

Project Requirements

Statutory Selection Requirements		
<i>23 U.S.C 117 INFRA</i>	<i>23 U.S.C. 173 RURAL</i>	<i>Project Qualification</i>
1) The project will generate national, or regional economic, mobility, or safety benefits	1) The project will generate regional economic, mobility, or safety benefits	<p><i>Economic Impacts:</i> US 1 is the primary truck route for logs moving to the Twin Rivers Paper Company, an important mill as well as to Canadian lumber mills east of Maine. It’s also a primary truck route for finished paper products traveling from mill to market as well as farming.</p> <p><i>Mobility Impacts:</i> Shoulders will be paved and wide enough to bike comfortably. These features benefit pedestrians as well. With no area sidewalks, it is common for people to go for a walk or walk their dogs along the road’s shoulders. Improving the shoulders of the existing pavement from gravel will provide additional safety and stability for bicyclists and pedestrians along this US designated bike route.</p> <p><i>Safety Impacts:</i> The safety features to be added or upgraded are designed to improve safety as well as to prevent crashes and their severity. Improving the road’s geometry will help drivers access it to/from intersecting roadways as well as mitigating issues common to country roads such as narrow lanes, soft shoulders, and minimal guard rail. That will have a large positive impact for commercial truck traffic that currently must encroach into adjacent lanes to make a turn onto the road.</p> <p><i>Scale of Impact (national or regional):</i> Connecting the two largest service centers in Northern Maine (Ft. Kent to Madawaska), the Project has a significant regional impact that will produce a safer, more efficient, and accommodating roadway for motorists, freight haulers, and bicyclists in this rural area of Maine.</p>
2) The project will be cost effective	2) The project will be cost effective	<p><i>Highlights of BCA:</i> More than \$47 million in total benefits over 30 years; strong benefit-cost ratio of 1.53:1 due to reduced maintenance costs, travel time for trucks and light vehicles; numerous improvements to safety; emissions reductions and subsequent savings.</p>
3) The project will contribute to 1 or more of the national goals described under Section 150	3) The project will contribute to 1 or more of the national goals described	<p><i>Specify the Section 150 Goals and summarize how the project contributes to Section 150 goals:</i></p> <p>1) <i>Safety</i> – Safety features of the Project will reduce both the <i>number</i> and <i>severity</i> of crashes in a region that sees 90 inches or more of average annual snowfall, including 30 days with a minimum of one</p>

NORTHERN MAINE U.S. 1 ROAD IMPROVEMENT PROJECT

	<p>under Section 150</p>	<p>inch of snow and 40–60 days of sub-zero temperatures each year. By upgrading the shoulders from gravel to pavement, bicycle and pedestrian safety will be improved. Additionally, by improving the road’s geometry will help drivers access it to/from intersecting roadways.</p> <p>2) <i>Infrastructure condition</i> – This Project sustainably improves the resilience of US 1 and the transportation system in Aroostook County by rehabilitating the roadway pavement structure (pavement, base and subbase gravel), all the drainage facilities (including environmental fish passages locations), improving access to/from intersecting roadways and abutting driveways, and improving roadside safety features such as guardrails and side slopes.</p> <p>3) <i>Congestion reduction</i> – The Project is expected to generate travel time savings due to the improved geometry of the roadway yielding motorists \$6.2 million in savings on a discounted basis over the 30-year analysis period.</p> <p>4) <i>System reliability</i> – The threat that a structural or safety component of the road will fail is ongoing. Given the remote area and lack of roads in the region, there are few opportunities for reroutes or detours. And in the years ahead, repaving will be required more frequently as the base of the road continues to deteriorate under the road surface. Repaving would cost several million dollars for the full 10- mile section each time it is required, every seven years. The impact on system reliability for this Project totals roughly \$3.5 million in avoided detour costs discounted over the 30 year analysis period.</p> <p>5) <i>Freight movement and economic vitality</i> – This Project will be on the National Highway Freight Network. It will strengthen the ability of this rural region to access national and international trade markets while also supporting regional economic development. It lays the groundwork for the region to attracts jobs by ‘selling’ the area’s fast connection to national and international markets.</p> <p>6) <i>Environmental sustainability</i> – The Project protects and enhances the environment in meaningful ways, including by ensuring all drainage infrastructure, including fish passage culverts, intersecting roadways, abutting driveways, and roadside safety features all improve the resiliency of US 1 in</p>
--	--------------------------	---

NORTHERN MAINE U.S. 1 ROAD IMPROVEMENT PROJECT

		<p>northern Maine. Despite being a remote region, US 1 through Frenchville connects Fort Kent and Madawaska which are both community service centers. In fact, Madawaska is being considered in the state plan for EV infrastructure expansion.</p> <p>7) <i>Reduced project delivery delays</i> – MaineDOT will work to eliminate delays in Project development and delivery by communicating with contractors and working to resolve any delays rapidly. MaineDOT reduces regulatory burdens and improves agencies' work practices by incorporating cooperative agreements into the work process.</p>
4) The project is based on the results of preliminary engineering	4) The project is based on the results of preliminary engineering	<p><i>The following activities have been completed as of the date of application submission:</i></p> <p>Environmental Assessments: Yes Topographic Surveys: Yes Metes and Bounds Surveys: Yes Geotechnical Investigations: Yes Hydrologic Analysis: Yes Utility Engineering: No Traffic Studies: Yes Financial Plans: Yes Revenue Estimates: Yes Hazardous Materials Assessments: Yes General estimates of the types and quantities of materials: Yes Other work needed to establish parameters for the final design: Yes</p>
5) With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency amounts are available to cover	No statutory requirement	<p>Funds Requested: \$27,680,000– 73.3% of Total Project Cost</p> <p>Other Federal Funds Matched: \$6,920,000–18.3% of Total Project Cost</p> <p>Previously Incurred Expenses: \$3,150,000 – 8.34% of Total Project Cost</p> <p>Total Project Cost: \$37,750,000</p> <p>The Project is a MaineDOT priority outlined in the <i>Statewide Transportation Improvement Program (STIP)</i> for 2023-2026 and is consistent with MaineDOT's long-range plan. Contingency amounts estimated at 10 percent are imbedded in the Project cost.</p>

NORTHERN MAINE U.S. 1 ROAD IMPROVEMENT PROJECT

unanticipated cost increases		
6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor	No statutory requirement	<p><i>Describe potential negative impacts on project if the MPDG grant was not awarded.</i></p> <ol style="list-style-type: none"> 1) Project scope affect if MPDG (or other Federal funds) not received? While repairs will be made from time-to-time, important components of the road such as the culverts that allow for fish passage will not be as effective as they could be today and may be threatened with collapse in the future. 2) Project schedule affect if MPDG (or other Federal funds) not received? The Project would be held in limbo and not advance because it has not been determined how the Project would otherwise be financed. 3) How would the project cost be affected if MPDG (or other Federal funds) were not received? Total Project cost would most likely increase due to annual inflation rise.
7) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project	5) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project	<p><i>Provide expected obligation date and construction start date, referencing project budget:</i> Advertisement for the segment East of Frenchville is projected for February 2025 and West of Frenchville in February 2026. Construction on the segment East of Frenchville is expected to begin in a timely manner in April of 2025 with the segment West of Frenchville by April 2026. As scheduled, the Project will begin well within 18 months of obligation.</p>