the Armory and where the
20 roundabout is now.

21 MR. WINCHENBACH: Yup.

22 MR. BURNETT: It seems like they're
23 badly placed in terms of connecting to the
24 trails that are on the north side of Oscar
25 Emery. It would be nice if you could line them

1 up.

2 MR. WINCHENBACH: So currently they're
3 based off an equal number of parking spaces
4 before we get to a crossing. Just for symmetry
5 purposes, we were trying not to have, you know,
6 20 parking stalls and then a crossing just so
7 that people wouldn't -- you know, people will
8 only walk so far to a crossing before they'll
9 just cross the road anyway. So the intent was
10 to try to have more of a staggered approach. We
11 can certainly look at it. Are you talking about
12 those two -- the two forks, basically the two
13 gray pieces that go up into the wooded area?

14 MR. BURNETT: Yup.

15 MR. WINCHENBACH: Yeah, you've got a
16 loop there and then those connect into the trail
17 system up there. We can take a look. We may be
18 able to slide -- potentially you may be able to
19 slide those down. They look like they're kind
20 of actually in the similar spacing, so you may
21 be able to slide those mid blocks down towards
22 it. You may just have to deal with that one
23 across from the armory.

24 MR. BURNETT: I mean, maybe we can you
25 know move the -- move this so that it aligns

1 with the crossings instead of moving the
2 crossings.

3 MR. WINCHENBACH: Um-hum, realign that,
4 yup, something we can look at. I think it's all
5 City of Sanford owned right up in there anyway,
6 isn't it? I believe so.

7 MR. BURNETT: Thank you. I appreciate
8 all the work you've done so far.

9 MR. MARTIN: Thank you.

10 MS. BOUCHARD: Zendelle Bouchard, it's
11 Z-E-N-D-E-L-L-E. My concern is with the loss of
12 the parking area in front of the dog park. The
13 Sanford dog park is used all day, every day, 365
14 days a year. Right now although there are not
15 marked parking spaces there, there's no
16 sidewalk, there's plenty of room so that's the
17 safest place to park and that's where people
18 park. If you're putting in a sidewalk there and
19 putting that median strip in, that means people
20 are going to have to park further down the
21 street, and my main concern is in the
22 wintertime. The Public Works Department is
23 chronically shorthanded. It's unrealistic to
24 expect those sidewalks are going to be cleared
25 in the winter. That means people and dogs are

1 going to be walking in the street, and now that
2 you're making the roadway narrower, it's going
3 to be a dangerous situation. I think the
4 landscape median is nice but it's not necessary.
5 A safe parking area is necessary. Thank you.

6 MR. MARTIN: Thank you.

7 MR. WINCHENBACH: Thank you for the
8 comment. We will take a look into that.

9 MR. BUCK: Good evening, Stephen Buck,
10 B-U-C-K, city manager here in Sanford. First of
11 all, thank you very much to the design team.
12 I'm really seeing a lot of the concerns we've
13 had in the past being addressed as far as the
14 design is concerned so I greatly appreciate
15 that.

16 I continue to have a concern, Washington
17 Street coming upgradient progressing south to
18 Main Street. So I know the design
19 considerations that we have for the Trust
20 Building there, the sidewalk that's over a
21 foundation with nothing supporting it
22 underneath. I realize why we have to move out.
23 My primary concern is still pedestrian safety.
24 So it's impossible for a large truck to make a
25 right-hand turn there and progress westerly

1 currently. You've got a design designed in
2 there to accommodate that truck movement now.
3 My concern is if they're cutting that too tight
4 and mounting the curb or onto the sidewalk while
5 there's a pedestrian there, there's a lack of
6 protection and I realize why you've had to move
7 it there, but I still raise that concern. If
8 there's anything that can be done with the
9 property owner there that gets that pedestrian
10 movement closer to the building away from that
11 right-hand turn for large trucks is a safety
12 concern that I have.

13 The other concern is the potential for a
14 four-way stop on Winter and Riverside. That was
15 the first time I had heard that this evening.
16 We've got a flashing light there now. The stop
17 movement is on Riverside. I have a very large
18 concern with the amount of traffic on Winter
19 Street which is 202, the stacking capacity there
20 coming from the light. You know I observed --
21 it's been a great observation, you know, with
22 the new traffic light improvements that are
23 being made here in the City to see how little it
24 takes to disrupt the flow of traffic. I mean,
25 emphasis on little and seeing traffic lined up,

1 you know, from here to the roundabout because of
2 a traffic lighting concern.

3 And the last -- something that just came
4 on to me today, so I know we have a large number
5 of electric vehicle charging options that are
6 being designed into this project, so thank you
7 very much for that. Do any -- I don't know the
8 answer to this. Do any of these charging
9 stations have any opportunity for E bikes and
10 other devices such as that? I've seen a
11 significant increase in those type of mobility
12 devices in our community, especially E bikes,
13 but I've never -- I'm not aware that there are
14 any charging stations that have any opportunity
15 to charge an E bike, the E scooters, everything
16 else. So I don't know if that's anything that's
17 been --

18 MR. MARTIN: I have not heard of it,
19 Steve, but that's something we can certainly
20 take a look at.

21 MR. BUCK: I see more of those devices
22 than I do fully electric cars in our community
23 being used by -- a large segment of our
24 population are getting around with E bikes now
25 and flowing well with the speed of traffic and

1 everything else. Thank you.

2 MR. MARTIN: Thank you.

3 MR. BROUSSEAU: Good evening, Andre
4 Brousseau, superintendant for the Sanford
5 Sewerage District. So part of this project,
6 especially on Main Street, is separating
7 sanitary sewer from the storm sewer. We didn't
8 dive into it but part of the project is
9 installing new stormwater along Main Street so
10 that we can divert the stormwater from our
11 system into a new system. Part of that project,
12 working with Matt Hill, is we're going to reach
13 out to the private customers that have
14 stormwater influence coming into our
15 infrastructure currently. One is this building
16 here today. So challenging because existing
17 infrastructure is currently at its lowest point
18 so we have to get creative internally in these
19 buildings to separate the stormwater influence.
20 So I appreciate the design, working with the
21 team to get this improvement within our system
22 and the focus on that is so that we are more
23 efficient at the treatment plant but also allow
24 more capacity and more growth throughout the
25 town. So welcome any comments or questions.

1 MR. HILL: I would just add to that that
2 you and I are crafting a letter that's been
3 forwarded to Maine DOT to approach these
4 property owners that have the combined sewer
5 overflow and strongly encouraging them to
6 separate because this is a once in a lifetime
7 opportunity, and once it is separated, there's
8 going to be a moratorium out there that will
9 prevent the pavement from being cut for the next
10 five years, so that could be as late as, you
11 know, 2030 to 2035, so that's a very long time.

12 MR. MARTIN: And just to echo Andre's
13 comments, it's like all these -- all these
14 projects are the same. They're all fighting the
15 sewer, you know, stormwater separation. Like
16 typically if -- if it's just like a roof drain
17 that comes down that ties into the underdrain
18 system, we would require a connection permit
19 from that property owner. It's kind of the same
20 thing that Andre is going to be needing from the
21 property owner. He's going to need that same
22 connection which a lot of cases would require a
23 check valve or a backflow preventer on those
24 connections as well so nothing can get back fed
25 through that connection. So it's something that

1 happens on all these projects. It's not a big
2 deal. It is just a matter of trying to clean up
3 the drainage that's out there as well as the
4 sewer infrastructure out there which he's trying
5 to get collectively either separated or get at
6 least documented so in the future if something
7 happens, he knows exactly what's going on. So
8 he's trying to clean up his records and we're
9 trying to incorporate it in our design to make
10 sure that gets solidified too. So thank you for
11 that.

12 Ben, anybody online?

13 AUDIO TECHNICIAN: No questions right
14 now.

15 MR. MARTIN: It looks like we have no
16 more questions. Are you sure, positive, going
17 once? Anybody but Matt. As you can see, we've
18 been working very collectively together. I've
19 kind of had enough of Matt. (Laughter) But go
20 ahead.

21 MR. HILL: So we've also engaged VHB in
22 order to plan and incorporate a municipal duck
23 bank opportunity. So that will hopefully be
24 feeding downtown not only with future electric
25 for our pedestrian lights but also extend

1 SanfordNet fiberoptic throughout our downtown.
2 We've had a very recent utility coordination
3 meeting. It seems that our current overhead
4 utilities are not interested at this time. We
5 did emphasize there is that five-year
6 moratorium, but I think at this point we're
7 going to try to construct the duck bank, we're
8 going to try to leave a couple extra spare ducks
9 available should there be need in the future. I
10 guess it will be the City's responsibility to
11 rent those duck banks out if they need to use
12 them in the future and they don't want to get
13 them now.

14 I have a couple other things on my short
15 list here, sorry, Ernie. Matt Provencher in the
16 Engineering Division here and I have been
17 working on options for tree boxes for
18 insulations to limit root growth to protect
19 those underground utilities and protect our
20 pavement surfaces so as part of that upcoming
21 landscaping plan, we'd like to start that
22 discussion with the State. I think it's also
23 very important given Sanford's history of the
24 elm tree which disappeared in the early 1900s
25 that we make sure that we include a good

1 diversity of tree species to prevent
2 catastrophic loss in the future.

3 Let's see here, I think we talked with
4 Gorrill Palmer a little bit about the throat of
5 Gowen Park Drive and William Oscar Emery and
6 potentially trying to open that up a little bit
7 for fire trucks. That shouldn't impact the
8 overall footprint of the project but I think
9 we're going to look at that as it's been laid
10 out in the field, and that's all I had. Thank
11 you.

12 MR. MARTIN: Diane, can you hear us?

13 MR. HILL: Diane, you might have to star
14 6 to unmute.

15 **(Audio Difficulty with Diane Connolly on Zoom)**

16 MR. MARTIN: Diane, if you can hear me,
17 you can certainly send in your questions by
18 e-mail or call me. Okay, thank you.

19 MR. BURNETT: Lee Burnett again,
20 Springvale. A couple of follow-up questions
21 starting with Matt's comment about tree boxes.
22 Is that primarily to protect the utilities from
23 the roots?

24 MR. HILL: Yes.

25 MR. BURNETT: Okay. Could you also look

1 at some kind of a planting medium -- I think
2 there's sort of engineered mediums now so that
3 the trees in a downtown area don't get root
4 compaction. If you just plant them in regular
5 soil, they really don't do well and you'll see
6 that in our downtown, our honey locusts there, a
7 lot of them aren't doing well because they
8 weren't planted in a medium that could withstand
9 the urban location, and then the other thing is
10 could we at the park and ride lease out some
11 space for solar panels so that we can get some
12 shade? I mean, we have a lot of very sun baked
13 parking lots and it would be nice if there was
14 some shade there and I think planting trees
15 there might be a challenge but could we do
16 some -- lease out some space for solar panels?

17 MR. HILL: With the federal dollars
18 we've been advised that any plan that basically
19 turns it into a revenue generator potentially
20 could jeopardize the federal funding so we have
21 to be very careful about that. It's a good
22 conversation to have, but at this point I don't
23 think it could be incorporated into the project.

24 MR. BURNETT: So maybe afterwards?

25 MR. HILL: No comment.

1 MR. MARTIN: Yeah, related to your
2 question about the soils, Gorrill Palmer has
3 Aceto Landscape architects under contract to do
4 their landscaping and we have Kent Cooper and I
5 have sat around a table with Kent and Kent knows
6 exactly what to plant for soils. He's really
7 good and I'm sure Aceto follows the same
8 guidelines. So I think we're pretty good there,
9 but thank you for those comments.

10 MR. BROUSSEAU: Ernie, you mentioned
11 something earlier about encountering the
12 unknowns, and I think we all have to practice
13 patience. You know, Matt knows, David knows
14 that when we remove pavement, we're going to
15 come up to unknowns. David is going to get a
16 call, I'm going to get a call, Matt is going to
17 get a call, Matt is going to get a call, what is
18 this pipe in the ground, and the citizens and
19 taxpayers and people coming through the town
20 have to realize and practice patience because
21 this is a one-time -- one time to make it right
22 and it takes time to come up with decisions when
23 the ground is opened up and what do we do with
24 this unknown conduit that the engineers did not
25 design or did not put on the plans. So we will

1 see it and the citizens and travelers through
2 this town have to realize that when there's 15
3 construction guys standing on the top side of an
4 open pit, we are trying to make the right
5 decision and it may take time.

6 MR. MARTIN: I think that goes along
7 with -- you know, I think at this point all we
8 can do is -- and me and Andre just talked about
9 this briefly, you know, we have to be
10 transparent in what we're doing out there.
11 Things are going to happen. You know, I'm sure
12 there's an old Volkswagen out there somewhere,
13 there's probably an old Tyrannosaurus Rex bone
14 pile out there. There's just stuff out there
15 that no one in this room has ever encountered
16 and we are going to see it here. An old mill
17 town, I mean, Matt had an issue down by the old
18 mill by Washington. All of a sudden he had
19 water coming up through the parking lot. You
20 know, there's old dinosaur bones that are just
21 there that we just can't determine. I will tell
22 you these guys have done a remarkable job at
23 getting test pit information, getting locations
24 to make the unknowns a little bit easier. So
25 thank everybody for that. So with that, I'm

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CERTIFICATE

I, Joanne P. Alley, a Notary Public in
and for the State of Maine, hereby certify that
the foregoing is a true and accurate record as
taken by me by means of computer-aided machine
shorthand on September 11, 2024.

I further certify that I am a disinterested
person in the event or outcome of the aforementioned
cause of action.

IN WITNESS WHEREOF, I have hereunto set my hand
this 10th day of October, 2024.

Joanne P. Alley

Court Reporter/Notary Public

My commission expires: July 17, 2029

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