

TIGER 4 APPLICATION

Rumford

MARTIN MEMORIAL BRIDGE



Bridge Number 3248 Federal Project BH-1510(500)X Work ID Number 015105.00 TIGER 4 Pre-Application ID "DTDSCOT201255744"

> Maine Department of Transportation March 15, 2012



PROJECT OVERVIEW

Project Name:

Rumford, Martin Memorial Bridge

General Description:

The Martin Memorial Bridge (MMB) carries State Route 232 over the Androscoggin River in Rumford, Maine. MMB is a 3-span, 613 feet long, steel truss bridge on concrete abutments and piers – all of which are supported on timber piles. Built in 1955, the bridge is currently in disrepair with structural



deficiencies, inadequate width, substandard geometries and significant scour issues.

With respect to the structure, the steel truss members continue to sustain vehicular collision damage, including damage to one primary vertical truss member and to several sections of the overhead bracing. Although the bridge vertical clearance is marginally above the minimum legal clearance, the overhead struts continue to be hit by trucks. The deck is in poor condition as evidenced by deck spalls and exposed reinforcing steel. The bridge railing is substandard. The bridge is non-redundant in design, and is therefore considered Fracture Critical, indicating that failure of certain steel tension members could result in the failure of the bridge. MMB is classified as Structurally Deficient by the Federal Highway Administration. The bridge is also Scour Critical on a major river, and is supported by timber piles that were not designed for potential scour events.

Preliminary Engineering analyzed rehabilitation, replacement on alignment, and replacement offalignment options. Six alignments and profiles were investigated, with the final report recommending a bridge replacement adjacent to the existing bridge site that moves the intersection to a safer location. The proposed project is replacement with a three span welded steel girder bridge.

The total cost of replacement together with approach work is estimated at \$9.3 million. Less the \$630,000 funded for preliminary engineering, the remaining cost is estimated at \$8.67 million. This application request is for \$5,202,700 (60 percent) in TIGER funds to supplement \$3,468,500 (40 percent) in existing State funds.

Key Threshold Requirements:

- Eligible Project: <u>YES</u>, Bridge project eligible under Title 23, USC.
- NEPA complete or underway: <u>YES</u>.
- Included in relevant planning documents: <u>YES</u>.

- Ready to obligate <u>all</u> TIGER funds by June 30, 2013: <u>YES</u>.
- Local match provided: <u>40%</u> of the project cost will be borne by the State of Maine.

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Project Website: <u>http://www.maine.gov/mdot/tiger4/mmbr.htm</u>

Project Benefits:

- (i) State of Good Repair
 - replacement of a 57 year old bridge at the end of its service life.
 - included in all applicable State planning documents and the Federal STIP.
 - is the lowest life cycle cost solution.
 - helps bring Maine's percentage of Structurally Deficient bridges closer to New England and National averages (Maine - 15.4 percent; New England - 12.4 percent, U.S. - 11.5 percent).
- (ii) Economic Competitiveness:
 - provides reliable access and regional mobility for highway traffic.
 - is in an Economically Distressed Area likely to benefit from its short and long term economic activity.
- (iii) Livability:
 - will provide enhanced safety for bicycle, pedestrian and snowmobile traffic.
 - will improve access for non-drivers and persons with disabilities.
- (iv) Environmental Sustainability:
 - will minimize adverse environmental impacts and utilize emerging techniques to protect salmon resources.
- (v) Safety:
 - will improve load capacity and geometrics to reduce accidents and injuries.
 - will remove the potential risks associated with a failing lead-based paint system.
- (vi) Innovation:
 - will utilize a very compressed construction schedule which will require Contractor innovation.

(vii) Partnership:

- 60 percent Federal share for a project, typically eligible for 80 percent Federal.
- completes an overall funding package.
- has documented support from elected officials and local government.

(viii) Benefit / Cost (3 percent Discount Rate):

- total Benefits of \$110.2 million.
- total Costs of \$10.0 million.
- Benefit / Cost Ratio of 11.0.

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MMB Federal Wage Rate Certification
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MMB Life Cycle Cost Analysis – 3% Discount
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MMB Preliminary Cost Estimate
http://www.maine.gov/mdot/tiger4/documents/pdf/mmbr/MMBPreliminaryCostEstimate.pdf

1. INTRODUCTION

The Martin Memorial Bridge is located in Rumford on State Route 232 over the Androscoggin River. At the bridge's north end is the village of Rumford Point. The existing bridge was built in 1955 and is 613 feet long, with three Parker trusses. The bridge has a concrete deck and concrete wearing surface.



Figure 1: Project Location Map

This project was scoped as a repair or replacement of a three span steel truss located adjacent to an NR-eligible historic district. The preliminary engineering considered alignments upstream and downstream of the existing bridge site. A bridge replacement at the current bridge site was initially recommended. The replacement option at the current site was not well received by the public who were concerned about the safety of the intersection of Routes 232 and 2. MaineDOT then recommended a bridge replacement adjacent to the existing bridge site that moves the intersection to a safer location 350 feet west of existing (see Alignment F below). In accordance with these findings, the proposed project is replacement with a three span welded steel girder bridge.



Figure 2: Air Photo. Existing Route 232 Bridge at center and proposed bridge above. River flow is from top to bottom.

2. EXISTING CONDITIONS

2.1 Existing Geometric Features

The existing alignment is not ideal, consisting of a 360 foot radius curve on the southerly end, and a 30 degree skew on the bridge. The existing profile includes a 15 foot deep fill on the southerly approach that brings the bridge up above flood flows via a 4 percent grade, and a shallow crest curve along the bridge. The posted speed is 35 mph from both approaches. A speed of 35 mph was used for design. The location of the bridge was apparently chosen 57 years ago to be in the same general vicinity of the ferry crossing which it replaced. It is currently located near a bend in the river making it more susceptible to erosion. Accordingly, the approach alignment has a fairly tight radius on the southerly end, and the northerly end abruptly terminates in the center of a residential village.

Six alignments and profiles were investigated during the course of the Preliminary Design Report (PDR). Alignment F is the recommended alignment. The alignment is tangent across the bridge with a 340 foot radius curve, a tangent section, and a 650 foot radius curve to match into the existing tangent on the farm end of the project and a short 350 foot radius curve to match into a new tangent at the village intersection with Route 2. The

centerline of the new bridge is approximately 600 feet upstream from the existing bridge centerline. For the first 1000 feet on the farm end, the roadway width is narrowed to 28 feet to match the anticipated future corridor and provides two 11 foot paved lanes and 3 foot paved shoulders. The existing Route 232 on the village end of the project is reconfigured to a dead end street with a T-turnaround at the end of it to provide access to the existing residential property and Church.

The vertical alignment consists of a -0.5 percent grade, followed by a 600 foot sag vertical curve, +3.79 percent grade, and a 200 foot crest vertical curve on the farm approach, followed by a 2.25 percent grade and 400 foot crest vertical curve over the bridge, and then a -3 percent grade and 50 foot sag on the village approach. These curves keep the new approach relatively close to the existing ground elevation to prevent the approach from acting as a dam in flood situations and changing the bridge hydraulics to a pressure analysis. The minimal distance between the east end of the bridge and the intersection with Route 2 limits the ability to raise the grade to accommodate larger superstructure depths. The vertical curves are designed to provide as much elevation increase between the intersection and the abutment as possible without placing a larger amount of vertical curvature on the bridge.

2.2 Design Standards

State Route 232 is a Non-NHS roadway and is classified as a rural major collector. The appropriate design standards for this classification of roadway are based on a design speed of 35 mph. Table 1 shows the design elements and deficiencies due to existing conditions.

Table 1: Existing Condition vs. Design Criteria				
Design Element	Existing Condition	Design Criteria		
Design Speed	35 mph	35	mph	
On-Street Parking	Not Provided	Not P	rovided	
Approach Lane Width	10′	11	' min.	
Approach Shoulder Width	Varies 1'- 7'	3' min.	5' desirable	
Approach Cross Slope	0% - 6%	2% travel lane 4% shoulde		
Bridge Width	24'	28' min.	30'-32' desirable	
Structural Capacity	H26 (26 Tons)	HL93 mod (45 Tons)		
Bridge Skew	30°	20°		
Max. Degree of Curve/Min. Curve Radius	16°-00″ / 360′	16°-51″ / 340′		
Superelevation	$e_{max} = 4.5\%$	$e_{max} = 6\%$		
Horizontal Sight Distance	400′	600'		
Maximum Profile Grades	4%	3.79%		
Minimum Profile Grades	0%	0.5% min.	1% desirable	
Min. Vertical Clearance over River at Q1.1	19′ <u>+</u>	1	8' <u>+</u>	
Min. Vertical Clearance on Truss Bridge	15'-1"	1	J/A	

A review of the design criteria compared to the existing roadway and bridge geometry shows that there are several non-standard features associated with the existing conditions. The list of deficiencies is long; however, the most concerning are mentioned here. The existing bridge width does not meet the 28 foot minimum required width and the narrowness of the existing bridge impacts the travel speed of vehicles. The existing shoulder widths on both nearby approaches to the bridge do not meet the 3 feet minimum required for this classification of roadway. The existing pavement cross slope does not satisfy the design criteria in all locations within the project limits. Perhaps most importantly, existing structural capacity is 26 tons, versus Maine's current design loading of 45 tons.



Bridge from southwest, upstream fascia.



Southerly approach to bridge facing north.

2.3 Traffic Capacity

The 2008 Average Annual Daily Traffic (AADT) for State Route 232 is 1,720 vehicles per day. The design hourly volume (DHV) is 10 percent of the AADT, with heavy trucks comprising 16 percent of the DHV.

The Estimated Time of Completion (ETC) for this project is assumed to be the year 2015. The years 2035 and 2065 were subsequently assumed to be ETC+20 and ETC+50, respectively. Table 2 provides the 2008 traffic volumes as well as those calculated for ETC (2015), ETC+20 (2035), and ETC+50 (2065) using a growth factor of 1 percent per year. The projected traffic volumes were used in the modeling that forms the basis for the Benefit Cost Analysis discussed later in this application.

Table 2: Existing and Projected Traffic Volumes					
Volumo	YEAR				
volume	2008	ETC (2015)	ETC+20 (2035)	ETC+50 (2065)	
AADT (vpd)	1720	1839	2179	2689	
DHV (vpd)	172	184	218	269	

2.4 Structural Conditions

There is impact damage to several steel sections on the bridge. The deck is in poor condition and the bridge traffic rail is substandard. The riverbed and banks in this area consist of unconsolidated materials that are susceptible to erosion. The potential for erosion, combined with the presence of timber pilings underpinning the bridge, has resulted in the bridge being designated as scour critical. An active erosion area is located directly upstream from the current structure and has required engineered slope stabilization efforts.

The following photographs represent the general condition of this bridge.



Downstream Vertical Impact Damage



Deck Spalls



Southerly Pier crack



Deck spalls and exposed re-steel



Superstructure - looking northerly



Damaged sway bracing



Downstream sub-standard bridge rail



View of floor system

2.5 Historic/Archeological

There is an NR-eligible historic district (the Village District) that encompasses the project area. There is general agreement between the Department and Maine Historic Preservation Commission (MHPC) regarding the limits of that district and the various contributing elements within it. A written determination of eligibility summarizing this information was submitted to MHPC in early February 2011.

There is an additional NR-eligible district that has been identified directly adjacent to the farm end (south approach) on the east side. This is an agrarian district that has a considerable geographic extent. However, there is no anticipated impact to this district from the proposed project since the new bridge will be located further away from that boundary.

MHPC has concurred that the current bridge is neither an individually eligible structure, nor a contributing element to either of the historic districts. Therefore, the removal of the bridge in itself will not have an effect on any NR-eligible or NR-listed resources. However, the approach work associated with the bridge replacement will have an effect on historic resources.

There is one NR-eligible resource that will be affected by the proposed alignment.

3. PROJECT DETAILS

The proposed bridge project will replace the existing bridge with a 3 span welded steel girder bridge with spans of 149 feet, 182 feet and 149 feet, for a total length of 480 feet. The 20 degree skew bridge will have the option of using precast deck panels. The bridge will be founded on concrete abutments and mass piers, all on steel H-piles. The bridge width will be 32 feet curb to curb, providing adequate width for snowmobiles and wide farm equipment. The wearing surface will be membrane and pavement, and the bridge rail will be two-bar Wyoming steel rail. The existing bridge will be used to maintain traffic during construction.



Figure 3: Proposed Bridge Section

4. PROJECT PARTNERS

MaineDOT will continue to consult with stakeholders during the development of this project. Documentation of stakeholder support to date is included as web links under the applicable Selection Criteria subsections.

Advisory Council on Historic Preservation Federal Highway Administration – Maine Division Maine Department of Environmental Protection Maine Department of Inland Fisheries & Wildlife Maine Historic Preservation Office National Oceanic and Atmospheric Administration Town of Rumford U.S. Army Corps of Engineers U.S. Department of the Interior U.S. Environmental Protection Agency U.S. Fish & Wildlife Service

Table 3: Proposed Funding			
	60% Federal / 40% State		
	(Millions)		
Preliminary Engineering	\$0.07		
Right-of-Way	\$0.12		
Construction	\$7.71		
Construction Engineering	\$0.77		
TOTAL	\$8.67		

5. GRANT FUNDS AND USE OF PROJECT FUNDS

This breakdown assumes that \$5.2 million in a TIGER 4 Grant will be awarded to complete the required funding for this project, as follows:

STATE OF MAINE (40%)			\$3.47
FEDERAL (60%)	BR / BH	\$0	
	TIGER 4	\$5.2	
FEDERAL TOTAL			\$5.2
TOTAL PROJECT COST			\$8.67

The details of the cost estimate are provided here.

http://www.maine.gov/mdot/tiger4/documents/pdf/mmbr/MMBPreliminaryCostEstimate.pdf

6. SELECTION CRITERIA (PRIMARY)

6.1 Long Term Outcomes

6.1.1 State of Good Repair

According to data from the National Bridge Inspection database, 15.4 percent of Maine's Federally-eligible bridges are Structurally Deficient (SD). Advancing this project will remove a major bridge from the SD list and free up scarce financial resources for other statewide bridge needs, which total approximately \$125 million per year. In order to maintain good repair and operation the existing bridge requires over \$14,000 annually, which will be eliminated by the new bridge.

In 2007, *Keeping our Bridges Safe* noted the risks associated with fracture-critical bridges and poor connections; the proposed project eliminates those concerns since the replacement structure will be highly redundant and have fewer connections.

http://www.maine.gov/mdot/pdf/Keeping%20Our%20Bridges%20Safe.1107.pdf

6.1.2 Economic Competitiveness

The Martin Memorial Bridge is an important crossing of the Androscoggin River. The bridge is an important transportation link for forest products, particularly wood, moving to the paper mills and lumber mills in the region. The nearest bridges that span the Androscoggin River are located in Rumford, 9.6 miles to the east, and Bethel, 12 miles to the west. More importantly is the added drive distance required to travel 9.3 miles from terminus to terminus on Route 232 should the bridge be eliminated from service. The alternative distances are 22.9 miles via the Bethel crossing and 50.5 miles via the Rumford crossing.

Oxford County, in which this bridge is located, is an economically distressed area. "According to 42 U.S.C. 3161, Economically Distressed Areas (EDAs) are areas where the unemployment is 1 percent or more above the national average or the per capita income is 80 percent or less than the national average." (FHWA HEPGIS Economically Distressed Areas). Per Capita Income 2006 in Oxford County, Maine was \$25,393. This amount is less than the PCI for Maine which was \$32,095. Percentage of families in Oxford County who are below the poverty level is 11.6 percent, which is above the Maine figure of 7.8 percent.

The Average Annual Daily Traffic (AADT) is 1,720 vehicles of which approximately 16 percent are trucks. With the bridge closed and taken out of

service the annual increase in Vehicle Miles Travelled (VMT) is estimated at 5,550,984 annually. This dramatic increase in miles travelled will translate into significant increased costs to the traveler and will further exacerbate the already negative economic conditions within the region.

The estimate of additional VMT was derived from the MaineDOT's Statewide Travel Demand Model, a transportation analytical tool, based on the TRIPS modeling software used to evaluate the impact of major changes in the highway network.



Figure 4: Economic Distressed Areas

6.1.3 Livability

The bridge over the Androscoggin River is an important part of what makes Rumford Point area livable. One can drive, walk, or bike across the scenic river just a short distance from the village area. Having the bridge nearby to Rumford Point has a profound effect on area economic vibrancy, livability and quality of life.

The replacement of the bridge will improve access for bicyclists and pedestrians. The addition of a 5 foot paved shoulder on each side will create a safer facility. The bridge is within a hundred feet of a village area and sidewalk system. Safer facilities are needed because of the proposed bridges proximity to the village area, the scenic attributes of the surrounding area, and because the area is a draw for bicyclists and other tourists. Snowmobiling is of major economic importance to the area and region, and the proposed bridge will provide a much safer and inviting connection. The bridge is also on an official State Bicycle Loop Tour. Maine is ranked #2 in the nation for bicycling and bridges like these are an important draw for bicyclists. The proposed project is encompassed by a National Register eligible historic village district of Rumford Point.

6.1.4 Environmental Sustainability

MaineDOT recognizes that assuring sustainability of habitats, ecosystems and transportation infrastructure can occur in concert rather than in conflict. Toward that end, MaineDOT endeavors to exercise reasonable stewardship over both natural resources and transportation infrastructure through its commitment to addressing aquatic organism and wildlife habitat and passage in cooperation with natural resource agencies, while weighing all aspects of a proposed project.

6.1.5 Safety

An analysis of the recent crash history for the bridge, intersection and approaches shows that there were five crashes, with 33.3 percent being injury crashes, in the 2008 - 2010 period. One was an incapacitating crash, one was a possible injury crash and three were property damage only crashes. The overall CRF is 0.35. The element that contains the bridge has two of the five crashes. One happened on the bridge and one on the curve southwest of the bridge. This element has 50 percent injury crashes. One is a possible injury crash and the other was a property damage only crash. The CRF for the element is 0.63. The intersection also has two of the five crashes and 50 percent injury crashes. One was the incapacitating crash and the other was a property damage only crash. The CRF for the element is 1.56.

6.2 Job Creation and Near-Term Economic Activity

This project is expected to quickly create construction jobs and preserve local business employment. Utilizing the TIGER 3 FAQ's at the USDOT Application Resources website which states "After discussions with and various references from the White House Council of Economic Advisers, the USDOT estimates that there are 13,000 job-years created per \$1 billion dollars of government investment (or \$76,900 per job-year).

http://www.dot.gov/tiger/application-resources.html#FAQ

For this project, it is therefore assumed that every \$76,900 of project construction value will create one (1) job-year. In accordance with the above guidance, this project will create 110 construction job-years (\$8,480,000 / \$76,900). If only the TIGER 4 portion of the proposed funding package is counted, then 68 job-years could be the calculated number. However, since Maine does not have an identified funding source to complete the project without this TIGER Grant, 110 job-years seems a better measure of the effect of a grant award.

6.3 Evaluation of Expected Project Costs and Benefits

The life cycle cost analysis indicates that the lowest cost alternative is the bridge replacement on Alignment F. Therefore, the benefit cost analysis focuses on that option, and compares the replacement to the "no build' scenario, which is the base case assumption. This assumes that the existing bridge would be closed to traffic. Existing and future traffic would be diverted to alternate routes, thereby increasing travel time and mileage. The benefits and crash reduction factors due to alignment and improved geometrics of the replacement bridge would be forgone. Replacing the bridge avoids these future costs. The benefits that accrue to society from the Martin Memorial Bridge can be estimated by the avoided costs that would occur without the proposed replacement. The life cycle cost analysis includes only bridge construction costs as compare to the alternatives. The benefit cost analysis, on the other hand, includes all costs including construction, preliminary engineering, construction engineering, and right-of-way, for a total of \$9.3 million.

Summary of Benefits and Costs

A benefit cost analysis was conducted on replacing the MMB. The analysis looks at the project from the standpoint of society as a whole, and accounts for the net benefits and net costs based on the criteria described in the TIGER Grant NOFA, January 31, 2012. The analysis presented here addresses benefits from travel time savings, user costs, crash reduction costs, and emissions reduction. Other non-quantified benefits are discussed qualitatively. The full Benefit Cost Analysis (BCA) can be found in the Appendix together with the Benefit Cost Analysis spreadsheet. The matrix below summarizes key factors for the analysis.

	Table 4: BCA Summary					
Current	Altornativa	Type of	Population	BCA	Page Reference	
Status	Alternative	Impacts	Affected	Factors	in BCA	
The existing	Replace with	Without the	The bridge	Estimated	Page 1	
bridge is	33' wide	bridge at this	serves Route	dollar value		
structurally	steel span,	location the	232, a rural	increased	Page 2-3	
deficient,	concrete	public would	major	VMT, VHT.		
functionally	deck	experience,	collector	Cost of air	Page 2	
obsolete,	structure,	detours,	serving the	emissions.		
with scour	meeting	delays,	regional	Crash cost	Page 2	
critical sub-	design	increased	population.	reduction.		
structure.	standards	travel costs,	Annual	Estimated		
		and air	traffic is	cost of bridge		
		quality	about	maintenance.		
		impacts.	628,000			
			vehicles.			

Constructed in 1955, the Martin Memorial Bridge (MMB) carries State Route 232 over the Androscoggin River. MMB consists of three steel spans with a total length of 613 feet. The proposed project is a complete replacement with a 480 foot long by 32 foot wide, three-span welded girder superstructure, concrete abutments, and 1900 feet of paved approaches, estimated at \$9.3 million.

The annual benefits and costs values were discounted at 3 percent and 7 percent over a 50 year time horizon. Three percent is the most appropriate rate for the analysis because bridges have a very long life, and in addition, the alternate use of funds would be a public expenditure as opposed to a private investment. The full analysis can be found in the spreadsheet attachment to this application. A summary of the results of this analysis are as follows.

- Total Benefits of \$ 110.2 million
- Total Costs of \$ 10.0 million
- Benefit-Cost ratio of 11.0

When discounted at 7 percent, the benefits and costs are lower. A larger discount rate implies that time preference for future amounts are preferentially discounted more severely. The amounts are show below.

- Total Benefits of \$ 58.9 million
- Total Costs of \$ 9.5 million
- Benefit-Cost ratio of 6.2

It is estimated that travel cost savings alone due to avoided VMT amount to \$ 104 million over a 50 year period. On an annual basis these costs savings represent 94 percent of the total annual benefits. These user cost savings are the key driver of the benefit-cost ratio. It

must be noted that the assumptions on the other key criteria have a small influence on these results.

6.4 **Project Schedule**

The project milestone dates are as follows:

Table 5: Project Milestones		
NEPA	January 2013	
Design Complete	April 2013	
Right-of-Way	April 2013	
Obligate Funding	June 2013	
Construction Complete	December 2015	

The complete Critical Path Method schedule is provided here.

http://www.maine.gov/mdot/tiger4/documents/pdf/mmbr/MMBConceptualSchedule.pdf

6.5 Environmental Approvals

Wetland and water body resource impacts will total approximately 5,000 square feet of palustrine emergent wetland (PEM) and riverine unconsolidated substrate (RUS) impacts associated with the Androscoggin River. The project is within the mapped distinct population segment (DPS) area for Atlantic salmon and the area mapped as Essential Fishery Habitat under the Magnusson – Stevens Sustainable Fisheries Act is the Atlantic salmon. A no effect determination has been made based on no presence of Atlantic salmon. Avoidance and minimization to resources will occur throughout the design process. Maine Department of Environmental Protection (DEP) and U.S. Army Corps of Engineers (ACOE) permits are required. The level of permitting is anticipated to be a DEP Permit by Rule and a CAT II for the ACOE.

6.6 Legislative Approvals

The proposed project is partially funded in MaineDOT's 2010-2011 Capital Work Plan which has been approved by the Maine Legislature.

6.7 State and Local Planning

The proposed project is contained in MaineDOT's Capital Work Plan and the Statewide Transportation Improvement Plan (STIP).

6.8 Technical Feasibility

MaineDOT has replaced several large bridges recently, among them the award winning Penobscot Narrows Bridge and the Norridgewock Covered Bridge. These two projects alone total over \$100 million and demonstrate the capability of the Department in project

management and delivery. It is also noteworthy that Maine was the first state in the Nation to fully obligate all ARRA Funding.

6.9 Financial Feasibility

MaineDOT has 40 percent of the total project cost (\$3,468,500) in hand to partner with the Federal government on this project.

7. SELECTION CRITERIA (SECONDARY)

7.1 Innovations

A very compressed construction schedule will require Contractor innovation.

7.2 Partnership

The project website contains numerous letters confirming stakeholder collaboration and project support.

http://www.maine.gov/mdot/tiger4/mmbr.htm

8. PROJECT READINESS AND NEPA

This project is classified as a Categorical Exclusion in accordance with 771.117(d)(3). The Federal Highway Administration will be the lead on NEPA. NEPA approval is anticipated by January 2013. National Register eligibility within the Area of Potential Effect has been concurred by the State Historic Preservation Officer. Archaeology field work will occur this spring/summer (2012). Section 106 concurrence and signed MOA are anticipated to be completed by October 30, 2012. Native American tribes have been consulted with and there are no concerns.

9. FEDERAL WAGE RATE CERTIFICATION

As with all Federal projects, MaineDOT complies with all required Federal provisions, including the Davis-Bacon Act.

http://www.maine.gov/mdot/tiger4/documents/pdf/WageRateCert.pdf

10. ENVIRONMENTAL FEDERAL, STATE AND LOCAL ACTIONS

The project has been presented to federal and state resource and regulatory agencies at the Maine DOT Interagency Meeting on March 13, 2012 for permit and approval levels. No local permits are required.

11. CHANGES TO THE PRE-APPLICATION FORM

Minimal changes to schedule milestones, but all TIGER 4 Funds would still be obligated by April/May of 2013.