



REQUEST FOR ACTION BY BOARD OF SELECTMEN

DATE SUBMITTED: June 26, 2015	<input checked="" type="checkbox"/> ACTION
DATE ACTION REQUESTED: July 6, 2015	<input type="checkbox"/> DISCUSSION ONLY
SUBJECT: York Village Revitalization Preliminary Engineering and Design Development Proposal	

DISCUSSION OF OPTIONS AVAILABLE TO THE BOARD: The Town of York and the York Village Study Committee (appointed in 2011 by the York Board of Selectmen) have been working together to put the village back in York Village for both residents and visitors.

- On Monday March 3, 2014 The Town of York, through the York Village Study Committee solicited Statements of Qualifications for planning, design, engineering and project management services for the York Village Masterplan, Design & Construction Documentation in historic York Village, Maine.
- On August 11, 2014 the York Board of Selectmen approved the Village Study Committees recommended phasing proposal for the York Village project and also awarded a contract to The Consultants of Downtown Revitalization Collaborative (TDRC) to complete the phase 1 (The Master Plan for York Village).
- On Thursday April 20, 2015 The Consultants of Downtown Revitalization Collaborative (TDRC) submitted the finalized York Village Master Plan to the Town of York and the Village Study committee completing this phase.
- On May 18, 2015 at 8:30 The Consultants of Downtown Revitalization Collaborative (TDRC) and the York Village Study Committee presented the York Village Master Plan to the York Board of Selectmen.

RECOMMENDATION: The Village Study Committee recommends the extension of the Town's contract with The Consultants of Downtown Revitalization Collaborative (TDRC) so they can continue their work on the next phase of work – the Schematic Design/Preliminary Engineering and Design Development Phase.

PROPOSED MOTION: I move to approve the extension of the Town's contract with The Consultants of Downtown Revitalization Collaborative (TDRC) in the amount of \$304,060 so they can continue their work on the Schematic Design/Preliminary Engineering and Design Development Phase of the revitalization of York Village as proposed.

FISCAL IMPACT: \$304,060

DEPARTMENT LINE ITEM ACCOUNT: 216.0000.8001

BALANCE IN LINE ITEM IF APPROVED:

PREPARED BY: Dean Lessard REVIEWED BY: _____



June 19, 2015

York Village Study Committee
Town of York

RE: Proposal, York Village Revitalization Schematic Design / Design Development Phase

Dear Committee Members,

As a member of the Downtown Revitalization Collaborative (TDRC), I am pleased to present this proposal for professional design and engineering (D&E) services for the technical design phase of the York Village Revitalization Project. As the lead consultant for this phase of the project, I will work closely with our core TDRC members Milone & MacBroom and Landmark Corporation. Due to the technical nature of this phase of work, TDRC requires additional professional support. Bennett Engineering will provide mechanical and electrical engineering services related to overhead and underground utilities, lighting and electrical design. Summit Geoengineering Services will provide geotechnical testing and analysis services. Our team has also asked Gamble Design to spearhead the development of the Village identity / sign program, which is an integral component of the Master Plan recommendations for the Village. Gamble Design will work directly with the Study Committee through this process, which is a necessary precursor to the inclusion of wayfinding signage in a future Bid Document Phase(s). Please reference the attached project team organizational chart for more information. *Please reference the attached Figure 1 graphic.*

The Schematic Design / Design Development Phase of work will advance the conceptual ideas of the Master Plan through technical analysis, design and engineering to an advanced level of construction documentation (CD). This level of design will allow us to more accurately compile probable construction costs and opportunities for phased implementation. It will also allow the Town to show granting agencies a level of commitment and readiness that is often essential for funding, and it will ensure an easy transition to Bid Documentation and Bidding once the phasing is determined and funding is in place. Our team recommends a 75% CD level, which will sufficiently advance the project without requiring a duplication of services in the Bid Document phase. This level of D&E will allow the team to develop a Phase One construction budget for inclusion in the 2016 Town warrant. Remaining D&E fees related to the Bid Document phases would be included as part of future funding processes – either through grant funding or as part of warrant articles to be approved at Town meeting. *Please reference the attached Figure 2 graphic.*

For a complex project as this, the typical D&E costs for 75% Construction Drawings fall around 7.5% of the cost of construction, estimated to exceed 3.1 million dollars, depending on the extent of underground utility work. Our proposed fees include the typical D&E for 75% Design as well as supplemental services to expand the survey area, perform geotechnical analysis, meet project requirements of the Maine DOT (including additional public outreach, if necessary), underground utility design, as well as sign program development for the Village center. *Please reference the attached Figures 3-4 graphics.*

The Master Plan's estimated hard costs for right-of-way improvements included several scenarios for placing utilities underground as well as an option for adjusting overhead utilities. Hard costs (including contingency) reflected a range of 3.1 million up to \$11.4 million, depending upon the level of underground utility work – as described in pages 81-86 of Section 4.4 in the Master Plan Report. As part of this project, our team

proposes to advance the planning for both underground and overhead utilities, which will allow us to evaluate the cost and feasibility of underground options and to coordinate stormwater infrastructure accordingly. This cost-effective approach will enable our team to better calibrate the probable costs for relocating utilities underground and allow the Town to make informed decisions related to the phasing and implementation. It will also give the Town the flexibility to implement underground utilities in the future or to bid underground utilities as an Add-Alternate during the Bid Phase.

The D&E team has been requested by the Town to advance the project through the Phase I process of the Maine Department of Transportation's Local Project Administration. This process is fairly intensive, but it will allow the Town to secure the DOT's formal approval of the roadway design, which will be essential for positioning the Town to advance through the bid document phase under a DOT funding scenario. Milone & Macbroom will lead this effort for the Downtown Revitalization Collaborative.

The scope also includes a Design & Engineering Contingency to cover limited expenses, fees, or scope of work adjustments that may be necessary and/or requested during the course of the project. There are a number of unknowns, such as the extent of utility conflicts or additional technical design fees that may be required from utility agencies, for which this contingency is intended. Services and fees outside of the defined Scope of Services will be billed against the contingency. The attached Proposal Narrative describes the D&E process, and the Scope of Services provides a summary of our roles and responsibilities and fees by section. Our fee proposal covering this phase of work as described above and in the accompanying documents is \$304,060 inclusive of the technical allowances and the D&E contingency.

On behalf of the Downtown Revitalization Collaborative, I thank the Committee members for the opportunity to continue our work on the York Village revitalization effort and for your consideration of this proposal. I look forward to meeting with you on Thursday, June 18, to discuss the outlined scope of services and fees and to answer any questions you may have. In the meantime, please do not hesitate to contact me if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Regina Leonard', written in a cursive style.

Regina Leonard
Maine Licensed Landscape Architect

29 Bridge Street
Topsham, ME 04086

June 19, 2015

YORK VILLAGE REVITALIZATION PROJECT
SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE
OVERVIEW

SCHEMATIC DESIGN / DESIGN DEVELOPMENT PROCESS

SCHEMATIC DESIGN. During Schematic Design (SD), specific areas from the master plan will be taken to the next level of detailed study. Normally, this process precedes the Design Development Phase, but for this project, it will occur simultaneously. Schematic Design includes the development of more detailed plans that respond with greater accuracy to existing site conditions, circulation, and access issues. For the York Village Revitalization SD/DD Phase, these areas will likely include the central plaza spaces, the Ciampa Building frontage, and the expanded streetscape spaces adjacent to the Berger Building, Daisy Jane's, and the Historical Society Building, as well as the intersections within the project boundary.

DESIGN DEVELOPMENT. The Design Development (DD) Process builds upon the initial design documents from the Master Plan and schematic phase and takes them one step further. This phase explores and lays out the various technical components and details of the project, including the roadway alignment, underground and overhead utilities, stormwater, and streetscape and other features. Additional survey and analysis may be necessary as the project moves forward. During the Design Development Phase any issues left unresolved at the end of schematic design are typically addressed, and at a scale that minimizes the possibility of major modifications during the bid documents phase. This phase of work provides the refinement necessary to define accurate probable costs and detailed recommendations for phasing.

This project will incorporate the Maine Department of Transportation's (MDOT) Phase I Local Administration Project (LAP) process through 50% design. Completion of the Phase I process will ensure that the Maine DOT has reviewed and officially sanctioned the critical design and engineering aspects of the project, including the roadway alignment and grading as well as the management of storm water. We proposed that, for this project, the DD plans be advanced beyond the Phase I design to a 75% construction document level, which will provide efficiency for the Bid Document Phase(s) of the revitalization process. Any Maine DOT funded projects would follow the Phase II process during the Bid Document phase, when the exact parameters of work are fully defined.

Following are some of the anticipated components of the DD process:

1. **DESIGN SURVEY-BASE PLAN PREPARATION.** At the start of the DD process, our team will field verify and collect any necessary supplemental survey data, such as specific spot elevations and stormwater outfalls, that is necessary for completing technical design. The survey will also include additional areas called out for future development in the Master Plan, including the parking and drainage areas behind the York business block, associated alleys and the Fire Station lot. The base plan preparation will also include the input of the Master Plan concept and schematic design information into AutoCAD. A Right-of-Way Plan, as described in subsection 3, will also be developed. This plan will not be certified in this phase of work.

2. **GEOTECHNICAL SERVICES.** We anticipate the need to gather subsurface information in order to evaluate the existing and future roadway bed and ledge profiles. Geotechnical data from field borings will be analyzed to determine the structural stability and construction requirements for the road infrastructure.
3. **ROADWAY INFRASTRUCTURE / CIVIL DESIGN.** The first step of the Design Development Phase refines the roadway alignment to adjust for design speed, emergency access and desired levels of service. During this process, the traffic engineering staff will work closely with the landscape architect to ensure that the horizontal alignment preserves the intent of the Master Plan. Before finalizing the alignment, the Design & Engineering (D&E) team will seek input on the roadway provisions from specific regulating agencies and stakeholders, such as the bicycle-pedestrian advocates and the Fire and Police Departments. Additional traffic data analysis may be required in this phase in order to validate the final layout performance. Critical sections and vertical profiles, which examine the cross grades of the roadway and adjacent areas, will also be developed to inform the stormwater design and to ensure that the roadway meets existing fixed points, such as thresholds of buildings and adjacent streets and sidewalks. Anticipating future funding by MaineDOT, the D&E team will complete the Phase I Local Project Administration (LAP) design process.
4. **STORMWATER / UTILITY COORDINATION.** The D&E team will prepare necessary drainage calculations to design the appropriate stormwater system. This will include an evaluation of the stormwater flows, volumes, and existing infrastructure to determine design impacts, necessary upgrades and integration with the proposed improvements. The team will also investigate scenarios for green stormwater treatment, including probable costs, so that the Town can evaluate and select the appropriate approach. This evaluation will assist the Town in meeting applicable MS4 stormwater quality requirements. The D&E team will continue to work closely with the utility stakeholders to identify impacts, upgrades, needs and costs related to the revitalization improvements, including moving utilities underground. Planning for stormwater improvements will be closely coordinated with underground utility locations to ensure that the Town is able to implement in phases, if necessary. The team will alternatively plan for adjustments to overhead utilities in case underground scenarios are cost prohibitive. This approach provides cost estimates for both options and opens possibility for bidding underground utilities as an add-alternate in the future.
5. **LIGHTING / ELECTRICAL DESIGN.** In the DD phase, the D&E team will work with the Town/Committee to select the desired streetlight style and features. We will work with the manufacturer to refine the spacing and develop a detailed photometric plan that meets the applicable lighting standards. The D&E team will also coordinate with the Energy Steering Committee to ensure that the lighting meets the desired performance levels. An electrical design for street lighting and electric supply services will be developed by the team's Electrical Engineer. Cost estimates will also be prepared for lighting and electrical service. Electrical design will also incorporate any CMP standards for utility relocation underground, as described under Section 4.

6. **STREETSCAPE / OPEN SPACE DESIGN.** As noted under Schematic Design, significant areas of the streetscape / open space will be refined to a higher level of detail. This work will also include a detailed assessment of the soils and existing street trees (species/condition/potential impacts from construction). This information will inform the landscape approach, including supplemental tree plantings within the public right-of-way. Plan details will be developed to explore landscape features and patterns, including paving, plantings, site furnishings and other design elements. These details will be shared with the Committee / Town for input prior to finalizing the plans. Further exploration of parking management systems will also be conducted as part of DD. We anticipate that this will be an iterative discussion between the Town / Committee and the D&E team in order to select the most appropriate solution.
7. **SIGN PROGRAM DEVELOPMENT.** The DD phase presents a perfect opportunity to develop a sign program for York Village. While the Master Plan suggested potential locations and types of signs, it did not specify the style, size or designs. The D&E team recommends including a graphic design consultant to work directly with the Town and Committee to develop specific signage, details and costs prior to the Bid Document phase. This effort is an important branding, marketing and wayfinding tool that is integral to the success of the implemented project. The Design & Engineering Team envisions Sign Program Development as a parallel effort that works directly with the York Village Study Committee and Sign Committee. This work would also include a separate public outreach effort.
8. **DESIGN & ENGINEERING ALLOWANCES.** The scope of services includes allowances for water and sewer relocation in the event of conflicts and Central Maine Power fees for transformer design options. Associated fees necessary for the performance of work will be charged against the allowances.
9. **COMMITTEE MEETINGS / PUBLIC MEETINGS.** The SD / DD phase includes six meetings with the York Village Study Committee to review the project at key points when input is most valuable, including review of the horizontal roadway alignment, schematic design and materials specifications, and at critical points of the technical design process. Throughout the project, the D&E team will work closely with core representatives of the Committee and Town staff on the technical aspects of the project. Project management is assumed to be by the Town. The D&E team will hold two dedicated public meetings to review the roadway alignment and preliminary plans following Maine DOT's outlined Phase I LAP process. The D&E team anticipates one additional presentation / public hearings via the Select Board to present the 75% Plans, final cost estimates & phasing recommendations. A separate outreach process is envisioned for Sign Program Development, which is described under Section 7.

DELIVERABLES, see following page.

DELIVERABLES.

- I. Maine DOT LAP Phase I completion (50% Design)
 - a. Anticipated Materials:
 - Horizontal / Vertical Alignment
 - Cross Sections and Profiles (up to 60)
 - Typical Sections showing pavement depth, type and depth of base/sub-base, and curb type
 - Drainage Scheme showing underdrains, basins, culverts, ditches, and outlet locations
 - Memo describing any proposed design exceptions to the control criteria
 - Proposed Pavement Design
 - Engineers estimate using Maine DOT line item numbers
 - Guardrail and retaining wall locations, if applicable
 - Preliminary Design Report
 - b. LAP-Required Public Process:
 - Public Meeting to review Horizontal / Vertical Alignment
 - Public Meeting to review Preliminary Design Report / Plans
- II. 75% Design
 - a) Anticipated Drawings:
 - Right-of-Way Plan
 - Baseline Construction Layout
 - Construction Notes/Legend
 - Details (Civil, Electrical, Landscape)
 - Critical Sections & Vertical Profiles (Up to 30)
 - Existing Conditions / Demolition Plan
 - Pavement Markings / Signage Plan
 - Streetscape / Landscape Plans & Plan Details
 - Electrical Plan (Lighting)
 - Electrical Plan (Underground / Overhead Utilities)
 - b) Outline Specifications
 - c) Refined Cost Estimates & Phasing Recommendations
- III. Sign Program Design Summary, Costs & Phasing Recommendations

FIGURE 1. PROJECT TEAM ORGANIZATION

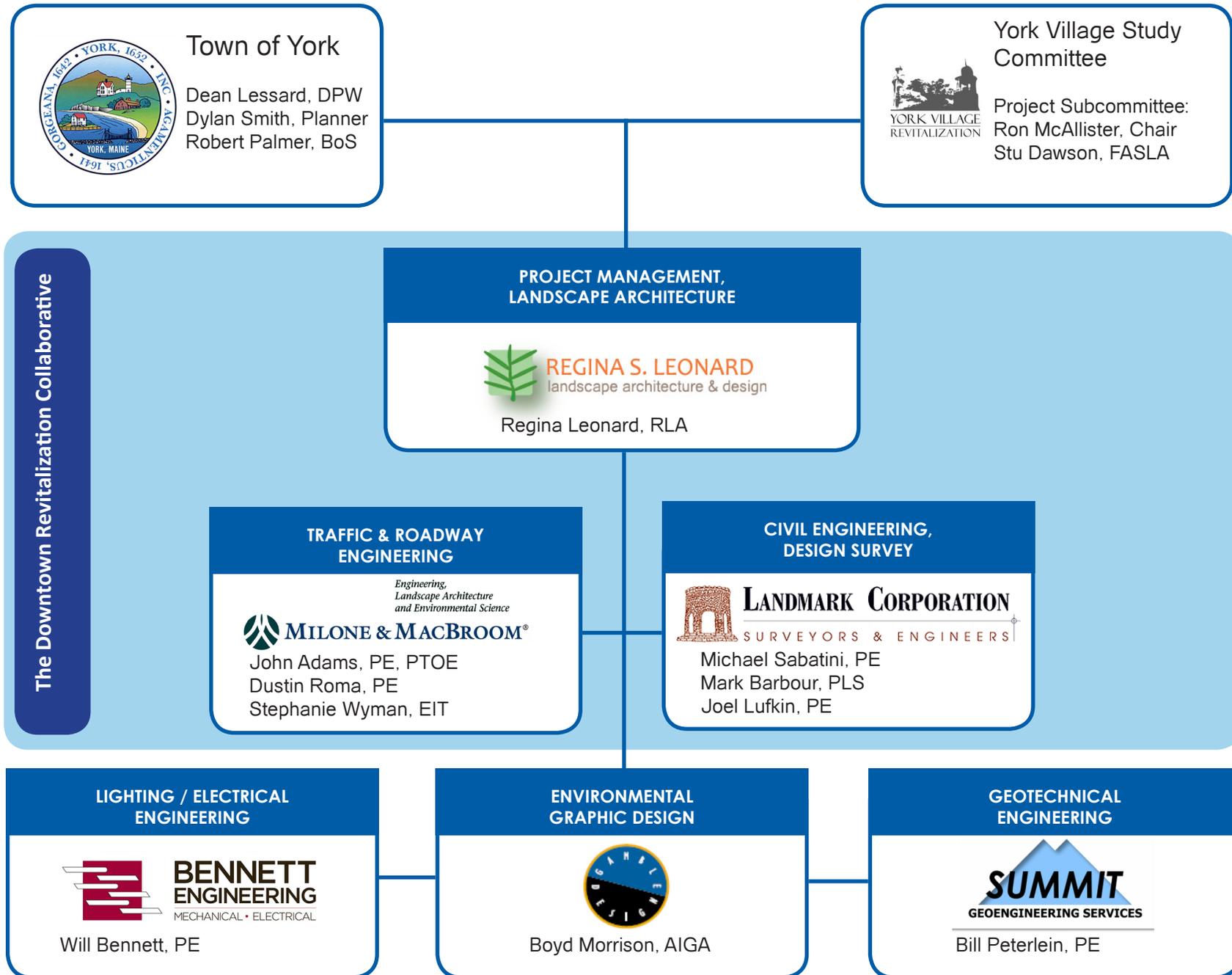
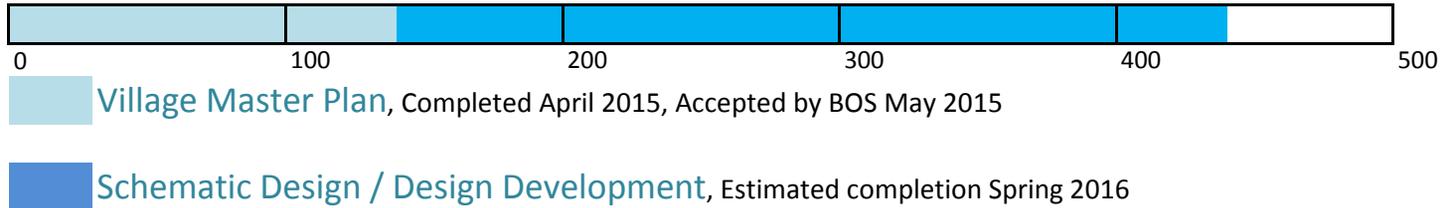
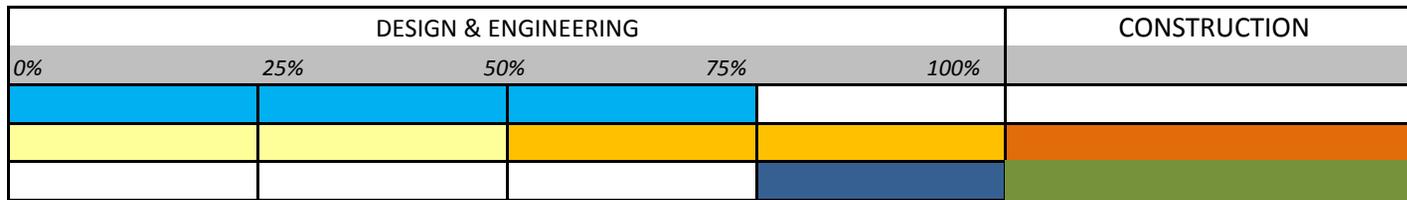


FIGURE 2.

PROCESS / BUDGET



ROAD TO BID DOCUMENTS & CONSTRUCTION



- 75% Design (this proposal)
- Bid Documents (100% Design) & Construction (future)
- Construction Phase
- MDOT LAP PHASE I PROCESS - to be completed in conjunction with this project
- MDOT LAP PHASE II PROCESS - to be completed in conjunction with bid documents (future)
- MDOT LAP PHASE III PROCESS - to be completed in conjunction with construction (future)

FIGURE 3.

75% DESIGN

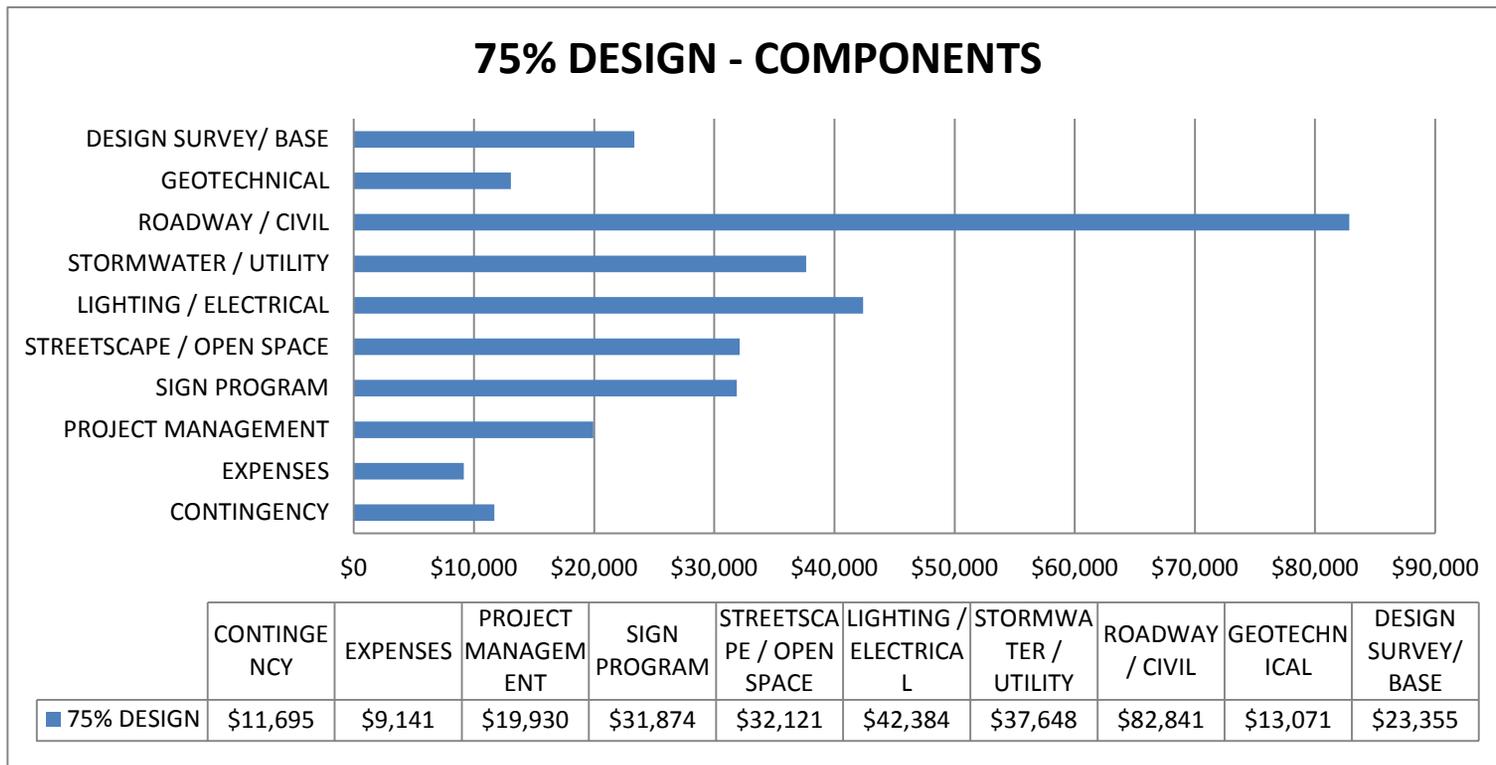


FIGURE 4.

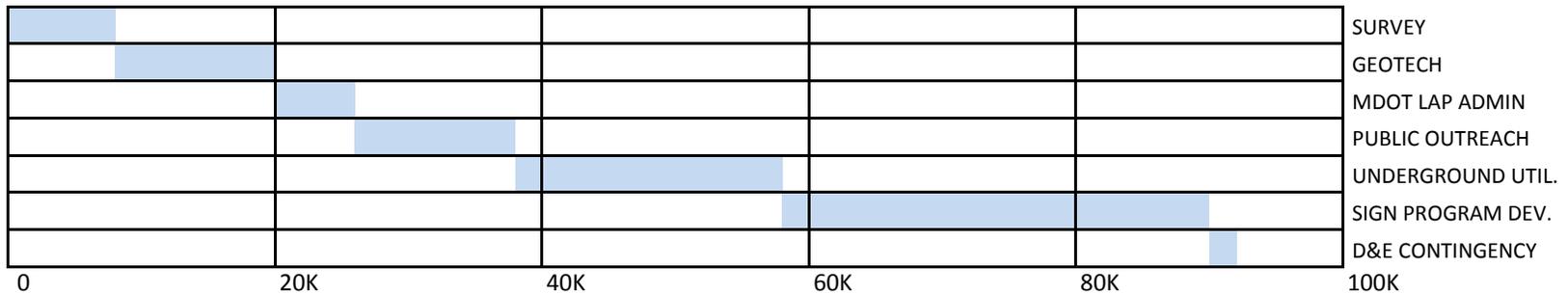
ESTIMATED MINIMUM CONSTRUCTION COST (NO UG UTILITIES)



75% DESIGN



BREAKDOWN OF ENHANCED SCOPING & FEES



YORK VILLAGE REVITALIZATION - Scope / Roles & Responsibilities

SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE

York Village Study Committee
Town of York
York, Maine

The following is a list of the anticipated services and associated fees for professional design & engineering and associated allied consultant services related to the Schematic Design / Design Development Phase of the York Village Revitalization Project.

	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	Cost
1. SURVEY-BASE PLAN / PLAN-SPEC COMPILATION	\$1,980	\$10,680	\$10,695	\$0	\$0	\$0	\$23,355
A. Project communications / coordination	x	X					
B. Site Visits / Field Work							
Survey: York St business block pkg lots, alleys, fire sta.lot		X					
Misc. survey work: Misc (1/2 day); expanded field survey		X					
Additional utility locations, adjacent to ROW		X					
C. Data translation							
Survey drawing adjustments / organization		X					
Coordinate new survey information		X					
D. Base Plan Preparation & Graphics Coordination							
Translate concept / schematic design; LA redlines	x	X					
Corodinate plan set standards: Title block, print files	x		X				
Compilation: Draft and 50% plan sets, outline specs	x		X				
	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	Cost
2. GEOTECHNICAL SERVICES	\$360	\$990	\$721	\$11,000	\$0	\$0	\$13,071
A. Project communications / coordination	x	x	x	X			
B. Site Visits / Field Work							
Two days field work: ledge profile (500 lf); Misc. borings TBD				X			
Traffic control as required				X			
C. Geotechnical report	x	x	x	X			

	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	Cost
3. ROADWAY INFRASTRUCTURE / CIVIL DESIGN	\$6,480	\$25,620	\$50,741	\$0	\$0	\$0	\$82,841
A. Project communications / coordination	x	x	X				
MDOT LAP Phase I Administration & Coordination			X				
B. Meetings / Site Visits							
Project Tream organizational meetings (6), includes travel			X				
Stakeholders: Ped-Bike Committee, Fire/Public Safety, Hospital			X				
Committee meetings (1), includes prep & travel			X				
Site visits / Misc. meetings: (4): Town, MDOT			X				
Meeting summary memoranda as required			X				
Public meetings as req. by LAP Phase I (2)	X	X	X				
C. Traffic data analysis & modeling							
Allowance, anticipates higher level of analysis for DD			X				
D. Roadway / Civil Design Deliverables							
Development of Preliminary PDR/PDR	x		X				
Right-of-Way Plan			X				
75% Foundation design for monument (incl. site visit)	x		X				
Horizontal alignment review drafts & final layout Plan	x	x	X				
Section elevations (up to 50)	x	x	X				
Vertical profile drafts & final profiles, Drawings		x	X				
Baseline Construction Plan		x	X				
Construction Notes / Legend		X	x				
Roadway Plans: Grading, Stormwater, Sewer, Water		X					
Roadway / Civil Details		X	X				
Existing Conditions / Demolition Plan	x	X	x				
Pavement Markings & Signage Plan (By Town, No bid)	x	x	X				
Cost estimates (50% / 75%), Phasing Recommendations	x	X	X				
Outline specifications - Roadway / Civil	x	X	X				
	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	Cost
4. STORMWATER DESIGN / UTILITY COORDINATION	\$4,140	\$29,220	\$4,288	\$0	\$0	\$0	\$37,648
A. Project communications / coordination	x	X	x				
B. Meetings / Site Visits							
Project Tream organizational meetings (4), includes travel		X					
Site visits / Misc. meetings: (4): Town, Utilities		X					
Meeting summary memoranda as required		X					
C. Grading, Stormwater analysis & design							
Drainage calculations / Assess stormwater requirements		X					
Green stormwater alternatives / costs	x	X					
Roadway Plans: (See Section III)	x	X	x				

Utilities coordination - water, sewer (Assumes minimum conflicts)		X					
Quantities and cost estimates (Stormwater, Utilities), Phasing	x	X					
Outline specifications (Stormwater, Utilities)		X					
D. Utilities Coordination							
Coordinate with sewer, gas, water, other utilities as required		X					
Coordinate with Bennett on UG/OH utilities planning		X			x		
	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	<i>Cost</i>
5. LIGHTING / ELECTRICAL DESIGN / UGE	\$3,420	\$990	\$474	\$0	\$37,500	\$0	\$42,384
A. Project communications / coordination							
B. Meetings							
Project Tream organizational meetings (2), includes travel		x			X		
Site visits / meetings w/CMP, OH Utilities, Town					X		
C. Electrical Design (Lighting)							
Coordinate w/LA on light pole, fixture specifications	x				X		
Photometrics Plan (work with manufacturer)	x				X		
Electrical design (Lighting), plans & details	x				X		
Electrical design (Lighting), Cost estimates & Phasing Recomm.	x				X		
Electrical design (Lighting), Outline specifications					X		
D. Electrical Design & Coordination (UG / OH Utilities)							
Coordinate w/OH utilities/services					X		
UG Utilities Design Plan (Eventual Add-alternate for bid)	x	x			X		
OH Utilities Design Plan (eventual base bid) & Details	x	x			X		
Costs estimates (both scenarios) & phase recommendations	x	x			X		
Utiliites (OH, UG) Outline Specifications					X		
	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	<i>Cost</i>
6. STREETSCAPE / LANDSCAPE	\$26,640	\$1,500	\$3,981	\$0	\$0	\$0	\$32,121
A. Project admin. / communications / coordination							
Project communications / coordination	X						
B. Meetings							
Project Tream organizational meetings (6), includes travel	X						
Site visits / Misc. meetings: (4): Town, Stakeholders	X						
Committee meetings (4), includes prep & travel	X						
Presentation to the BoS (1)	X						
C. Schematic Design							
Defined areas: As noted in narrative	X						
D. Design Development (Streetscape / Landscape)							
Street trees (inventory & assessment), Existing conditions	X	x					
Landscape materials, plantings & product/mfr. specifications	X	x					
Plan details: park/plaza areas	X	x					

Streetscape / Open Space Plans & Details	X	x					
Cost estimates & phasing recommendations (landscape)	X	x	x				
Outline specifications (landscape)	X						
E. Coordination of information / deliverables	X		x				
	RSL	LANDMARK	MMI	SUMMIT	BENNETT	GAMBLE	Cost
7. SIGN PROGRAM DEVELOPMENT	\$5,400	\$0	\$474	\$0	\$0	\$26,000	\$31,874
A. Project communications / coordination	x		x			X	
B. Meetings							
Project Tream organizational meetings (2), includes travel	x					X	
Committee meetings (4), includes prep & travel	x					X	
Public meetings (2), includes prep & travel	x					X	
C. Branding development	x					X	
D. Sign program desvelopment							
Prepare family of signage (typologies, style, sizes, design)	x					X	
Prepare sign locations plan (coordinate with Master Plan)	x					X	
Cost estimates & phasing strategy						X	
SD / DD Packages: design document, locations plan	x					X	
Preliminary content development: Branding, locations & guidelines	x					X	
8. PROJECT MANAGEMENT	\$14,220	\$0	\$5,710	\$0	\$0	\$0	\$19,930
A. Pre-project coordination & administration	X						
B. Project management & administration							
Project communications / coordination	X						
Coordination/ Oversight of Deliverables	X						
LAP Phase I Process Administration			X				
CONSULTANT FEES, TOTAL	\$62,640	\$69,000	\$77,084	\$11,000	\$37,500	\$26,000	\$283,224
OH / DIRECT EXPENSES	\$3,506	\$1,850	\$1,785	\$0	\$0	\$2,000	\$9,141
CONSULTANT FEES & EXPENSES	\$66,146	\$70,850	\$78,869	\$11,000	\$37,500	\$28,000	\$292,365

D&E Contingency (4%)

\$11,695

TOTAL, DESIGN & ENGINEERING SERVICES

\$304,060

NOTES: *Digital copies will be provided in lieu of hard copies to the extent possible to reduce direct expenses, but there will be expenses related to review sets & working documents. Direct expenses are estimated and shall not exceed the Allowance unless authorized by the Town.

75% DESIGN SCENARIO

SCHEDULE - YORK VILLAGE REVITALIZATION PROJECT

Task/Milestone	Est. Start	Est. Finish	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	
SCHEMATIC DESIGN / DESIGN DEVELOPMENT													
DESIGN SURVEY - BASE PREPARATION	15-Jul-15												
HORIZONTAL / VERTICAL ALIGNMENT		15-Oct-15											
SCHEMATIC DESIGN		15-Oct-15											
PRELIM DESIGN REPORT / PLANS (50%)		30-Nov-15											
PRELIM COST ESTIMATES (DRAFT / 50%)	15-Nov-15	31-Jan-16											
PLAN SET (75% CD)		15-Apr-16											
COST ESTIMATES / PHASING (75%)		15-Apr-16											
MEETINGS / KEY DESIGN THRESHOLDS													
MEETINGS / KEY DESIGN THRESHOLDS / INPUT				▶	●	▶	★		●	▶	★		★

- ★ Public Meetings
- ▶ Stakeholder Input (TBD)
- MDOT Team meeting
- ◆ Committee Meetings

-
 Project progress
-
 Maine DOT submission
-
 Maine DOT review period

Committee meeting dates: 8/13, 9/24, 10/15, 12/11, 1/25, April TBD
 Public meetings: Mid-Oct, Mid-Feb, Mid-April
 Scheduled BoS meetings: 10/19, 2/27, 4/25 (TBD)