

York Village, Yesterday...

1910



**REQUEST FOR QUALIFICATIONS**  
*by the*  
***Town of York***  
*for*  
**York Village Master Plan, Design &  
Construction Documentation**

March 28, 2014



75 John Roberts Road – Suite 1A  
South Portland, ME 04106  
Phone: 207-200-2100  
Fax: 207-856-2206

## TABLE OF CONTENTS

REQUEST FOR QUALIFICATIONS  
Town of York  
York Village Master Plan, Design & Construction Documentation

- Section 1. Letter of Interest
- Section 2. The Sebago Team
- Section 3. Key Staff
- Section 4. Relevant Past Projects
- Section 5. References
- Section 6. Citations or Notices of Violation



March 28, 2014  
14092

Town of York Community Development Office  
186 York Street  
York, Maine 03909

Attn: Ms. Christine Grimando, Town Planner

**RE: RFQ – York Village Master Plan, Design & Construction Documentation**

Dear Ms. Grimando:

Sebago Technics is pleased to present our Statement of Qualifications for becoming a member of your Town's efforts to transform historic York Village into a more attractive and welcoming place for local residents and visitors to the community. This planning and design assignment will build on the fine work you and the committee by refining your vision and beginning to turn it into bricks and mortar.

The Town of York is not alone in its goal of upgrading its "village" to become a more vibrant, attractive, and functional place. The work that has been accomplished to date is indeed in-tune with other communities throughout Maine, and we are impressed with the results you have achieved to date. They demonstrate a great deal of personal investment in time and commitment, while reflecting the high quality of home grown talent that exists within the community. These are terrific building blocks for future success.

We are ready to join your Team as a partner and technical advisor, bringing our expertise and experience from other similar assignments to the table during the process of developing a final Master Plan. We expect to begin by reviewing the three concepts you have conceived for the Village Center and provide our input on each. If we should come up with any other viable alternatives during this process, we will bring these to your attention for consideration, as well. Once a final concept is selected, we will prepare a more detailed Preliminary Design Plan, with appropriate high-quality, color graphics for additional public consumption and vetting. This Plan will also be the basis for an initial estimate of cost, listing of impacts (e.g. number of parking spaces affected), and a proposed implementation plan and schedule. As soon as the Town feels that it has successfully completed its public outreach, refinements to this Plan will be made and construction documents prepared for the initial phase of construction, which we understand is to be funded by a \$500,000 MPI grant from MaineDOT.

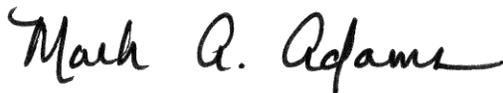
Sebago Technics is different from other firms that you may be familiar with because our professional satisfaction is derived from seeing our projects built. We enjoy planning that leads to construction, not to reports that sit on shelves. Our construction focus also makes us better planners, because we know what is possible in the field and so our plans reflect the realities of codes, regulatory constraints, and good design/construction practices – not just planning visions. You can count on a plan prepared by Sebago to be well thought out, and furthermore that budgetary estimates prepared by us for our plans reflect a comprehensive consideration of construction realities.

We hope that the materials we have assembled herein for your consideration satisfactorily demonstrate that we have the technical and managerial skills that you are looking for. If so, then we welcome the opportunity to speak with you in person to see if our personality would also work well with your Team.

Thank you for this opportunity to showcase our qualifications, and we look forward to learning of the results of your evaluation.

Sincerely,

Sebago Technics, Inc.

A handwritten signature in black ink that reads "Mark A. Adams". The signature is written in a cursive, flowing style.

Mark Adams  
President

MAA:jsf

## Section 2. The Sebago Team

Based in South Portland, Sebago Technics is a 33-year old, multi-service consulting firm of more than 40 professional and technical staff practicing throughout northern New England. Our in-house capabilities have been shaped over the years to fully address the typical needs of our clients in the municipal, as well as private development marketplaces. More specifically, this expertise includes the following specialties:

- Land surveying
- Transportation Planning, Design, and Operations
- Site and Civil Engineering
- Landscape Architecture

With this broad core of talent within the firm, Sebago is able to “hand pick” its Project Teams to best meet the needs of its clients; both technically and managerially. Project management is also greatly enhanced by having this full suite of services under one roof, rather than having to rely on a number of outside consultants. As such, Sebago is proposing to self-perform all aspects of this assignment, with the exception of any geotechnical investigations, and lighting analysis/design that may become necessary as the Project’s scope evolves. For these aspects of the work, we will carefully select specialized expertise from our list of trusted sub-consultant associates in order to guarantee that we both are assured of high quality advice.

Streetscapes are taking on a whole new priority in a number of communities across the state for a variety of reasons: historic, economic, environmental, transportation, health, and energy conservation. A number of our municipal clients are also placing more emphasis on their downtown streetscapes as a means of increasing pride within their community. Some recent examples of these include:

- **The City of Westbrook** is in the midst of a “rebranding” vision that is attempting to dispel its historical paper mill reputation by creating a new technological savvy place for businesses to locate. The catalyst for this initiative was the redesign and construction of William Clarke Drive (Route 25) through the middle of their Central Business District. Sebago’s landscape architects and transportation engineers worked hand-in-hand with the City’s Planners to create a new thoroughfare that greatly improved the aesthetics of this corridor and reconnected residential neighborhoods to the CBD, all while reducing travel speeds, and improving safety for both pedestrians and vehicles.
- **The Town of Brunswick** and MaineDOT struggled to find an acceptable solution for two unsafe intersections at the end of the downtown mall area that they, as well as

Bowdoin College and the First Parish Church could be happy with. Sebago's transportation engineers were retained to collaborate with all four parties and examine a multitude of design options that would address everyone's needs. After several months of meetings and idea exchanges, all parties agreed on a solution and a project was constructed within the funding that Maine DOT, Bowdoin and the Town had made available.

- **The City of South Portland** retained Sebago a number of years ago as its General Engineering Consultant. Last year a major streetscape and infrastructure project was completed in Knightville, the City's Central Business District. This new face lift has been a boost for business in this area, and set the course for other such improvements elsewhere in the City; namely a Multi-Use Pathway/Streetscape improvement Project on Main Street, and a Complete Streets/Infrastructure Project within the Thornton Heights neighborhood, also on Main Street. Crosswalks, standardized pedestrian scale lighting fixtures, green esplanades with street trees and water quality treatment in certain areas, bike lanes, bus stops with shelters, and travel lanes that have adequate but reduced widths have all been elements of these design projects.
- **Downtown Freeport** has seen a major transformation in recent years in large part due to the efforts of the private sector. Sebago is a long-time engineering consultant to L.L. Bean and has been responsible for the design of all of their site and streetscape improvements in the past 15 years. In addition, our staff was a key member of the design team that developed Freeport Station, the newly constructed multi-story retail project on Main Street across from LL Bean.

In addition to the above municipal and private projects, Sebago Technics has a long history with the MaineDOT. In fact, our staff is currently providing traffic and roadway design services to the Figg/Hardesty-Hanover Design Team for the Sarah Mildred Long Bridge replacement between Kittery and Portsmouth. This established background with MaineDOT means that we are skilled in providing all of the typical engineering services associated with roadway projects, including street design, drainage analysis and design, traffic engineering, signage, pavement markings, ROW plan preparation, utility coordination, on-street parking, landscaping, and ADA requirements.

The above specific examples of our recently completed work are all further described in Section 4 – Relevant Past Projects. The talents and staff that managed and designed these assignments are all still in our employ and available as resources for your Project.

In addition, we can offer a graphics department that is second to none. Our ability to produce graphics that are eye-catching, realistic, and stimulating is extremely helpful in building public support for a project of this nature. We have provided a few examples of this expertise in Section 4, as well.

### Section 3. Key Staff

Sebago's Vice President of Transportation Services will lead our Team for this Project. A former resident of York, he is intimately familiar with York Village and many of the conditions and issues the Town is aiming to improve. Stephen S. Sawyer, Jr., PE has over 40 years of broad experience in the transportation field including planning, design, construction and operations. He is an accomplished speaker/presenter and skilled at working with community groups to explore options for solving difficult problems.

Steve will be our Team's main point of contact and brings not only a wealth of experience in developing urban design projects, but has also been quite active in assisting communities recently in applying for and securing grants from the MaineDOT and Regional MPO's for project implementation. Some examples of these efforts include:

- \$300,000 PACTS grant for a Multi-Use Pathway on Main Street – South Portland
- \$875,000 PACTS grant for a Complete Streets Project on Main Street – South Portland
- \$500,000 MPI grant for Streetscape Improvements Knightville – South Portland
- \$165,000 MPI grant for a new traffic signal in Kittery – Town of Kittery
- \$102,000 MPI grant for new traffic signal in Kennebunk – Town of Kennebunk

Assisting Steve as part of our Team will be the following senior staff from Sebago:

Steven G. Doe, RLA – Landscape Architect

Kylie S. Mason, RLA – Urban Designer and Graphics Illustrator

Bradley R. Lyon, PE PTOE – Lead Traffic and Design Engineer

The above individuals have all the core talents that will be required to successfully shepherd this project from its current status through the rest of the planning process, into the design phase including the preparation of construction documents, and assist you with the administration of the construction, if this is needed. Full resumes of these individuals follow.



Steve Sawyer has close to 40 years of broad-based experience in the transportation field, including route location/planning studies, preparation of contract documents (PS&E), and on-site construction administration. He possesses creative management capabilities and is skilled at making persuasive public presentations that build consensus on difficult issues. He has led many large complex technical teams that have successfully left their mark on the northern New England landscape. Currently, projects include the replacement of the Sarah Mildred Long Bridge, between Kittery and Portsmouth, and the replacement of the I-91 bridges over the West River in Brattleboro, VT.

### Education:

University of Maine, Orono, ME  
 Bachelor of Science, Civil Engineering,  
 1973

Maine DOT Local Project Administration  
 Certification Course, 2010

NH DOT Local Project Agency (LPA)  
 Certification Course, 2012

### Registrations:

Professional Engineer:  
 Maine #3736  
 New Hampshire #05122  
 Vermont #4040

### Memberships:

American Society of Civil Engineers  
 Maine Institute of Transportation Engineers  
 Maine Better Transportation Association,  
 Board of Directors and Past President

### Training:

Traffic Signals Design and Operation Workshop,  
 Electric Light Company, 2010, 2011, 2012  
 and 2013  
 BlueTOAD and Dynaflow Workshop, TrafficCast,  
 2010  
 Adaptive Traffic Signal Design Workshop,  
 Naztec, 2011

### Selected Project Experience - Transportation Engineering

- **City-wide ATMS** – Dover, NH
- **Broadway Traffic Signal Upgrades** – South Portland, ME
- **Maine Mall Traffic Signal Operations** – South Portland, ME
- **Upper Route 1 Safety and Environmental Improvements**– Kittery, ME
- **Route 1 Traffic Signal Improvements** -Kennebunk, ME
- **William Clarke Drive Improvements** – Westbrook, ME
- **Exit 3, I-295 Improvement Study and Design** – South Portland, ME
- **Bayview Street Reconstruction** – Saco, ME
- **Portland Intermodal Transportation Center** – Portland, ME
- **Fall Brook Watershed Analysis and Design** – Portland, ME
- **Rochester Street Reconstruction** – Berwick, ME
- **Maine Street Traffic Improvements** – Brunswick, ME
- **Downtown Transportation Improvement Plan** – South Berwick, ME
- **Routes 1/3 Traffic Signal Operations** – Ellsworth, ME

From 2000-2011, Mr. Sawyer managed two General Consultant Agreements with the MaineDOT for statewide traffic and intersection improvements. During this period, Sebago performed over 60 projects involving more than 75 new or modified traffic signals, including several coordinated systems.

In 2008, Sebago Technics began a specific traffic signal systems operational practice. Current clients include South Portland, ME; Ellsworth, ME; Dover, NH; Westbrook, ME; and Kennebunk, ME. As part of these assignments, Sebago engineers are providing daily monitoring and management of these systems via remote access to ensure their optimum efficiency.



## Education:

Ohio State University  
Columbus, OH  
Bachelor of Science, Landscape Architecture, 1986

Architectural Technical Institute, Ohio State University  
Wooster, OH  
Associated Degree in Applied Science, 1980

## Registrations:

Registered Landscape Architect: Maine #131  
LEED Accredited Professional  
CLARB Certified

## Memberships:

Sigma Lambda Alpha Honor Society for Landscape Architects  
National Landscape Architecture Honor Society  
American Society of Landscape Architects  
Town of Kennebunkport Shade Tree Committee Member  
Boy Scouts of America, Troop 304 Committee Member

When Mr. Doe joined Sebago Technics, Inc. in 1988, he brought with him a versatile and highly proficient background in land planning, site development, landscape architecture and graphic presentation, and construction.

With a fine understanding for detail and construction practices, he has continually proven his ability to prepare functional, yet aesthetically pleasing land development programs and Site Plans for both public and private sector clients. He is proficient in combining his technical knowledge with highly skilled graphic communications to prepare all levels of plan documents from Conceptual Site Plans to complete construction documents and specifications. His strong public presentation skills and attention to detail in preparing and administering Site Plan Applications with state and local regulators has proven beneficial to clients in receiving timely approvals and respect within their communities.

Mr. Doe has used his technical experience on commercial, highway, municipal, recreational, residential, resort and mixed-use site design supported by an extensive knowledge and experience with construction practices and detailing. He has demonstrated his efficiencies in client service, project management and construction monitoring by delivering high quality work produced under tight schedules and limited budgets.

Mr. Doe was the lead Site Planner and Landscape Architect for the City of South Portland's Knightville Street Improvement Project. The project consisted of the complete reconstruction of Ocean Street and Cottage Road in the downtown section of the City. Mr. Doe was responsible for the redesign of on-street parking, decorative lighting, sidewalks, street tree and accent plantings and bus stops. This project also involved the site design for the Mill Street Transit Hub. Steve has recently been selected by the City of Belfast as the lead designer to create a gateway streetscape in a downtown section of Belfast. The project involves the creation of new sidewalks, on street parking, lighting and landscaping in a section of town slated for new development.

Some other notable roadway projects where Mr. Doe has been the lead designer include the following projects with the Maine Department of Transportation: Brunswick/Topsham By-Pass involved the landscape design and median detailing for a 3 mile long divided road section from Topsham to Brunswick. The road was a new major commuter route from two major highways that lead through the commercial district of Topsham. Work also included construction monitoring of the landscape improvements.

Route One Improvements in Lincolnville consisted of reconstruction of a .6 mile long section of Route One through the downtown section of Lincolnville. Work included the design of the village streetscape, sidewalk and street plantings. Traffic calming design was a key component on this major thoroughfare through this quaint New England tourist village.

Completed in 2011, William Clark Drive, a major commuter route through the heart of Westbrook, was reconstructed to improve the pedestrian movement between the residential and downtown district. This thoroughfare bisected the two districts and created an unsafe environment for pedestrians trying to cross this road. The design included a divided road section with emphasis placed on safe pedestrian crossings. New decorative street lighting, boulevard street tree and median plantings further complemented the design and aided in calming traffic.



Ms. Mason joined Sebago Technics in 2005 following extensive work for design-build projects in Colorado Springs, Colorado, where she was responsible for project management, business development, design, and delivery of award-winning landscape projects. In this capacity, she received a number of prestigious design awards. Since joining Sebago, Kylie has served as the Lead Designer and Project Manager for numerous projects. Currently, she is working on two new Medical Office Campus expansions and is looking forward to her work on two new High Schools in the Southern Maine area. She excels in her listening and communication skills, which form the foundation of her strong design ability and her understanding of clients' goals and objectives.

### Selected Project Experience - Landscape Architecture & Planning

- **Sanford School District** : Site Selection Study, Site Engineering and Permitting for a New High School and Regional Technical Center in the City of Sanford.
- **Conway Village Streetscape** Project, a 6,000-linear-foot streetscape project in Conway, New Hampshire
- **Cross Street Extension, Traffic Recirculation and Signage** program, an alternative road designed to reduce traffic along Route 1 in Freeport and provided improved parking access in the retail corridor. A new streetscape with pedestrian connections was implemented, including vehicular recirculation plan.
- **Martin's Point Healthcare**: Site Selection, Site Engineering and Permitting for innovative new Medical Office Facility.
- **Maine Medical Center Streetscape and Visual Assessment Plan**: Gilman Street and Chadwick Street.
- **Maine Medical Center Long Range Planning and Parcel Evaluation**: Portland and Scarborough Campus.
- **Wells School District**: Landscape Architecture for High School Renovation and Expansion project, Athletic Field Study with alternative solutions.
- **Bowdoin College Land Acquisition Feasibility and Site Suitability Study**: Evaluation and Recommendation for strategic acquisition of 250 acres as part of the Brunswick Naval Air Station decommissioning.
- **Freeport Village**, a retail lifestyle center in the heart of Freeport Village including Streetscape design and implementation for multiple adjacent public streets.
- An innovative new synagogue with architecture firm Shim-Sutcliffe for **Congregation Bet Ha'am** in South Portland.
- The City of Gardiner's representative, project manager and lead designer for the **Gardiner Waterfront Park** Project working side by side with numerous committees, interested community members, City staff, and third-party consultants to ensure timely delivery of the park. The project had many contributors, both via public committee and significant collaboration with the Savings Bank of Maine, which had committed \$1 million to the project.
- **Campus Master Plan** for the L.L. Bean Flagship Store & Retail Campus including: **L.L. Bean Hunting and Fishing** Expansion, the project features an innovative bioretention/ rain garden which was considered the first of its kind in Maine and received a LEED Silver Certification; **L.L. Bean Main Street Plaza, Puffin Park and Ben & Jerry's development**; two pedestrian plazas featuring multiple site amenities, retail vignette opportunities for the retailer and **Route One Streetscape Enhancements in Freeport, Maine**.
- **Camp Susan Curtis** Recreation and Activity area Masterplan

### Registrations:

#### Registered Landscape Architect

Maine #3335

New Hampshire #064

LEED Accredited Professional

CLARB Certified

LPA Certification, NHDOT

### Memberships:

American Society of Landscape Architects

Council of Landscape Architectural Registration Boards

### Recognition:

2005 National Homebuilder's Association MAME Award for "Best Custom Home Landscape Design" (Home over \$1 million)

2005 National Homebuilders Association MAME Award nominee for three designs.

2003, 2004, 2005 selected Landscape Architect for the American Cancer Society Celebration Home, Colorado Springs, Colorado

### Public Speaking:

**2012 USGBC - Maine Chapter** - Sustainable and Functional Aesthetics in the Landscape

**2012 Maine Healthcare Association Annual Conference**- Recreating exterior spaces to better accommodate your levels of care.

**2013 USGBC - New Hampshire Chapter** - Sustainable and Functional Aesthetics in the Landscape

**2013 Maine Medical Association**- Accommodating your levels of care - LEED Healthcare, Healing Spaces and Exterior considerations for your practice



### Registrations:

Professional Engineer: Maine #12632

NH #13819

Professional Traffic Operations Engineer

### Memberships:

American Society of Civil Engineers

### Training:

MUTCD Overview Training

Microstation/InRoads Training, 2008

Traffic Signals Design and Operation Workshop, Electric Light Company, 2010, 2011, 2012 and 2013

Wavetronics Radar Stop Bar Detection Workshop, 2010

Advanced Synchro/SymTraffic Modeling Workshop, TrafficWare, 2010

BlueTOAD and Dynaflo Workshop, TrafficCast, 2010

Adaptive Traffic Signal Design Workshop, Naztec, 2011

### Education:

University of Maine

Orono, ME

Bachelor of Science in Civil Engineering, 2006

Brad Lyon is a Transportation Engineer specializing in highway and traffic analysis/design, as well as traffic signal operations. He is proficient in AutoCAD, Land Development, Microstation, InRoads, MathCAD, Hydraflow, HY8, HydroCAD, Microsoft Excel, Synchro/SimTraffic, TruTraffic, Streetwise, Aries, and MarcNX. In the traffic signal design and operations area, Mr. Lyon is responsible for inventorying existing intersection signal control equipment, designing appropriate upgrades in control and communications, and developing/deploying new programming for signal system optimization. Recent assignments have included:

- **7 Naztec signals, Route 1, Kennebunk, ME**
- **10 signals in Kittery and Lebanon, ME for KACTS**
- **8 Eagle signals in Bangor and Brewer, ME for BACTS**
- **7 Eagle signals at Weeks Crossing in Dover, NH for the City**
- **Calibration of Counting Loops, Broadway, So. Portland, ME**
- **6 Naztec signals, Broadway So. Portland, ME**
- **8 Naztec signals, William Clarke Drive, Westbrook, ME**

Mr. Lyon is also responsible for daily monitoring of traffic signal performance for the following centrally managed signal systems:

- **Maine Mall AMTS - 23 Naztec signals, South Portland, ME**
- **Routes 1 and 3 - 8 Econolite signals, Ellsworth, ME**
- **City-wide TSMS - 31 McCain signals, Dover, NH**
- **Route One - 7 Naztec signals, Kennebunk, ME**
- **William Clarke Drive - 8 Naztec signals, Westbrook, ME**

### Selected Project Experience - Transportation Planning & Design

- **William Clarke Blvd. Improvements, MaineDOT, Westbrook, ME**
- **Conway Village Streetscape, Conway, NH**
- **Traffic Operations Modeling, Downtown Transportation Study, So. Berwick, ME**
- **Redesign of Exit 3 on I-295, MaineDOT, So. Portland, ME**
- **Mona/Bernard Neighborhood Street Reconstruction, Portland, ME**
- **Berry, Chesley, and Edgewood Street Reconstruction, Portland, ME**
- **Maine St. and Bath Road Improvements, MaineDOT, Brunswick ME**
- **North Main Street Improvements, MaineDOT, Brewer, ME**
- **Bayview Street Reconstruction, MaineDOT, Saco, ME**
- **MaineDOT Traffic Signal Design, McKen Street, Brunswick, ME**
- **MaineDOT Traffic Signal and Off-Ramp Improvements, Route 1 at Maine Street, Brunswick, ME**
- **MaineDOT Traffic Signal Replacement, Route 157/Maple Street, East Millinocket, ME**

A solid orange horizontal bar spanning most of the page width.

#### **Section 4. Relevant Past Projects**

The following pages present relevant past projects that serve to demonstrate the scope and breadth of our municipal urban design and landscape architecture experience, and we hope open the door for further discussions as to whether we are the “best fit” for you to work with moving forward.

We have included the Gardiner Waterfront Park description to illustrate our graphic capabilities in photo-simulation that is often helpful in achieving success in a project of this nature.



New vegetated median for improved circulation

Sebago Technics worked closely with the Town, Bowdoin College, and the First Parish Church to resolve dangerous downtown traffic and pedestrian problems through creative design and intensive stakeholder involvement.

The Maine Department of Transportation retained Sebago Technics in 2009 to work with the Town of Brunswick, Bowdoin College, and the First Parish Church to address pedestrian and vehicular safety issues at the intersection of Maine Street, Old Bath Road, and No Name Street. Two high crash locations were present, traffic flow was compromised, and a new train station complex was being developed in the area. The dangerous intersection had been a challenge for stakeholders for over a year prior to Sebago's involvement. Working closely with the interested parties through a series of meetings and consideration of a number of alternative concepts, Sebago developed a final plan that balanced the needs of the three major parties involved. The \$750,000 improvement project was completed in June 2012.



Pedestrian refuge island with improved ADA compliancy



Realigned intersection and relocated Historic monuments



Streetscape features include: lighting, banner arms, micro-grading and street trees

Non-traditional planning and design for a safer highway to serve as the gateway into downtown and reconnect the CBD with area neighborhoods.

As a result of urban renewal efforts in the 1970s, a bypass of Main Street in Westbrook was built. This four-lane undivided highway is known as William Clarke Drive and carries over 20,000 vehicles a day into and through the Central Business District (CBD). Historical crash statistics for a three-year period showed over 200 accidents resulting in more than 100 injuries, including one fatality.

The City wanted to address this safety issue and also create a new image for their downtown, replacing Westbrook's former identity as a historic paper mill town with an updated image as a high-tech business center. Both public and private investments were planned for the CBD, so it was an opportune time to improve the aesthetics as well as pedestrian and vehicular safety of William Clarke Drive.

To accomplish these goals, Sebago Technics took a radical departure from traditional highway design. Sebago's landscape architects and transportation engineers collaborated with City staff and the general public through a design charrette process, which generated a boulevard design for William Clarke Drive that improves traffic flow and safety, serves as a gateway into downtown, and reconnects the adjacent neighborhood areas with the CBD.

The design included a median greenway that features micrograding to retain runoff and snowmelt within the median and plantings tolerant of a streetscape installation.

Sebago performed field survey, ROW mapping, utility coordination, and final roadway and traffic signal system design for the \$6.5-million project, which was completed in 2011.



State of the art signal system



Divided roadway for improved safety & aesthetics

# Sewer Separation and Streetscape Knightville Phase II , South Portland, Maine



Streetscape Plan

The second phase of a two year streetscape and site redevelopment project provides streetscape design combining enhanced pedestrian activity with stormwater management and sewer improvements separating over 15 acres of urban development from the City of South Portland's combined sewer system.

Building on the success of the Knightville Phase I project, Sebago Technics was engaged by the City of South Portland Water Resources Protection and Public Works Departments to prepare design plans for combined sewer separation and street reconstruction in the City's Mill Creek and Knightville Commercial Districts. Sebago Technics' services included topographic surveys, geotechnical engineering, preparation of construction documents, Natural Resources Protection Act permit applications and full time resident construction administration services.

Located in part within State Aid Highways, Sebago Technics' Services included the preparation of grant applications which ultimately secured \$500,000 of State Funding through the MaineDOT Municipal Partnership Initiative (MPI) grants. The balance of the project included Community Development Block Grant (CDBG) and municipal funding.

The sewer separation aspect of the project includes the installation of over 4,700 feet of new storm drains separating over 15 acres of urban development from the City's combined sewer system. The street construction work includes sidewalk reconstruction along Ocean Street and Cottage Road from Broadway to Waterman Drive through the center of the Knightville and Mill Creek Districts. The first phase of the project was constructed in 2011 with the second and final phase completed in 2012.

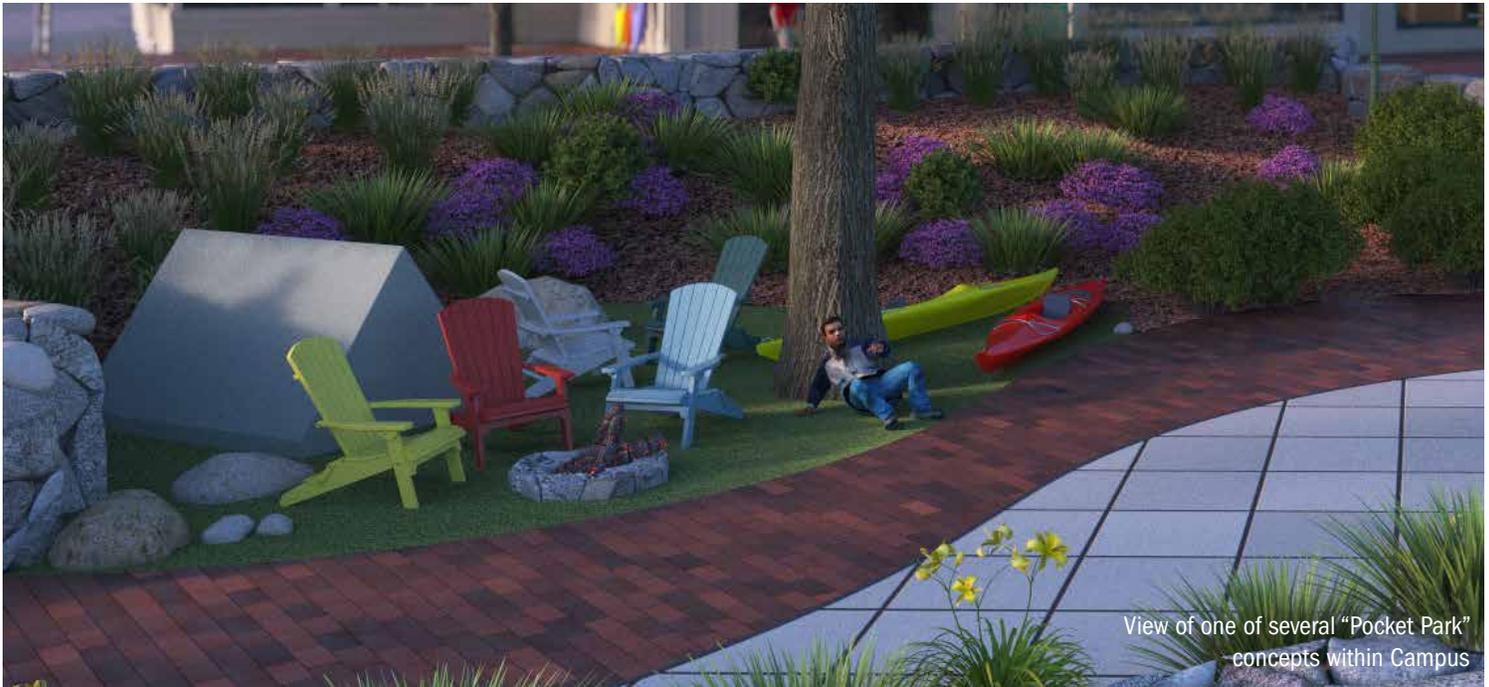
The construction documents developed for this project have become the model specifications for all subsequent municipal sewer separation and street construction contracts issued by the City's Water Resources Protection Department.



New streetscape lends order to narrow street



Pedestrians and vehicles experience a greater balance in the corridor after improvements



View of one of several "Pocket Park" concepts within Campus

Sebago Technics has consulted for L.L. Bean on all of their projects in Freeport since 1992, an eighteen year relationship we are certainly proud of.

Within Freeport Village, we have designed all of the improvements at the Flagship Store Campus, and most recently at Freeport Village Station, the new three-story retail plaza located across Main Street, at the original L.L. Bean Factory Store location. Through all of these projects, we have worked closely with the Town on the design of public streets and sidewalks. Most recently, Sebago Technics led the design for Cross Street Extension, in partnership with the Town of Freeport. Additionally, the implementation of a new Main Street Entry Plaza along Route One and the relocation of Ben & Jerry's into the L.L. Bean Campus.

Grossing millions of visitors annually, the Town of Freeport still looks, feels and operates as a small New England town. Today, we are working to convert large vehicular travel ways in the center of downtown into pedestrian plazas and central green spaces. In addition, we have taken advantage of an impacted brownfield site with significant grade changes to create retail opportunities that expand the downtown without creating more surface parking.



New Hunt Fish - "Boot" Plaza



Bio-retention - Rain Garden, LL Bean Campus, Fall 2009



Proposed amphitheatre - to be constructed

Sebago Technics was retained by the City to redesign their waterfront park into a multi-generational recreational destination. The 7-acre site will serve as an extension of the City's already pedestrian oriented downtown streetscape. A riverwalk boardwalk will serve as the centerpiece of the park, providing direct access to the Kennebec River, and will be complemented by numerous amenities, overlooks and landscape plantings. Access points to the park are designated and designed as "gateways" and are architecturally reinforced spatially by overhead structures and pedestrian plazas.

Redevelopment and enhancement of the waterfront area formerly containing industrial uses into a regional recreation and public access amenity with connectivity provided to Gardiner's historic district. The park features a visitor center, amphitheatre, public boat launching facility with berthing slips, an extensive riverfront boardwalk, and significant green spaces arranged as outdoor rooms to accommodate various recreational activities. This unique project was a collaborative effort involving the City, MDOT, local civic organizations and private sector partners. The visitor center and key locations within the park will feature interpretive signage and diagrams describing the history of the waterfront and its transformation to a regional park facility. Design provisions have been made for the future implementation of a key segment of the Kennebec River/ Rail Trail, linking communities south of Gardiner with the state capitol city of Augusta.



Graphic illustration of new park, boat launch and parking lot



Senator Susan Collins, tours waterfront at opening



## Section 5. References

The following references are provided based on recent experience.

**Charles “Tex” Haeuser**, Planning Director, City of South Portland

Tel. 207.767.7649

Main Contact for an On-Going General Engineering Contract, that includes traffic signal management, participation in bike/ped committee meetings and projects, and interfacing with PACTS relative to grant writing.

**John Foster, PE**, Town Engineer, Town of Brunswick

Tel. 207.725.6654

Point of Contact for the Town on the Main Street Improvements involving the Town, Bowdoin College, and the First Parish Church. He attended all collaboration meetings and witnessed the achievement of a successful outcome.

**Randy Reynolds**, Director of Facilities, L.L. Bean Inc.

Tel. 207.552.2319

Primary contact with L.L. Bean for more than 15 Years. Representative projects have included landscape architecture, survey, traffic and roadway improvements, site civil engineering, wetlands, sidewalks, plaza/open spaces, and recreation facilities.

A solid orange horizontal bar.

## **Section 6. Citations and Notices of Violations**

Sebago does not have any citations or notices of violation to report nor does it have any pending litigation or unresolved claims at this time.