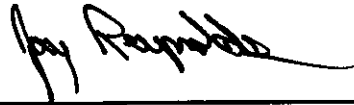


Date: July 18, 2011
To: Nathan Poore, Town Manager
From: Jay Reynolds, Parks and Public Works Director
Re: Martin's Point Bridge



As requested, I am providing this memo as an update to the Martin's Point Bridge project. This project is a Maine Department of Transportation (Maine DOT) project. The Maine DOT, with the assistance of a third party facilitator, assembled the Martin's Point Advisory Committee. They have been meeting since June of 2010. The advisory committee is made up of various representatives, who represent both public and private stakeholders from Falmouth, Portland, and other regional entities.

The Town of Falmouth is represented by the following members: Town Councilor Tony Payne, Town Manager Nathan Poore, Parks and Public Works Director Jay Reynolds, Police Chief Ed Tolan, Harbormaster Alan Twombly, Fire/EMS Chief Howard Rice, and Councilor Bonny Rodden as an alternate/cc's.

As part of the 'Context Sensitive Solutions' (CSS) process, the following statements have been developed and the committee has reached consensus on. These statements will be part of the bid documents:

Problem Statement (adopted by consensus 10/26/10): "The existing bridge is at the end of its design life. It must be replaced. Its current design is inadequate to address the multi-modal needs of the Portland and Falmouth communities for 2010 and beyond (that is: pedestrians, bicyclists, maritime, recreational, and vehicular users). The current bridge design does not compliment the aesthetic beauty of the natural environment. It does not adequately facilitate connectivity between the communities of Portland and Falmouth."

Needs Statement (adopted by consensus 10/26/10): "The new construction must be a safe, durable, low maintenance bridge, designed to last 100 years. It needs to accommodate pedestrians, bicyclists, maritime traffic, recreational, and vehicular users in a comfortable, attractive, and secure environment. It should incorporate:

- One lane of traffic in each direction designed at a speed that balances the needs of its multiple users.
- A multi-use pathway providing safety and enjoyment for different activities.
- Accommodations for bicycles in both directions adjacent to the vehicular traffic lanes.
- A design that enhances and harmonizes with the beauty of the existing location and preserves water views for all users.
- Improvements that optimize all users' everyday experience and enjoyment of the locale and their sense of community."

Vision Statement (adopted by consensus 11/20/10): "Traveling across Martin's Point Bridge should be a memorable event, a special moment, every time it is traversed. Its design should ensure that when seen from all vantage points, the bridge enhances the view of the bay and the estuary. Its design will encourage diverse use for future generations. The bridge will provide a safe and seamless connection between communities."

The Advisory Committee continues to work on various aspects of the bridge. This includes, but is not limited to, the following:

- ❖ the bridge design type,
- ❖ alignments and approaches,
- ❖ bridge cross-sections, which includes:
 - vehicle lane widths,
 - bicycle lane widths,
 - pedestrian lane widths
- ❖ bridge aesthetics, which includes:
 - lighting,
 - concrete textures and treatments,
 - rail types/styles

It is important to note that this project is a 'design-build' project. This means that the specifications are written to provide a range of allowable and acceptable options. These ranges are included in the RFP and the bidders design the project and propose specific details within these parameters.

In April of 2011, the committee reached consensus on one cross-section option. It consists of 12'-wide vehicular lanes, 5'-wide paved shoulders, a 5'-foot wide sidewalk on the westerly side, and a 10.5' to 12' wide multi-use bicycle and pedestrian facility on the easterly side of the bridge.

On June 30, Maine DOT met with representatives from The City of Portland and the Town of Falmouth to discuss the logistics and financial responsibilities associated with any proposed lighting.

On July 13, The Maine DOT held its' second public meeting which was an opportunity to hear more about the Martin Point bridge reconstruction project and to offer the public time to express concerns and offer input. As part of the discussion, it is anticipated that the Maine DOT will create a process for directly impacted property owners to express their concerns directly with MDOT.

The Advisory Committee met on July 19, 2011 as part of their monthly meeting schedule. Two meetings are scheduled for August 9 or August 16. The August 9 meeting will be another public meeting to allow residents to express any final concerns or comments. The August 16 meeting will be the last schedule advisory committee meeting for this project.

As part of the selection process, MDOT will be establishing a 'selection team' who will assist MDOT in the scoring of the proposals that are submitted by prospective bidders. This will be performed in November 2011 to January 2012.

Funding: The project is going to be funded with Federal and State monies. In May, the State's Department of Transportation released their Capital Workplan for FY '12 and '13. The workplan includes the Martin's Point Bridge Project, so it is anticipated that this project will continue with its' current schedule and timeline. Being that the project is included in their biennial plan, this shows that the project has taken priority over other state projects. It appears this project will be funded with existing capital money, thus it appears no additional bonds will be required to construct the bridge.

Schedule: The tentative timeline for the project is as follows:

Request for Qualifications to be sent out: July 20, 2011
Request for Proposals to be completed: September 7, 2011
Bid Closing Date: January 2012
RFP Scoring: February 2012
Bid Award: March 2012
Construction: July 2012 to 2014

Please contact me if any additional information is needed.