



**Maine Department of Transportation
QUALITY COMMUNITY PROGRAMS
Fiscal Years 2012-2013 Application**

| |
|--|
| Date Application Received |
| <hr/> <i>(For MaineDOT Use Only)</i> |

Quality Community Program Eligibility:

Please indicate which Quality Community Program(s) your project is eligible for. Please place an “x” next to all that apply:

- Transportation Enhancement Program (Up to 80% of total project value)**
- Safe Routes to School Program (Up to 100% of total project value, within 2 miles of a K-8 school)**
- Other Program (please list):**

Section 1: General Information

| | | |
|---|--|-------------------|
| Applicant Name(s): Town of Standish | | |
| Contact Person: Gordon Billington, Standish Town Manager | | |
| Mailing Address: 175 Northeast Road | | |
| City: Standish | State: ME | Zip: 04084 |
| Daytime Phone No.: 207.642.3461 | Email: StandishTownManager@roadrunner.com | |
| <p>NOTE: The following sections of this application request specific project related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.</p> | | |

Section 2: Project Brief

Location of Project: Provide town/city, street name(s) and additional project location references. Attach map showing location of the proposed improvements. Indicate area affected or linked to the proposed improvement(s) especially noting valued community resources, including neighborhoods, schools within two (2) miles, businesses, and village areas.

Standish Corner Village; Standish, Maine (See Project Map and Valued Community Resources Map Appendices A and B)

- A. Rt. 35 (west side) from the George E. Jack Elementary School, through to the emerging business centers located at Standish Corner, the site of the Service Level F intersection at Rt. 25 (0.24 miles)
- B. From the intersection, pedestrian staging areas north on Rt. 35 (0.03 miles)
- C. From the intersection, down Oak Hill Road past two churches and historical landmarks to Oak Ridge Drive (0.3 miles)
- D. From the intersection, westerly down Rt. 25 through Village Center and emerging, revitalized business hub to Village View Rd. (0.2 miles)
- E. From the intersection, easterly down Rt. 25, past historical landmarks and businesses connecting the “Upper” and “Lower” Villages to the lights at Colonial Marketplace (0.4 miles)
- F. Rt. 35 (east side) from the George E. Jack Elementary School, through to the emerging business centers located at Standish Corner, the site of the Service Level F intersection at Rt. 25 (0.06 miles)

Project Summary (*Outline proposed improvements in 30 words or less*):

Connect residential neighborhoods and businesses with the George E. Jack Elementary School and Colonial Marketplace, addressing pedestrian/bicycle traffic through the Rt.25/Rt.35 intersection within the Standish Corner Village's emerging business district.

Section 3: Project Details

Section 3.1 - Estimated Cost of Infrastructure Project

| | |
|---|---------------------------|
| Environmental Evaluation: | 1. \$ |
| Preliminary/Final Design Engineering: | 2. \$ 82,3453.46 |
| MaineDOT Project Design Administration (5% of Preliminary and Final Design line above) | 3. \$ 4,117.27 |
| Right of Way/Land Acquisition: | 4. \$ 2,500 |
| Construction: | 5. \$ 1,416,824.40 |
| Construction Engineering: | 6 \$ 54,896.98 |
| MaineDOT Construction Administration (10% of Construction Engineering line above) | 7 \$ 5,489.70 |
| Total Value of Project (add lines 1 through 6): | 8. \$ 1,566,173.81 |

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

| | |
|---|--------------------------|
| - Cash: | 9. \$ 156,617.38 |
| - In-kind, right of way, or other contributions: | 10. \$ 156,617,38 |

- Please describe local match in detail: Cash match would come from municipal funds dependent upon voter approval and contingent upon grant approval. In-kind would consist of engineering services and public works heavy equipment and personnel involved in site preparation and drainage work for those portions along municipal ways.

| | | |
|---|--------------|--------------------------|
| Total Local Match/Voluntary Contributions: | % 20. | 11. \$ 313,234,76 |
|---|--------------|--------------------------|

| | |
|---------------------------------------|----------------------------|
| Funds Requested from MaineDOT: | 12. \$ 1,252,939.65 |
|---------------------------------------|----------------------------|

Note: The sum of Lines 11 and 12 should equal Line 8 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 8 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

Section 3.2 - Detailed Description of Infrastructure Project and Cost (if applicable)

Provide a detailed description of project work items and/or construction costs from Section 3.1. Note that all infrastructure improvements must comply with the requirements of the Americans with Disabilities Act (ADA).

A detailed cost breakdown by section is contained in Appendix C, Standish Corner Village Sidewalk Cost Estimate.

As described in Section 2 above, there are five (5) proposed sections or segments of sidewalk/pedestrian ways. Sidewalk segment cross sections change by location as noted and as further described by the Street Types Plan Map and Sidewalk Project Diagrams in Appendices D.1 and D.2.

The detailed cost estimate was prepared by MRLD LLC in partnership with BH2M for civil engineering support.

LED lighting and an esplanade with trees thirty (30) feet apart are included in most segments. While included in this grant application for information, funding for those items (totalling \$1,168,800) would be sought from other sources such as tree canopy grant and EECBG grants administered by Efficiency Maine and are not included in the request from MaineDOT.

Section 3.3 - Project Description and Demonstrated Needs

Describe the proposed project and scope: *Attach diagrams, maps and/or correspondence that will help provide a clear description of the proposed scope.*

(See Appendices A, B, D.1 and D.2)

Project Scope: Construct approximately 1.3 miles of sidewalks and other transportation improvements through the Town's most central village area to connect businesses, elderly housing, residential neighborhoods, schools and the village recreational complex. The project includes pedestrian 'safe harbor' landings at all corners of the service-level F Route 25/35 intersection, school and pedestrian crosswalks, and improved storm water solutions. It also provides for walk lights and traffic signage to improve traffic flow and minimize driver confusion.

Describe why this project is important to your community/region and worthy of funding:

This Transportation Enhancement grant, if awarded, will transform the town's most central village area. This project will serve the town in two ways:

1. Address treacherous travel conditions within the village center and
2. Spur economic development.

Standish is a sprawling, auto-oriented community with little infrastructure and no public space. After 4 years of study and analysis by citizen committees, the Town Council, Town staff and broad citizen input, we have concluded that sidewalks and municipal improvements along our village roads are the highest priority need for the Town to evolve to a vibrant village crossroad community that will serve our citizens as well as those of other rural communities who pass through Standish during their commute to and from Portland.

We believe the project will be a catalyst for building additional town infrastructure and improving significant safety issues, while supporting and growing our fragile business economy. Sidewalks will connect existing residential neighborhoods and local businesses through a treacherous intersection along major state routes to the community-centered George E. Jack Elementary School. This neighborhood interconnectivity will provide a positive stimulus to economic development in the emerging Village Corner business district, towards the Colonial Marketplace, and provide pedestrian connection between our 'Upper' and 'Lower' Village areas.

Describe the Transportation Values: *Each project should serve primarily transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, or enhances the use of the transportation system and the transportation environment.*

(See Appendix E for Existing Conditions Photos)

This Project will be the first step to reduce the focus on the automobile as the only mode of transportation in Standish. It will establish an interconnected sidewalk network to encourage pedestrian and bicycle traffic.

- A sidewalk and school crosswalk along the northerly side of Rte. 35 across from the George E. Jack School will mitigate the dangers of a deep drainage ditch and lack of shoulders along the road. (School Letter Appendix F)

- Sidewalks through the Village Center will serve to separate bicycles and pedestrians from fast-moving through traffic in and around the 25 / 35 intersection and along Rte. 25 towards our current retail hub known as Colonial Marketplace.
- Improvements to the service-level F intersection of Routes 25 and 35 will provide walk signals and pedestrian / bicycle staging areas at the four corners.
- Improved directional signage will work to alleviate driver confusion and unsafe turnarounds in private driveways and at the intersection.
- Sidewalks will reduce the vehicular-focused congestion that discourages commuters from stopping at Standish businesses, restaurants and other services.
- This project will provide a solution to regional transportation challenges caused by the 'Service Level F' intersection of Routes 25/35.

Describe the Positive Impacts on Community:

As part of the overall growth plan, the installation of sidewalks would be the first step to launch the Village Center Implementation Design Plan. Sidewalks will:

- Create critical mass and encourage economic development,
- Promote pedestrian and bicycle activity within the Village Center business community,
- Provide neighborhood interconnectivity,
- Encourage stop-and-shop behavior in the village area,
- Connect the George E. Jack Elementary school with an important Village Center; Support the school's emergency evacuation plans, Reduce the number of students who require bus transportation, and Promote use of recreational facilities located on the school grounds,
- Provide pedestrian access along several historic sites,
- Provide walking opportunities for residents of two elderly housing projects in the Standish Corner area, and help to make Standish conducive to the development of more elderly housing projects, and
- Lay the groundwork for Standish's Quality of Place goals as outlined in the Village Center Implementation Design Plan, developed under the GrowSmart Maine Model Town program.

Describe Regional Benefits:

- Standish Corner Village is a critical local and regional crossroad. Routes 25 and 35 provide direct connections from the east for the greater Portland area and from the west to the greater Sebago Lakes Region and into New Hampshire.
- Standish is the Gateway to the Pequawket Trail Scenic Byway and is the largest Town closest to the eastern New Hampshire border. If Standish manages growth responsibly it could become a key economic center this side of the New Hampshire border.
- A thriving Village Center at the 25 / 35 intersection would provide new experiences and opportunities to commuters passing through Standish.
- While Routes 25 and 35 form a major state intersection for commuter traffic, Standish citizens are also trying to live and work here safely. This Project will attempt to reconcile both needs.

- The 2007 Gorrill-Palmer Route 25 / 35 Corridor study recommends developing a network of local roads to form a grid of interconnectivity around the failed intersection. By implementing those recommendations, Standish could be a model for other towns trying to improve similar traffic flows. (See Appendix G Gorrill Palmer Roadway Plan)
- Standish has joined into an agreement that includes the Towns of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham to design and develop a Regional Comprehensive Plan for the Sebago Lakes Region as facilitated by the Greater Portland Council of Governments.

This effort, supported by the State Planning Office and Maine Department of Transportation, will focus on regional land use, transportation and economic development planning to be consistent with the State's Growth Management Goals. Inclusion of the lessons learned from Standish's efforts to implement the Growth Area 2 (Standish Corner) recommendations from its Comprehensive Plan would benefit this regional effort.

Describe the Demonstrated Needs:

- Pedestrian activity is treacherous in Standish Corner Village. DOT has classified the dangerous Routes 25 and 35 intersection as 'service-level F' and it is unsafe for vehicles, bicycles and pedestrians alike.
- The intersection is a high crash location with traffic counts that have increased dramatically over the last 25 years. Recent business growth has added pressure to the intersection and traffic levels are steadily increasing. (See MaineDOT 2006 Average Daily Traffic and Traffic Count Over Time Diagrams at Appendix H)
- The intersection currently has no walk signals or staging areas/sanctuaries at the four corners for pedestrians and bicyclists.
- Traffic congestion and unsafe conditions in the village area are detriments to the growth of economic activity.
- Since the George E. Jack Elementary school is only safely accessed by car, 100% of the student population must be transported by bus or automobile. Most communities are able to support some student population that can walk to school, thereby shortening bus routes and creating fitness opportunities.
- During special events at the school, cars parked along Rte. 35 have fallen into the deep drainage ditches along Rte. 35. Improved stormwater drainage and sidewalks will correct this unsafe situation.
- Sidewalks will improve the school's emergency planning by providing safe walking access to the evacuation staging area located at the Congregational Church. Presently the students are expected to walk the unsafe roads to the staging area.
- Summer recreational programs located at the school must be supported by bus. Even a short walk to a local ice cream shop is not possible.

Describe How the Project Brings New Opportunities for Public Benefit:

Standish is poised to become a vital, regional town that can serve the communities northwest of Portland. Since 2003, the Town has focused its planning efforts on transforming our rural, sprawling community into a vibrant, thriving village crossroads that will serve its citizens and those of other rural communities who commute through Standish to and from Portland. A sidewalk network in the Standish Corner Village growth area will connect key entities, resources and institutions within our community and encourage revitalization. (See Appendix I List of Businesses Along Sidewalk Route and Appendix B Map of Valued Community Resources) The visioning is done, the planning and ordinance changes are imminent, and we are nearly 'shovel ready'.

- A vibrant pedestrian environment promotes growth, encourages density and enables an emerging business community.
- A safe pedestrian environment will allow the emergence of an 18-hour economy for local business and residents.
- Standish residents must travel to other communities for most of their needed goods and services. A thriving business community will provide those services to residents locally.

- Building a community with 'sense of place' will help attract the brightest and most talented labor force needed to compete in today's economy.
- Sidewalks promote a sense of community and allow opportunities for citizens to gather.
- A strong village community identity will encourage new populations that will live AND WORK in Standish.
- The Growth Plan puts additional densities into the Standish Corner growth area. Along with that density come increased needs for public space and the access to it. Currently, the only public space for this growth area is the George E. Jack School. As the village grows, and use of the school grounds becomes more intense, safety issues that are already evident will be greatly magnified. (see Letter from School, Appendix F).
- Sidewalks to the school will enable the promotion of a 'Walk to School' campaign.

Describe How Your Project Meets State Planning Goals/Economic/Tourism Benefits: *A project that will enhance or enable a livable, compact community that has the potential to improve quality of life, thereby enhancing the economic vibrancy of a community or region.*

The Comprehensive Plan was written with the help of the Greater Portland Council of Governments and was readily approved by the State in 2006. (See Appendices J to J.4 for Comprehensive Plan Executive Summary, Land Use Map, Actual Growth Patterns, Transportation Inventory Analysis, Goals and Strategies, and Survey Information and Public Outreach Process) Since then, Standish has been extremely proactive in its implementation. As directed by the plan, the first step was to commission MRLD, LLC (Yarmouth, Maine) to develop a Village Design Master Plan that would encourage future growth to our most central growth area at Standish Corner. (See Appendix K Extracts from Village Design Master Plan) (Also See Appendix S for List of State Management Goals Addressed by the Town's Growth Plan and the Sidewalk Project)

In line with state planning goals, the Plan identified three areas of concern:

- 1) The linear nature of the village area along the arterials made it ripe for sprawling development,
- 2) Growth pressures and existing zoning regulations were threatening rural character, and
- 3) The emergence of a thriving village center around the failed 25/35 intersection is unlikely without population density and a safe pedestrian environment.

The Plan recommends that the town:

- Redefine the linear boundaries of the current village area to a more compact design,
- Reduce lot sizes and encourage village density to support a thriving business economy,
- Allow mixed uses and diverse housing types and,
- Create a sense of place with municipal infrastructure and public spaces.

This Transportation Enhancement grant, if awarded, will be the first step to help Standish achieve these goals. It will:

- Enhance the quality of life and community pride,
- Create an environment for fiscally sustainable growth,
- Encourage and enable an 18-hour economy,
- Act as a springboard for further economic development opportunities, and
- Help to establish Standish as a destination versus a pass-thru community of commuters.

Describe the Potential Safety Improvements:

The Project will provide many safety improvements that will work to stimulate the development of a vibrant Standish Corner Village:

- Improve a service-level F intersection with infrastructure upgrades that include pedestrian staging areas, crosswalks and walk lights, and new directional signage to alleviate traffic driver confusion,
 - Alleviate the growing safety concerns that new business development is causing,
 - Provide greater pedestrian and bicycle access to both the students at the elementary school and also the citizen participants of recreational and other town activities located on the school property,
 - Provide a safe evacuation route from the school,
 - Mitigate unsafe shoulders and deep ditches along major arterials, and
 - Provide a safe harbor for passing emergency vehicles.
-

Section 4: Community Support

Provide information on the consultation and support for the project by the community: *Identify public discussion processes that occurred in the development of the proposal. Identify organizations that pledged their support of the project and the roles they plan to play in project implementation. Possible project partners may include school officials, local traffic engineers, community members, municipal officials, law enforcement agencies, public health agencies or organizations, local elected officials, and other not-for-profit community groups. Include as attachments letters of support.*

The seeds for this Project began in 2003 with an extensive planning effort that is ongoing today. The planning efforts, growth studies and ordinance implementation by the Town (described in the following section) required significant citizen outreach and public involvement.

- 2003 --2006 Standish Comprehensive Plan: Process involved considerable citizen input leading to SPO approval in 2006. (See Appendices J.3 and J.4 Future Land Use Map and Survey Information and Public Outreach Process)
- 2006 – 2008 Village Design Master Plan: Facilitated by a services contract with MRLD, LLC, citizens were engaged over a two year period to develop a master plan for Growth Area 2 of Standish Comprehensive Plan known as Standish Corner. (Appendix K)
- 2007 – 2010 GrowSmart Maine Model Town Project: Working with the Town of Standish, GrowSmart Maine facilitated citizen-led efforts to implement “smart growth” strategies from Standish’s new Comprehensive Plan. Numerous public meetings were held employing such tactics as key pad polling to develop consensus visioning. Primary focus was placed on the Standish Corner Growth Area. (See Appendix L for GrowSmart Visionary Pictures)
- 2008 – 2010 Standish Corner Village Implementation: Again facilitated by MRLD, LLC and GrowSmart Maine, a citizen’s committee developed a comprehensive set of land use ordinances and regulating plan to implement the smart growth principles envisioned by the Comprehensive Plan for Growth Area 2, Standish Corner.
- Participation of many groups has provided the vision and support for the Town’s planning effort. This has included citizens from within and outside the project district, elected officials, the Town Manager and staff from Planning, Public Works, Recreation, Public Safety Departments and representation from MSAD#6, Greater Portland Council of Governments, MRLD, LLC of Yarmouth, Maine, and GrowSmart Maine.
- As the sidewalk project has been further defined, letters of support have been offered from area businesses, the Sebago Lakes Region Chamber of Commerce, GPCOG and fire and safety endorsements. (See Appendices M Letters of Support) Together with the Standish Town Council action, there is clearly broad community support for this project.

Is a municipal official where the project is located certified to locally administer the project? Yes No

Is the municipality willing to become LAP Certified? Yes No

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with Federal, State, and Local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at: <http://www.maine.gov/mdot/lap/lpa.php>

Section 5: Sensible Transportation Planning Bonus Points

Please Note: Your community may receive additional bonus points if it has met some of the criteria listed below. To be eligible for these bonus points, please answer the following questions:

Does your community have an approved Comprehensive Plan or Community Transportation Plan that has been found consistent by the State Planning Office or MaineDOT? Yes No **If yes, please list the year it was found consistent:**

If applicable, please outline relevant ordinances and policies that have been enacted to support the Comprehensive or Transportation Plan by promoting and encouraging compact development patterns in growth areas.

As a result of its recent planning efforts, Standish is well positioned to take advantage of this Transportation Enhancement Grant opportunity.

- Standish Comprehensive Plan was approved by the State in 2006.
- The Comprehensive Plan Land Use Map identified Standish Corner as a preferred growth area. (Appendix J.3) This growth area is already served by public water making it a prime location for higher density growth.
- The Town commissioned MRLD, LLC (Yarmouth, Maine) to develop a Village Design Master Plan that would direct future growth to Standish Corner. (Appendix K) This development pattern would be in contrast to the poor growth pattern following the 1990 Comprehensive Plan. (Appendix J.2)
- The Route 25 / 35 Corridor Study, prepared for the Town of Standish by Gorrill-Palmer Engineering, was completed in 2007. It recommended the development of a series of local roads around the Rtes. 25 / 35 intersection and along these major arterials to alleviate safety concerns and congestion problems. (Appendix G)
- Standish was selected by GrowSmart for its Model Town program of 2008. GrowSmart contributed substantially to the growth plan. The resulting Village Design Implementation Plan was received by the Town Council in March 2010. Its recommended Regulatory Plan is currently under review by the Ordinance Committee for implementation.
- The Town does have an ordinance that requires developers to put in sidewalks but this has resulted in a random pattern of disconnected and dissimilar sidewalks. (See Town Roadway and Sidewalk Ordinance and Maps Appendix N)
- Standish has worked with the Portland Water District, other municipalities within Cumberland County and community agencies in support of the Sebago Lake to the Sea Trail project. (See Appendix O)
- Standish received a ReCOGnition award from GPCOG in 2004 for Innovative Planning for developing an initial Standish Village Roadway Plan based on original Range Roads. (See Appendix P)
- The Town has worked with neighboring communities and the 113 Corridor Committee to promote the Mountain Division Rail Line and for designation of Route 113 as the Pequawket Trail Scenic Byway. (See ReCOGnition Award Appendix Q)

- As mentioned under regional benefits, the Town has entered into an agreement with the communities within the Sebago Lakes Region of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham, to develop a Regional Comprehensive Plan with focus on land use, transportation and economic development planning.

The timeline below includes the major studies and ordinances enacted by the Town in support of the Comprehensive Plan and its Transportation Plan strategies:

- Two-tier Growth Cap Ordinance (2006)
- Elderly Housing Ordinance (2006)
- Accessory Apartment Ordinance (2007)
- Gorrill Palmer Roadway Plan (2007) adopted by Ordinance
- Town of Standish Sidewalk Plan Ordinance (2007)
- GrowSmart's Maine Model Town (2008)
- Village Design Master Plan (2009)
- Standish Corner Village Design Implementation Plan (2009)
- Conservation Subdivision Ordinance (2010) (in process)
- Standish Corner Regulating Plan (2010) (in progress)

If applicable, please describe any regional efforts with surrounding municipalities that your community has undertaken to promote and encourage compact development patterns in growth areas.

- As mentioned under regional benefits, the Town has entered into an agreement with the communities within the Sebago Lakes Region of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham, to develop a Regional Comprehensive Plan that will be consistent with the State's Growth Management Act. Standish's lessons learned will be shared with this effort.
- In 2007 Standish engaged Gorrill-Palmer Engineering to perform an access management study of the Route 25 corridor within Standish to address traffic management along this east-west arterial. The plan not only addresses issues that are detriments to business and residential development in the Comprehensive Plan's Growth Area 2 (Standish Corners) but also issues that effect commuter access to the population nodes to the west of the Town.
- Standish received an Award for Best Practices in Regional Collaboration with the Towns of Baldwin, Hiram, Brownfield and Fryeburg in 2009 from the Greater Portland Council of Governments as part of the Route 113 Corridor Committee for (1) adoption of a regional economic development strategy to bring jobs to the communities to offset the need to commute for jobs, (2) for State designation of Route 113 as the Pequawket Trail Scenic Byway, and (3) for seeking and obtaining a State policy commitment to restore the Mountain Division Rail Line. This latter commitment resulted in successful bond packages to first perform a feasibility study and purchase remaining rights of way and then to begin restoration of this alternative mode of transportation to service growth areas. (Appendix Q)
- Standish also was recognized by the Greater Portland Council of Governments with a 2010 Regional ReCOGNition Award for its innovative solutions for growth planning initiatives and these best practices have been shared with neighboring communities (Appendix R).

Section 6: Authorized Signatures

An authorized representative of the city/town and applicant/sponsor must sign the application.

Municipal Official: (check one) **Applicant** **Endorsement**

Name: Gordon Billington

Title: Standish Town Manager

Phone#: 207.642.3461

Email: StandishTownManager@roadrunner.com

Signature

Date

Applicant/Sponsor (if different)

Name:

Title:

Phone#:

Email:

Signature

Date

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and State Standards and ADA Guidelines.

Send all application information as follows: Applications must be received no later than 4:00 PM (EST) on July 1, 2010. Seven complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Attn: Dan Stewart
Bureau of Transportation Systems Planning
16 State House Station
Child Street
Augusta, ME 04333-0016

