

From: Amanda L. Lessard
Sent: Friday, May 29, 2026 2:56 PM
To: transportation@gpcog.org
Cc: Robert J. Burns; 'aholmes@westbrook.me.us'; Jennie Franceschi; Mark T. Arienti; Spitella, Rebecca
Subject: Notice of Intent to submit project for 27-29 Work Plan / 27-30 TIP

Good afternoon,

The Town of Windham & City of Westbrook would like the **Mountain Division Rail-Trail Gray Road/Route 202 in Windham to Bridge Street in Westbrook** project to be considered for the next MaineDOT Work Plan and PACTS TIP. The project appears twice in Connect 2050 (C50-WEST-07 and C50-WIND-07) and as 13W in Regional Trail Plan and is ready for final design, engineering, and construction. The July 2024 PDR cost estimate was \$12,700,000. The most recent cost estimate of \$16,200,000 includes reconstruction of failing stone arch culverts at the Inkhorn Brook and Colley Wright Brook crossings.

We look forward to future details regarding the documentation required for the August 1 supplemental material deadline.

Thanks for your consideration,
Amanda

Amanda Lessard, Assistant Town Manager
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NOTICE: Under Maine's Freedom of Access ("Right to Know") law, documents – including emails – in the possession of public officials about town business are considered public records. This means if anyone asks to see it, we are required to provide it. There are very few exceptions. We welcome citizen comments and want to hear from our constituents, but please keep in mind that what you write in an email is not private and will be made available to any interested party.

TOWN OFFICE HOURS M: 7-5, T: 7-6, W: 7-5, Th: 7-4, F:CLOSED.

Project name	Westbrook Mountain Division Rail-Trail- Sebago to the Sea (Windham to Bridge St in Westbrook)
Project code	C50-WEST-07
Project sponsor	City of Westbrook & Town of Windham

Other key sponsors and partners	Presumpscot Regional Land Trust
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Project Background

Project location —Provide a description of the project area with enough detail for us to include in a map. (If the project cannot be mapped please explain so.)
This project would look to implement a trail beside rail from the current off road trail end in Windham at Rt 202 & 4 (Gray Rd) through Westbrook to Bridge St. Approximately 5 miles of trail is proposed.

Project description, purpose, and need —Provide a brief description of the scope of the project and the "problem" the project will address.
The proposed trail provides a bicycle/pedestrian transportation link from the current terminus of the Mountain Division Trail in Windham to Westbrook. The trail will be an 8'-10' wide paved corridor running alongside the tracks of the Mountain Division Rail Line. The project entails the completion of the preliminary design report and fully engineered drawings (Final Plans, Specs & Estimate) for a +/- 5.0 miles of bicycle & pedestrian corridor beginning approximately 850 feet beyond the roadway crossing of the Mountain Division Rail Line at Bridge Street in Westbrook and extending northwesterly to the Route 202 roadway crossing in Windham to connect with the previously constructed Mountain Division Trail. The continuation of the Mountain Division Trail from its current terminus in Windham to Westbrook completes the offroad, safe Bike/Ped transportation corridor between Westbrook, Windham, and Sebago Lake. Further, the segment of the corridor within Westbrook connects the residential subdivisions in Westbrook located in the rural district along Cumberland Street with Congin Elementary School (K-5) as well as the Westbrook Community Center where after/before school care is provided to students. This project will provide the needed off-road link for the Sebago to the Sea Trail to provide safe bike/pedestrian passage from Portland to Windham, which affords

alternative transportation options for major employers in our region to connect to their workforce's housing locations.

Alignment with local, regional, and statewide planning—Is this project referenced or supported in any local, regional, or statewide plans? If so, please list and briefly explain the context below (for example, municipal comprehensive plan, GPCOG/PACTS sponsored plan, MaineDOT plan, etc).

This project was included in the PACT Connect 2045 Plan.

Project Costs and Readiness

Project cost—What is the estimated project cost in 2024 dollars? (If not available, GPCOG staff may generate planning level cost estimates for budgetary purposes).

Based on the Final Design Report, the Cost for the trail was estimated at \$12-\$15 Million Dollars. The high end cost of this project is due to two failing crossings of the rail system that would need to be reconstructed in this process.

Does the project cost include a contingency factor?(If yes, please explain. Example: Project includes a 20% contingency).

No, a 20% contingency would need to be added.

Project readiness—What is the project's overall readiness? (Select one.)

The project requires additional planning and/or a feasibility study.

The project is planned, but requires design, engineering, and construction/implementation.

The project has been through preliminary design, but requires final design, engineering, and construction/implementation.

☒ The project is fully designed, but requires engineering and construction/implementation.

The project is immediately ready for construction/implementation.

Other (please specify)

Does the project demonstrate readiness, as identified in MaineDOT's TransFORM criteria? (Please check all that apply.)

x	<i>Demonstrated Support:</i> The project has support from the public as indicated through a public process and/or an endorsement, resolve, or commitment of funding from a local elected body.
x	<i>Planning Foundations:</i> The project's scope and preliminary design are far enough along to ensure the project can be built as conceived. Right-of-way, environmental permitting, and physical constraints have been evaluated. Planning and design are sufficient to generate a reliable project cost.
x	<i>Positive Outcome:</i> The project is sustainable, will generate a net positive for the region, and will not cause any significant unintended consequences.
Not yet.	

Please further explain your selection(s).

Project support —Submit an example of demonstrated support (public process, board/council endorsement) for the project. If this is not available, skip to the next question.
Order%202021-44%2C%20Authorizing%20Expenditure%20for%20Planning%20%26%20Design%20of%20the%20Mountain%20Division%20Trail.pdf

Project name	Mountain Division Trail
Project code	C50-WIND-07
Project sponsor	Town of Windham

Other key sponsors and partners	City of Westbrook

Project Background

Project location—Provide a description of the project area with enough detail for us to include in a map. (If the project cannot be mapped please explain so.)

The project is located on the north side of the existing Mountain Division Railroad. The project begins at Bridge Street in Westbrook and extends north approximately 5.02 miles to Main Street (Route 202) in Windham

Project description, purpose, and need—Provide a brief description of the scope of the project and the "problem" the project will address.

This Project entails the construction of approximately 5.02 miles of a multi-use trail facility. The project includes a 10' wide (8' minimum) paved multi-use trail adjacent to the existing Mountain Division Railroad Line. This project will connect to the existing Mountain Division Trail head located at Main Street (Route 202) in Windham, ME. Work on this project will include new pavement, gravel, curbing, drainage, signing and striping, retaining walls, fencing, and rectangular rapid flashing beacons located at the trail crossings on Bridge Street (Westbrook), Depot Street (Windham), and Main Street (Route 202) (Windham). The purpose of the project is to connect to the existing 5-mile section of built multiuse trail in Windham and Gorham and thereby expand this section of continuous trail to 10 miles. It is needed to provide both for recreation but also to provide a safe, non-motorized way of traveling between these towns and into Portland as well.

Alignment with local, regional, and statewide planning—Is this project referenced or supported in any local, regional, or statewide plans? If so, please list and briefly explain the context below (for example, municipal comprehensive plan, GPCOG/PACTS sponsored plan, MaineDOT plan, etc).

The project originally came about after the Town of Windham applied to the Maine DOT's Quality Community Program, seeking monies for the design and construction of the approximately 5-mile multi-use trail (see project information below). In 2012, a preliminary design and draft PDR report for the Mountain Division Trail (with Rail) Project (original WIN 019423.00) was developed and submitted to the Maine DOT, the City of Westbrook, and Town of Windham for review. The project was put on hold due to insufficient funding and has been dormant ever since. In 2022, the Town of Windham, combined with the City of Westbrook, and the Maine DOT to re-open the project as a Windham led Locally Administered Project under a new WIN. The PDR report was completed in July 2024.

Project Costs and Readiness

Project cost—What is the estimated project cost in 2024 dollars? (If not available, GPCOG staff may generate planning level cost estimates for budgetary purposes).

\$12.7

Does the project cost include a contingency factor?(If yes, please explain. Example: Project includes a 20% contingency).

yes it includes 20% contingency

Project readiness—What is the project's overall readiness? (Select one.)

The project requires additional planning and/or a feasibility study.

The project is planned, but requires design, engineering, and construction/implementation.

☒ The project has been through preliminary design, but requires final design, engineering, and construction/implementation.

The project is fully designed, but requires engineering and construction/implementation.

The project is immediately ready for construction/implementation.

Other (please specify)

Does the project demonstrate readiness, as identified in MaineDOT's TransFORM criteria? (Please check all that apply.)

☒ **Demonstrated Support:** The project has support from the public as indicated through a public process and/or an endorsement, resolve, or commitment of funding from a local elected body.

- | | |
|-------------------------------------|---|
| ☒ | <i>Planning Foundations:</i> The project's scope and preliminary design are far enough along to ensure the project can be built as conceived. Right-of-way, environmental permitting, and physical constraints have been evaluated. Planning and design are sufficient to generate a reliable project cost. |
| ☒ | <i>Positive Outcome:</i> The project is sustainable, will generate a net positive for the region, and will not cause any significant unintended consequences. |
| | Not yet. |

Please further explain your selection(s).

A Preliminary Design Report (PDR) has been completed and reviewed and approved by Maine DOT and the project is ready for final engineering and design. The project to complete the design and implement has been endorsed by the Windham Town Council. The pr

Project support—Submit an example of demonstrated support (public process, board/council endorsement) for the project. If this is not available, skip to the next question.