Falls Bridge Renewal Project

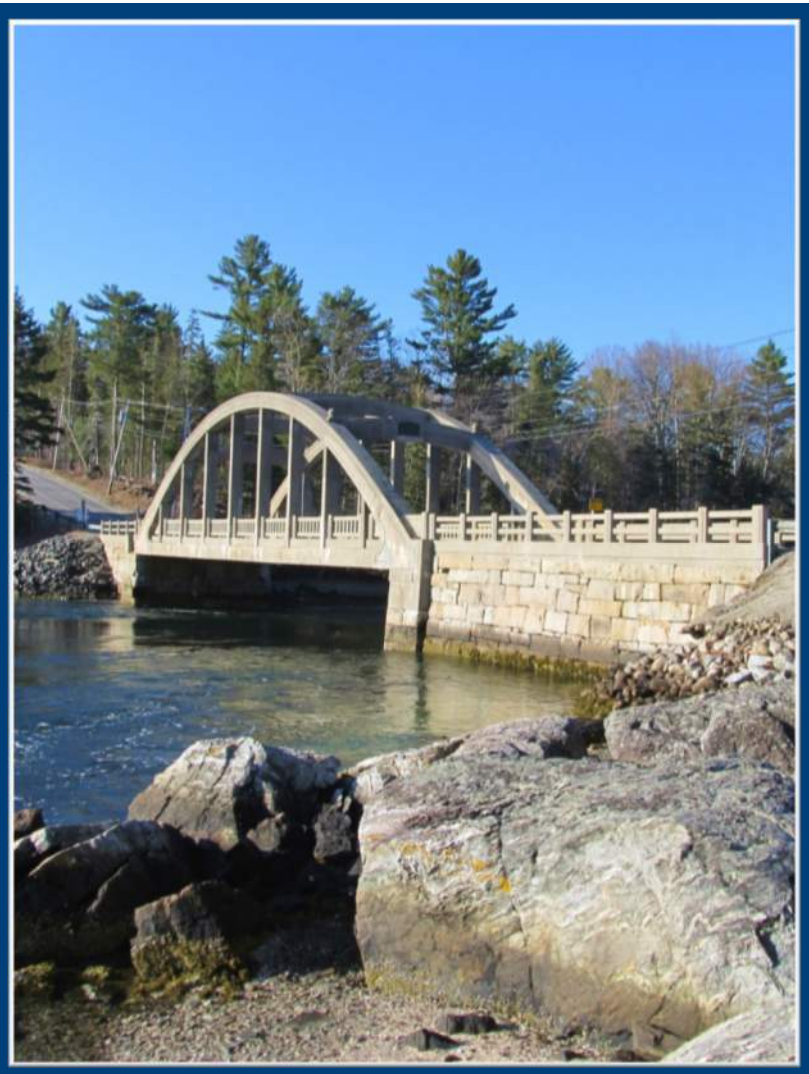
Public Information Session – August 29th, 2018

Integrity - Competence - Service

MaineDOT

Meeting Intent

- Update public on project activity since the last public meeting
- State the goals of the Bridge Advisory Committee (BAC)
- Identify the rehabilitation, replacement, and alternate alignment options being considered
- Provide an opportunity for the public to ask questions and give comments regarding the alternatives and their potential impacts prior to selection of a preferred alternative



Project Update

What's happened since the August 8, 2017 public meeting?

- Ten meetings with the Bridge Advisory Committee
- Multiple workshop meetings between MaineDOT and design engineers
- A wide range of topics have been explored, including:
  - Project Purpose & Need
  - Environmental Constraints and Federal Process
  - Archeological and Architectural Constraints
  - Existing Bridge Conditions
  - Bridge Rehabilitation Options
  - Bridge Replacement Options
  - Constructing a Bypass Road to avoid Falls Bridge (Alternative Alignment)
  - Maintenance of Traffic

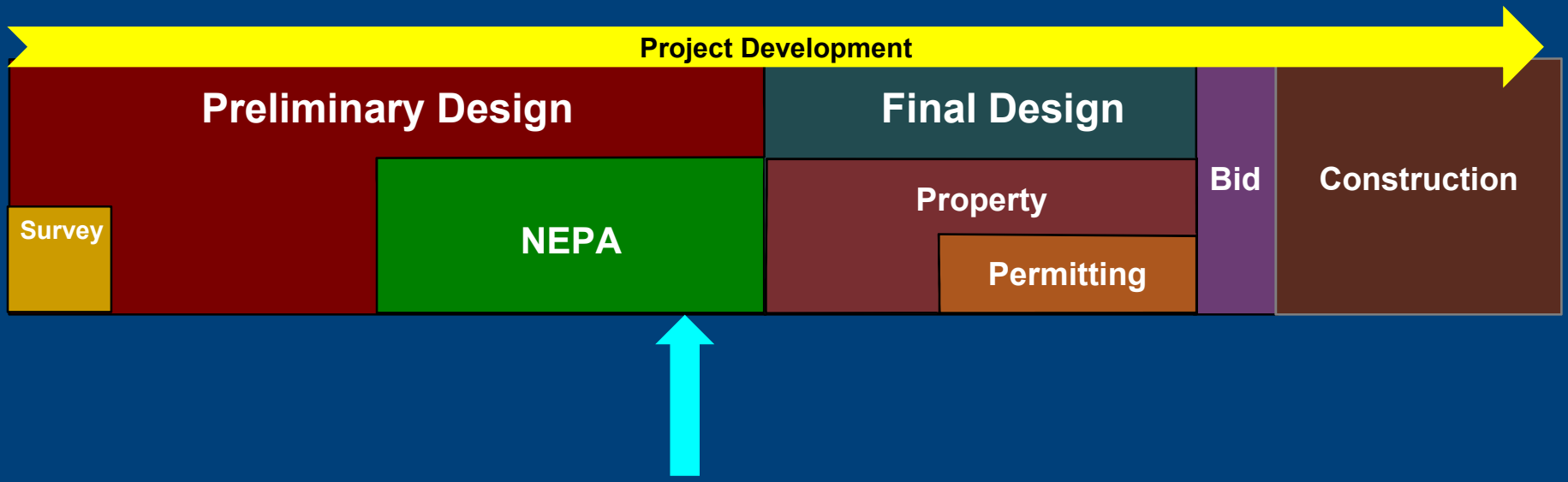
Bridge Advisory Committee

Bridge Advisory Committee Goals

- Identify project constraints
- Identify community problems & needs at the site
- Understand the National Environmental Policy Act (NEPA) decision-making process and assist in communicating this process to the community
- Challenge the design team to thoroughly vet all reasonable options
- Advise the Department in creation of an alternative design matrix
- Support the broader public outreach process
- Continue advisory process through preliminary & final design

National Environmental Policy Act

- National Environmental Policy Act (NEPA)
  - Requires developing and analyzing a reasonable range of alternatives:
    - Analyze environmental effects
    - Effects include natural, social, economic
    - Mitigate for adverse effects
      - Avoidance, Minimization, and Compensation
    - Complete Public Involvement & Interagency Coordination
    - Informed decisions that solve transportation problems
    - Document outcomes


Project Development
Preliminary Design
Final Design
Survey
NEPA
Property
Permitting
Bid
Construction

NEPA Umbrella

-Executive Order 12898 (Environmental Justice)

-Section 4(f) of USDOT Act

-Section 106 of National Historic Preservation Act

-Farmland Protection Policy Act

-Executive Order 11990 (Protection of Wetlands)

-Executive Order 11988 (Floodplain Management)

-Coastal Zone Management Act

-Fish and Wildlife Coordination Act

-Section 7 of the Endangered Species Act

-Clean Air Act

-Section 6(f) of the Land and Water Conservation Fund Act

-Noise (23 CFR 772)

-Marine Mammal Protection Act

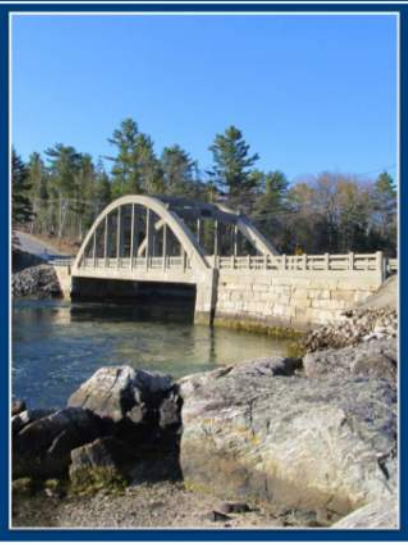
-Magnuson-Stevens Fishery Conservation and Management Act

-Migratory Bird Treaty Act

-Clean Water Act

Informational Handout

Index



Integrity - Competence - Service

MaineDOT

Summary of Alternatives

The following alternatives were developed as solutions to achieve the project Purpose & Need:

- Options that preserve the Falls Bridge:
  - Bridge rehabilitation & strengthening
  - Bridge rehabilitation & strengthening with an added sidewalk
  - Construction of a new bypass roadway and bridge off-site
- Options that replace the Falls Bridge:
  - Aesthetically enhanced girder and tied arch bridge types considered

Summary of Alternatives

In general the assessment of each alternative followed these steps:

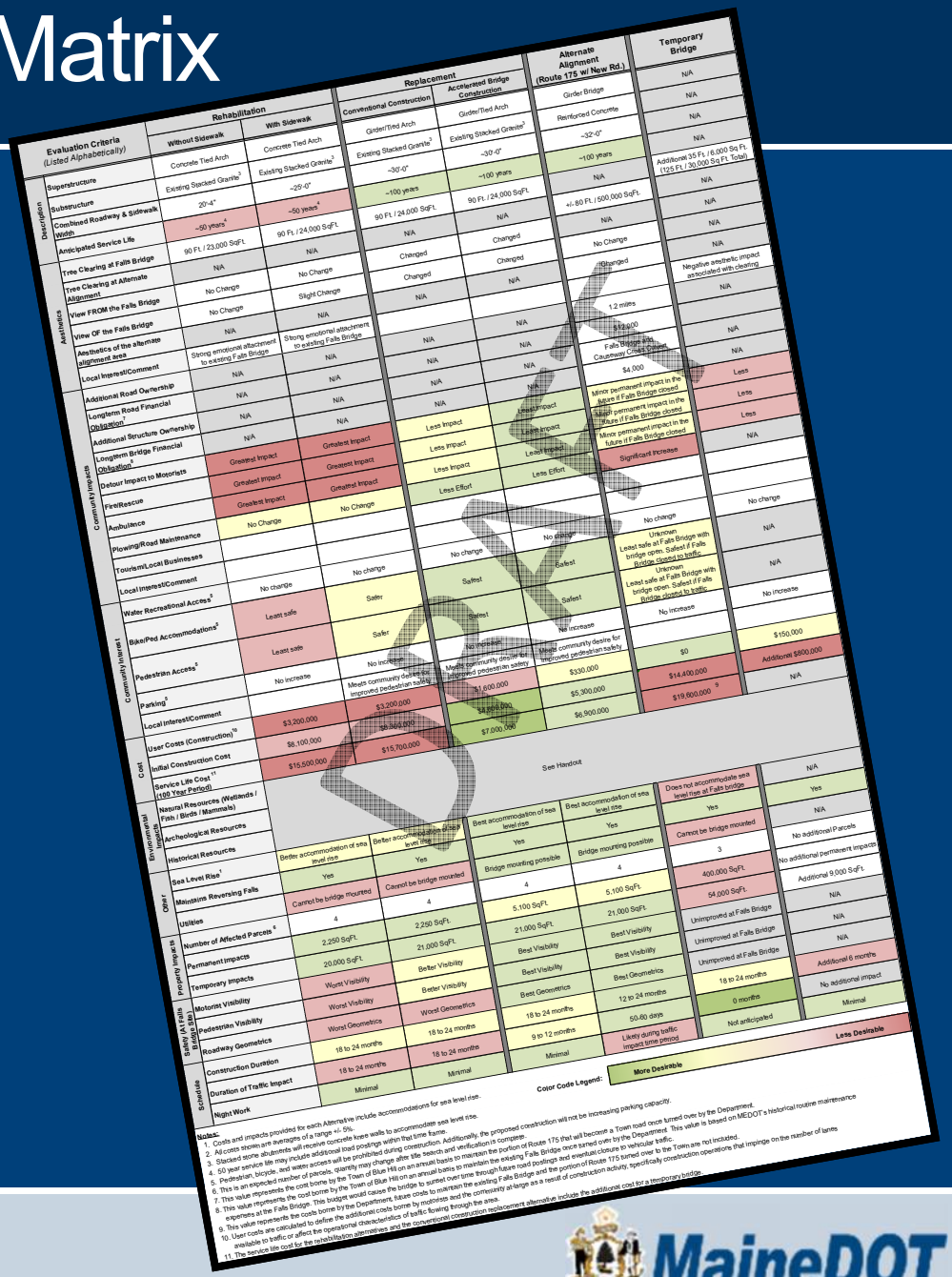
1. Identify project constraints
2. Develop design concepts and general assumptions
3. Complete a conceptual engineering and constructability assessment
4. Present design concept to BAC, refine concept based on feedback
5. Work with BAC to assess each option using evaluation criteria and incorporate assessment results into Design Alternatives Matrix

Design Alternatives Matrix

Tool used to compare and contrast each alternative against a series of evaluation criteria.

The design alternative matrix is arranged such that:

- Each column represents an alternative
- Each row represents an evaluation criteria (e.g. environmental impacts, construction schedule, etc.)
- A copy of the draft matrix is in the handout packet



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Design Alternatives Matrix

	Evaluation Criteria (Listed Alphabetically)	Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Description	Superstructure	Concrete Tied Arch	Concrete Tied Arch	Girder/Tied Arch	Girder/Tied Arch	Girder Bridge	N/A
	Substructure	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Reinforced Concrete	N/A
	Combined Roadway & Sidewalk Width	20'-4"	~25'-0"	~30'-0"	~30'-0"	~32'-0"	N/A
	Anticipated Service Life	~50 years[4]	~50 years[4]	~100 years	~100 years	~100 years	N/A
Aesthetics	Tree Clearing at Falls Bridge	90 Ft. / 23,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	N/A	Additional 35 Ft. / 6,000 Sq Ft. (125 Ft. / 30,000 Sq Ft. Total)
	Tree Clearing at Alternate Alignment	N/A	N/A	N/A	N/A	+/- 80 Ft. / 500,000 SqFt.	N/A
	View FROM the Falls Bridge	No Change	No Change	Changed	Changed	N/A	N/A
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	Local Interest/Comment	Strong emotional attachment to existing Falls Bridge	Strong emotional attachment to existing Falls Bridge				Negative aesthetic impact associated with clearing
Community Impacts	Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
	Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
	Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
	Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
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Bridge Rehabilitation

Bridge Replacement

Alternate Alignment

Temporary Bridge

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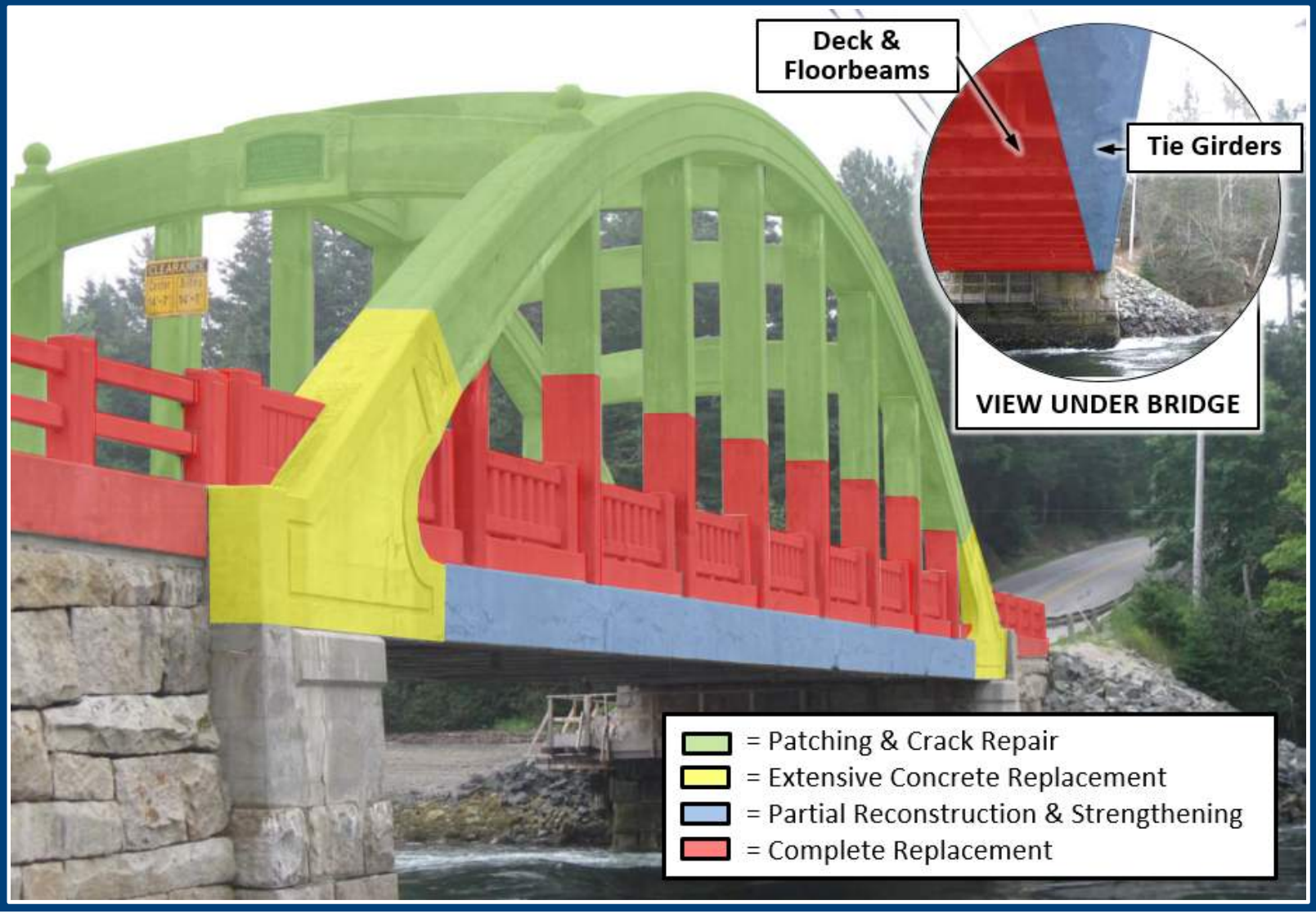
Bridge Rehabilitation

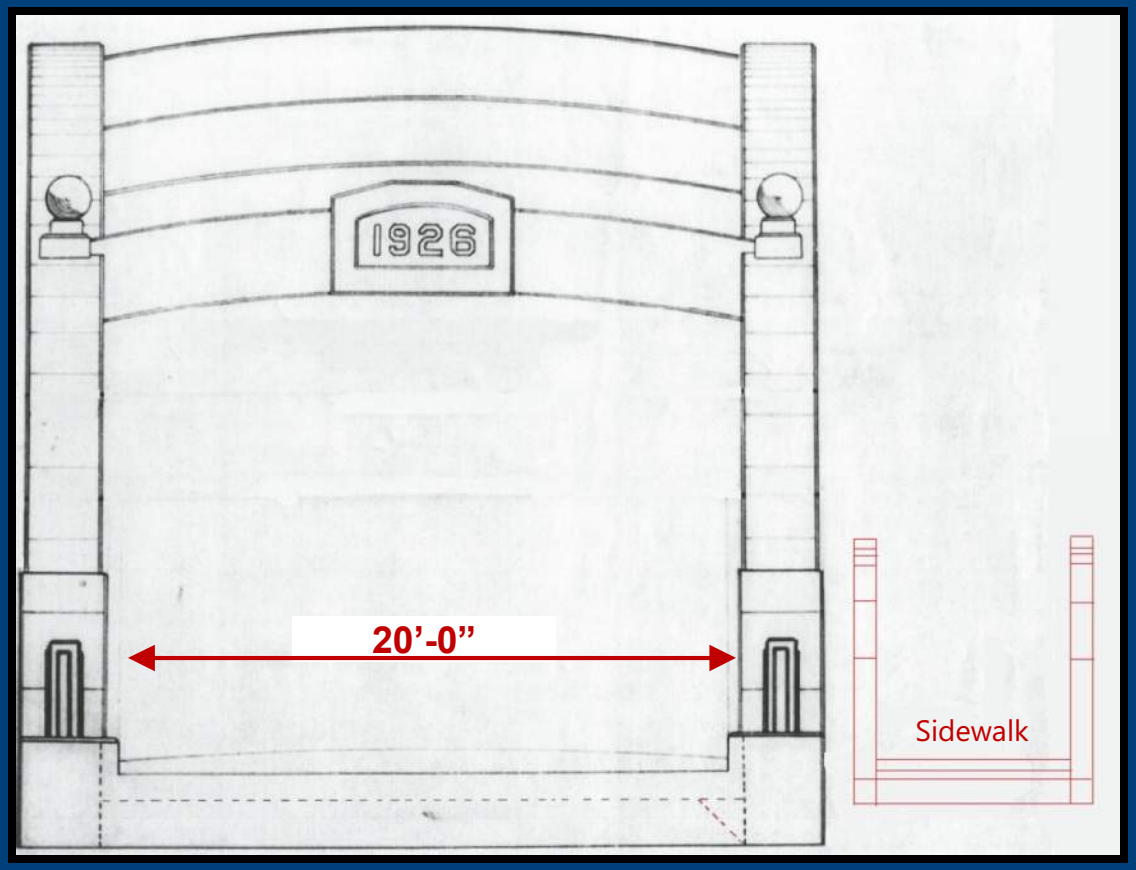
Design Alternatives Matrix - Rehabilitation

Superstructure



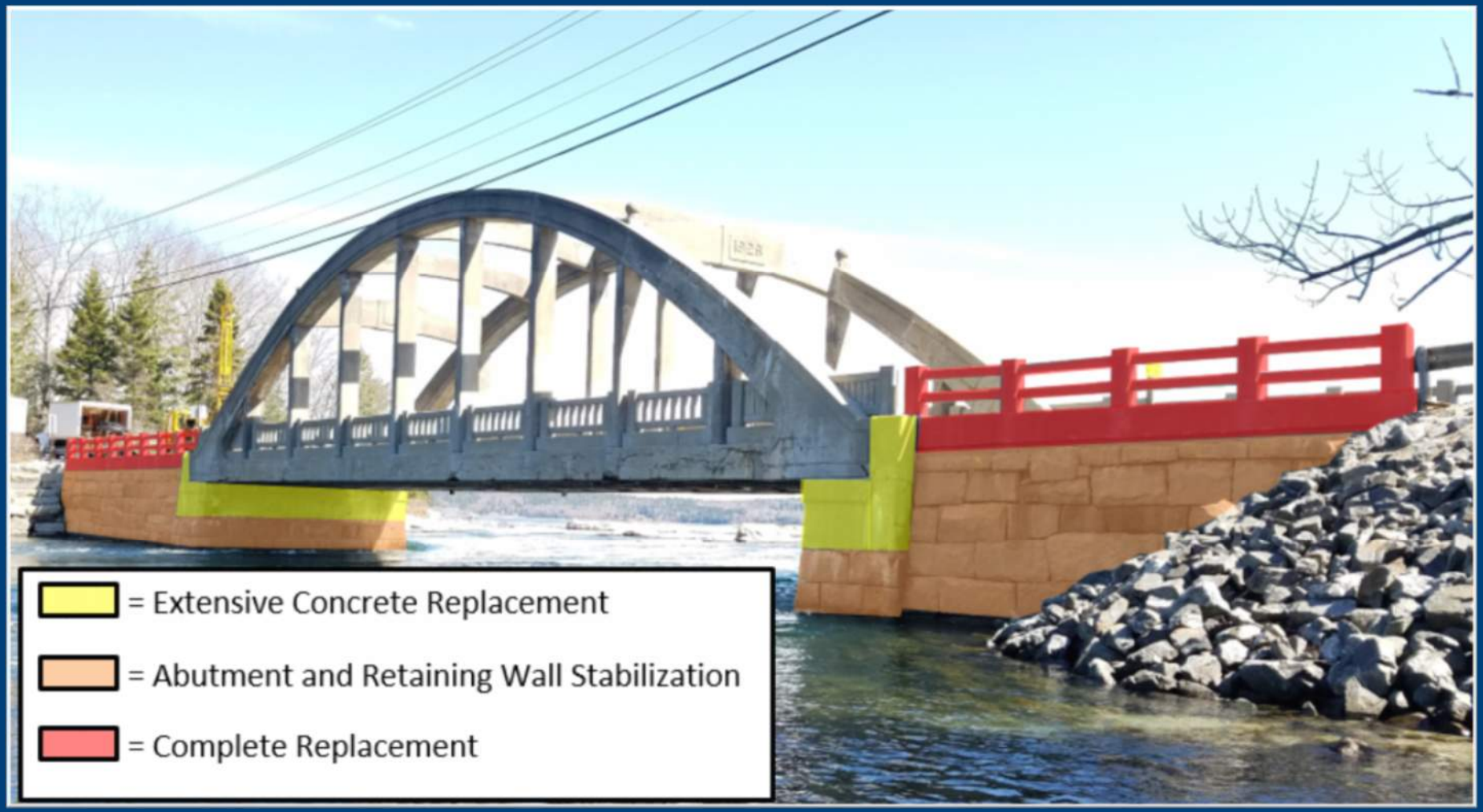
Design Alternatives Matrix - Rehabilitation

Superstructure – Maintain Existing Roadway



Design Alternatives Matrix - Rehabilitation

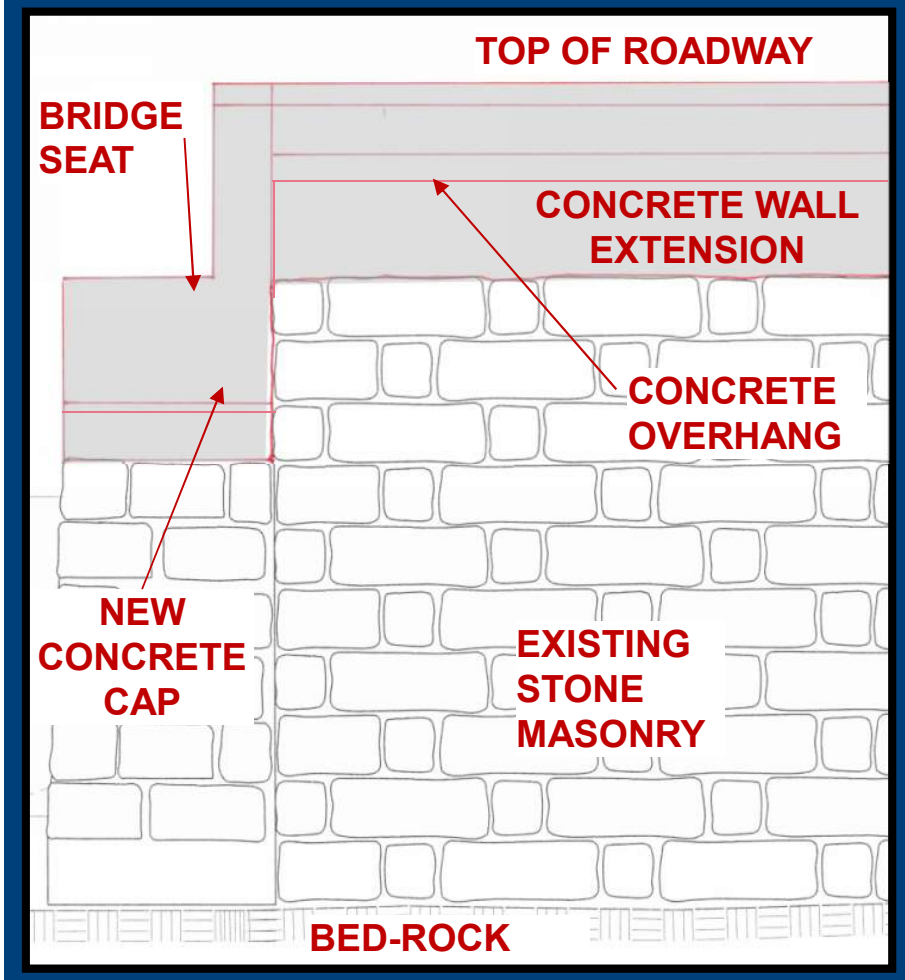
Substructure



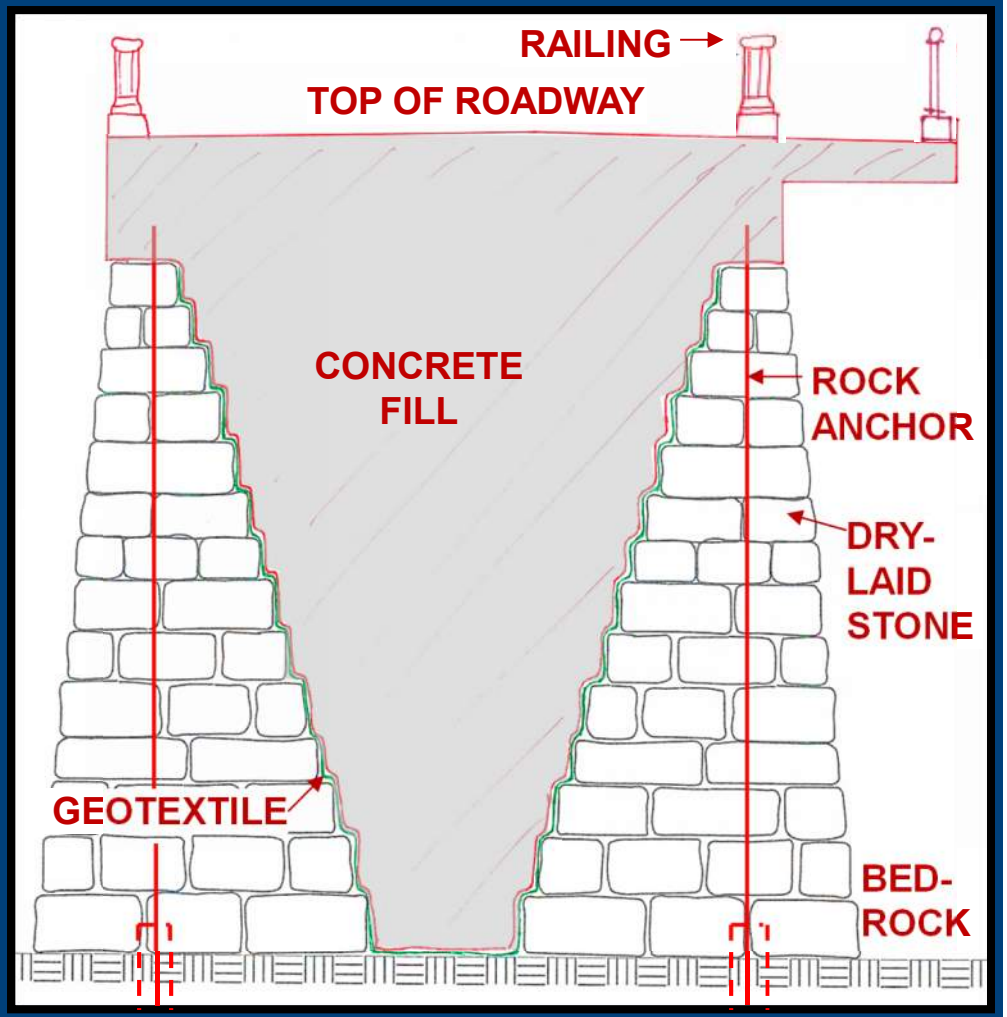
Design Alternatives Matrix - Rehabilitation

Substructure – Existing masonry walls to remain

Elevation



Section



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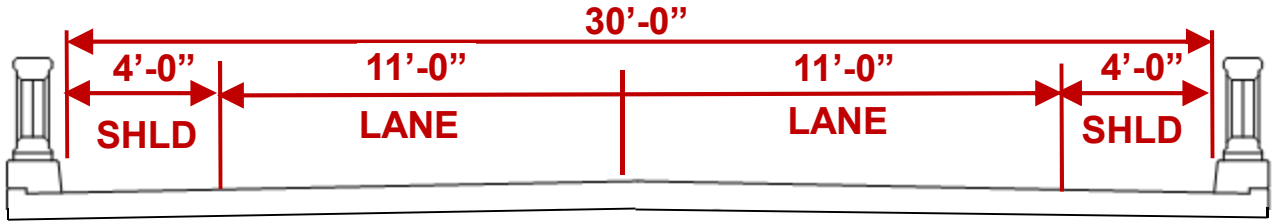
	Tourism/Local Businesses						
	Local Interest/Comment						

Bridge Replacement

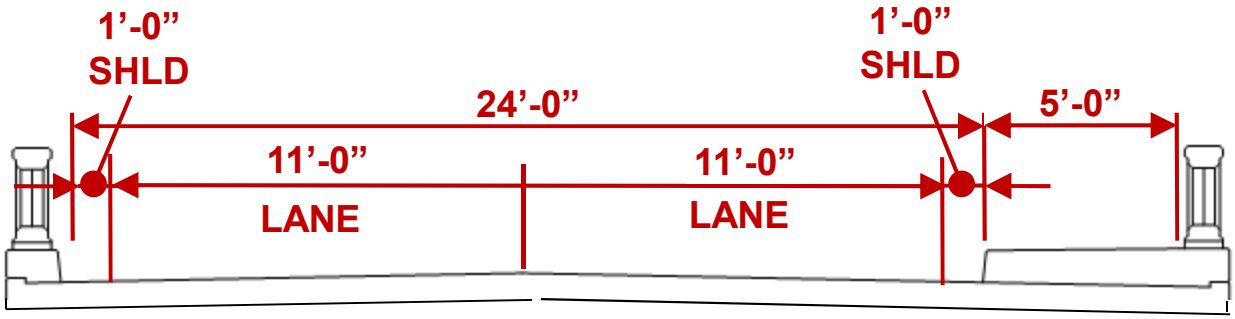
Design Alternatives Matrix - Replacement

Design Criteria

- 100 Year Service Life, Designed to Carry Modern Design Loads
- Modern Typical Section



TYPICAL SECTION WITH WIDE SHOULDERS



TYPICAL SECTION WITH SIDEWALK

Design Alternatives Matrix - Replacement

Superstructure

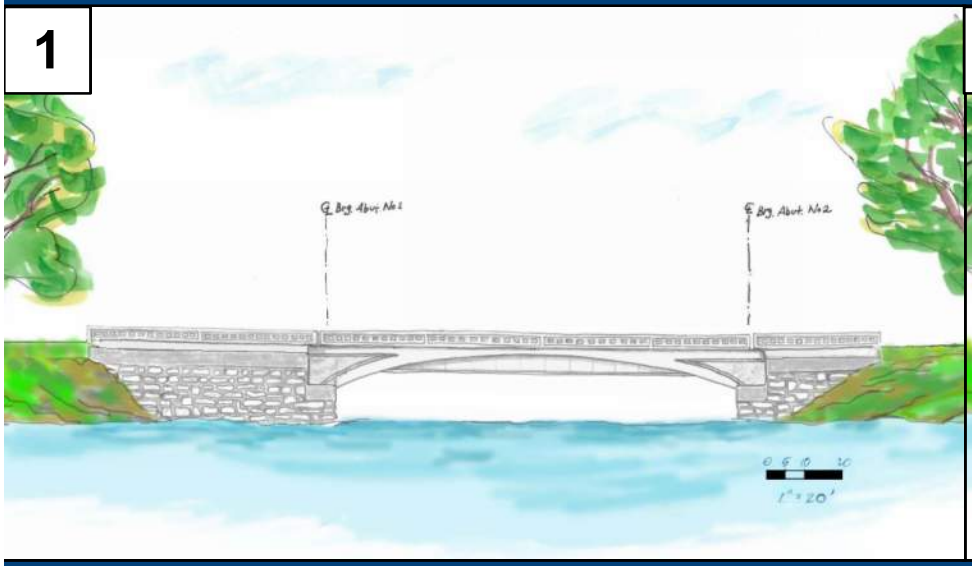
Precast Concrete Girders

1. Prefabricated standard girder shape with aesthetic fascia panel

Tied Arch

2. Tied arch with steel arch rib and concrete tie-girder

1



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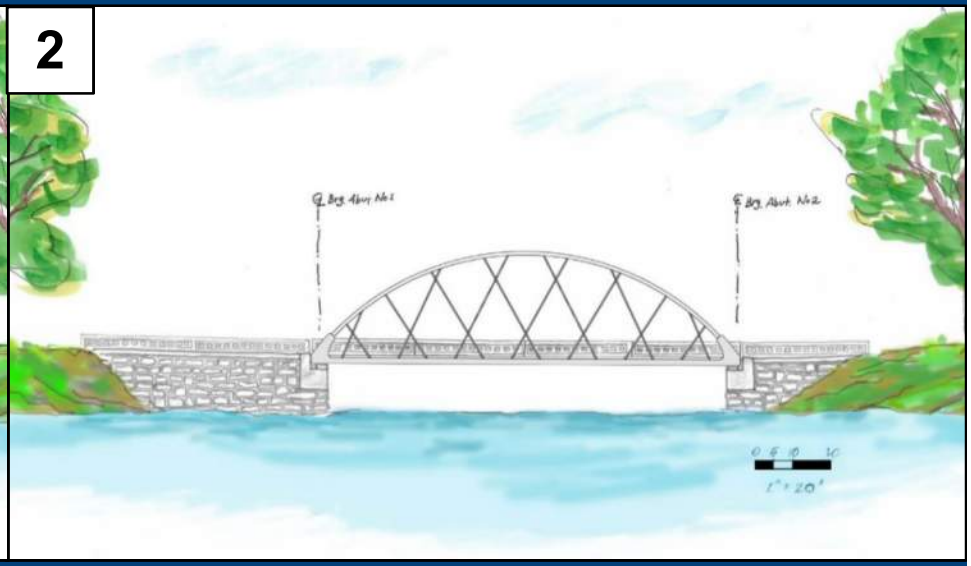
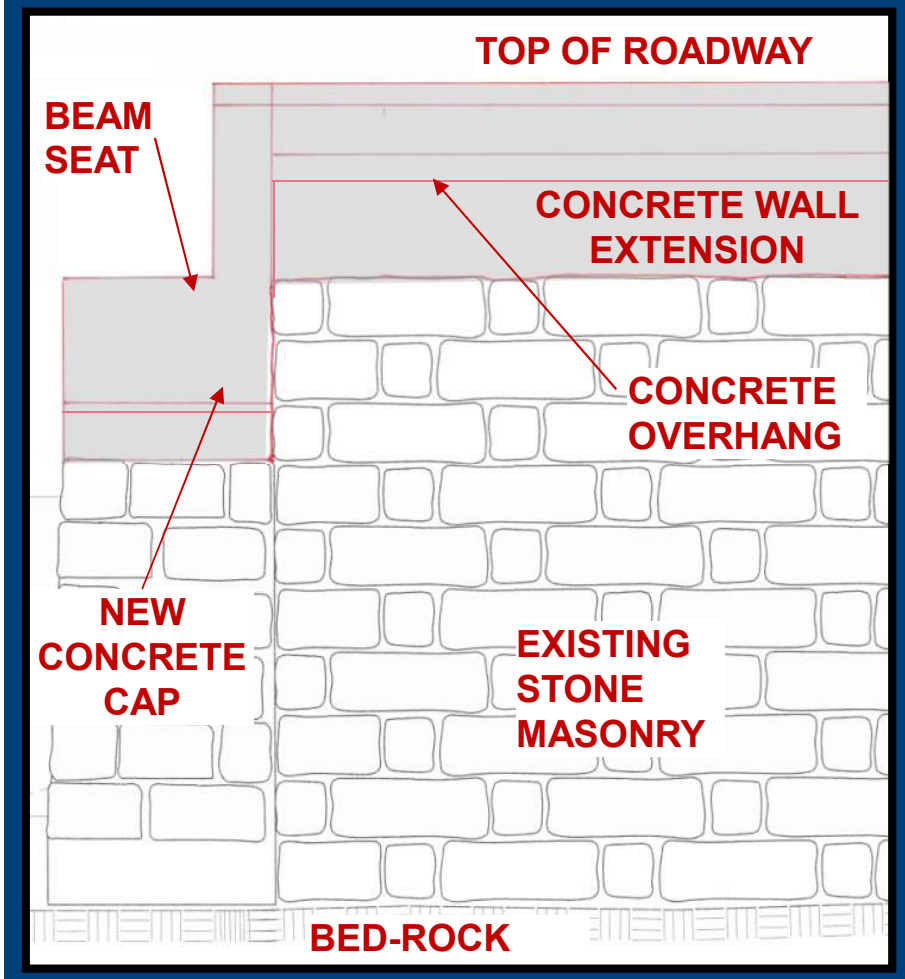


Design Alternatives Matrix - Replacement

Substructure

Elevation



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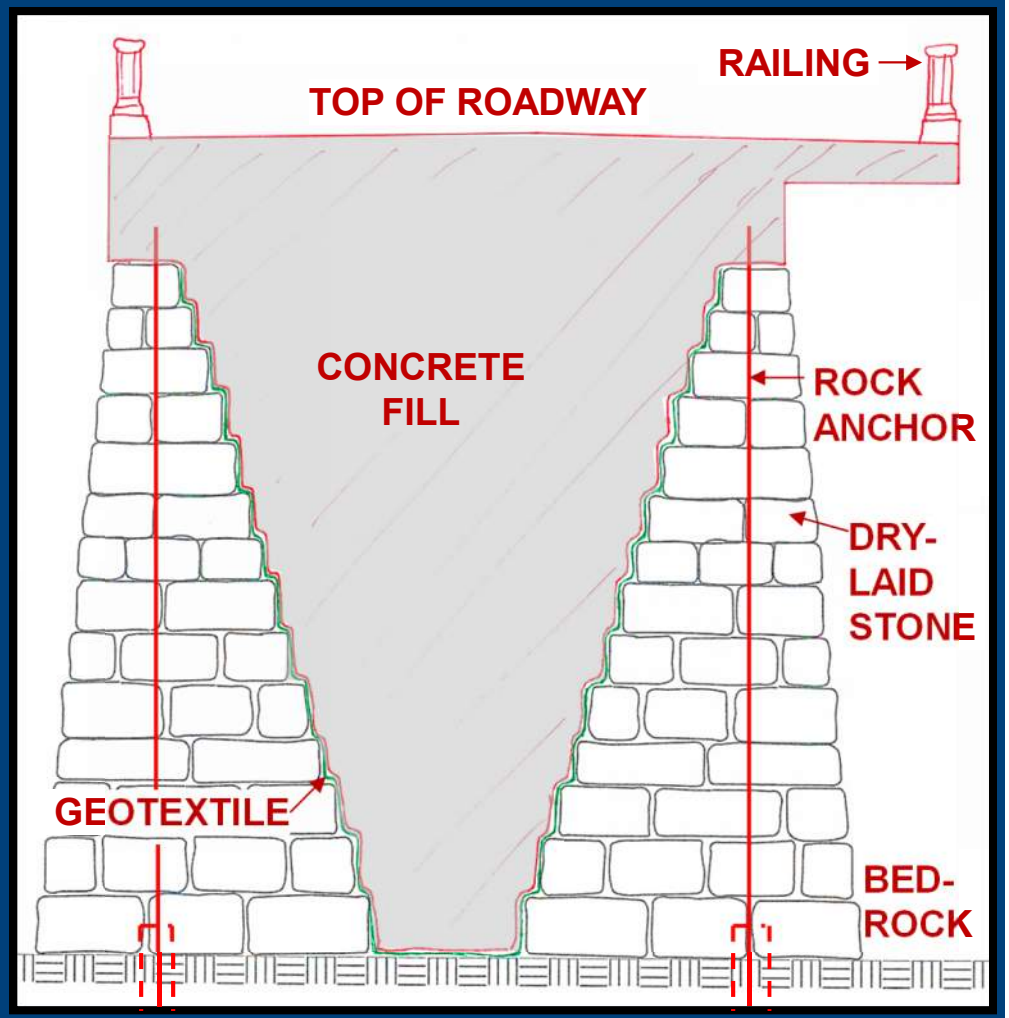

Design Alternatives Matrix - Replacement

Construction Methods Evaluated

- Conventional Construction

  Typical construction approach using cast-in-place concrete where the majority of work is completed on-site. Results in a longer construction duration.

- Accelerated Bridge Construction (ABC)

  Uses more prefabricated elements and minimizes the amount of work required on-site which reduces the overall construction duration.

  Evaluated multiple approaches to ABC

  - Prefabricated Bridge Elements
  - Bridge Movement Systems – Lateral Slide

  ABC methods were explored for the rehabilitation option but are not applicable given the nature of the work.

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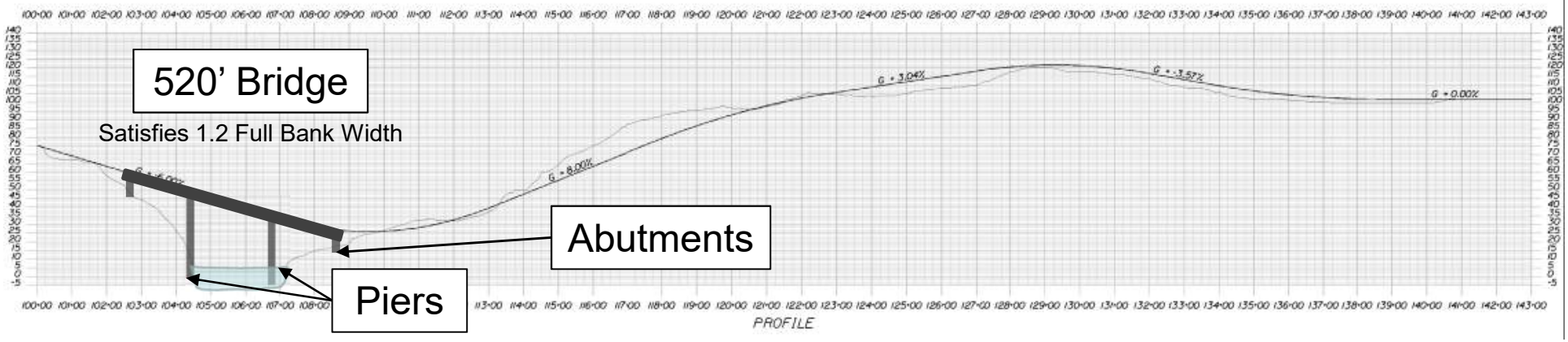
Alternate Alignment

Design Alternatives Matrix - Alt. Alignment

Route 172

Route 175



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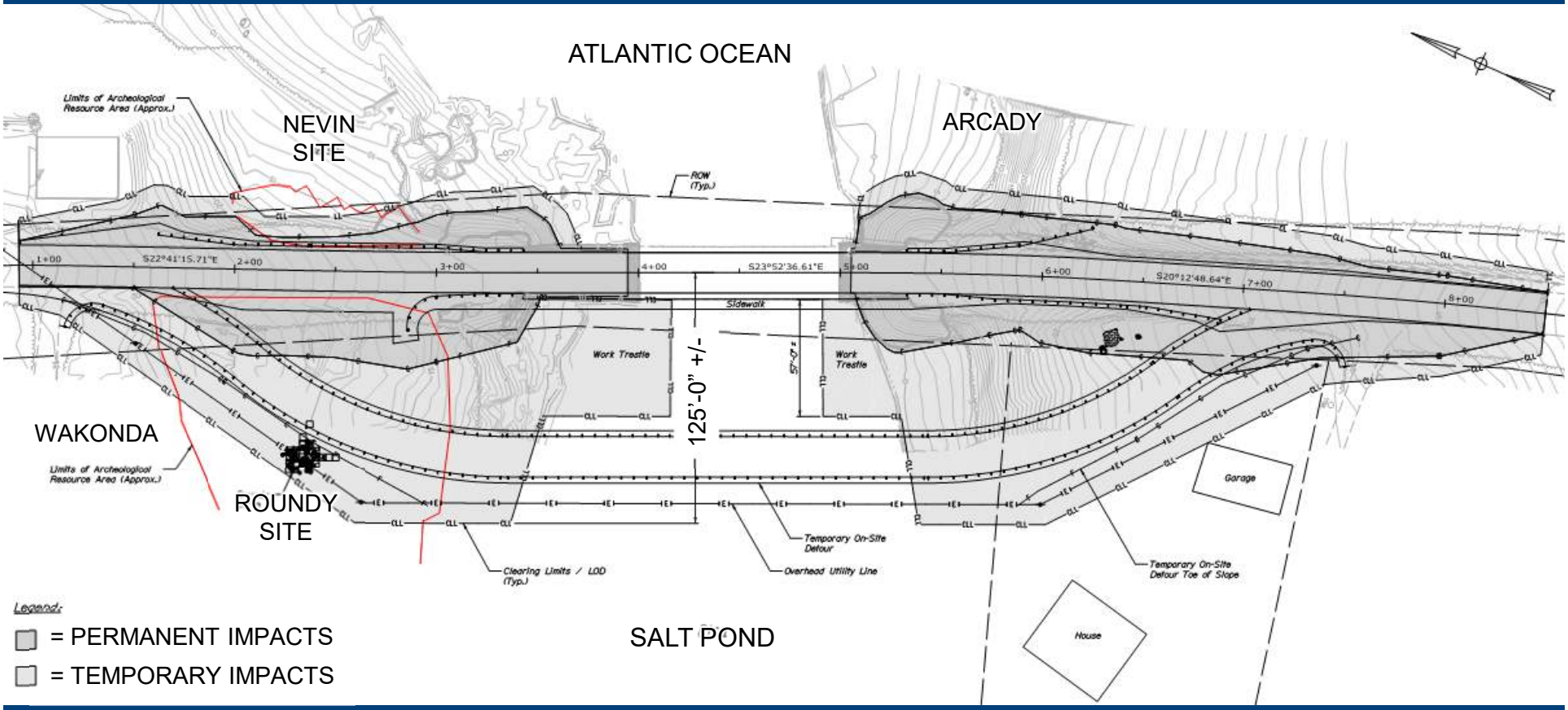
Temporary Bridge

Design Alternatives Matrix - Temp. Bridge

Rehabilitation or Replacement (Conventional Construction Only)



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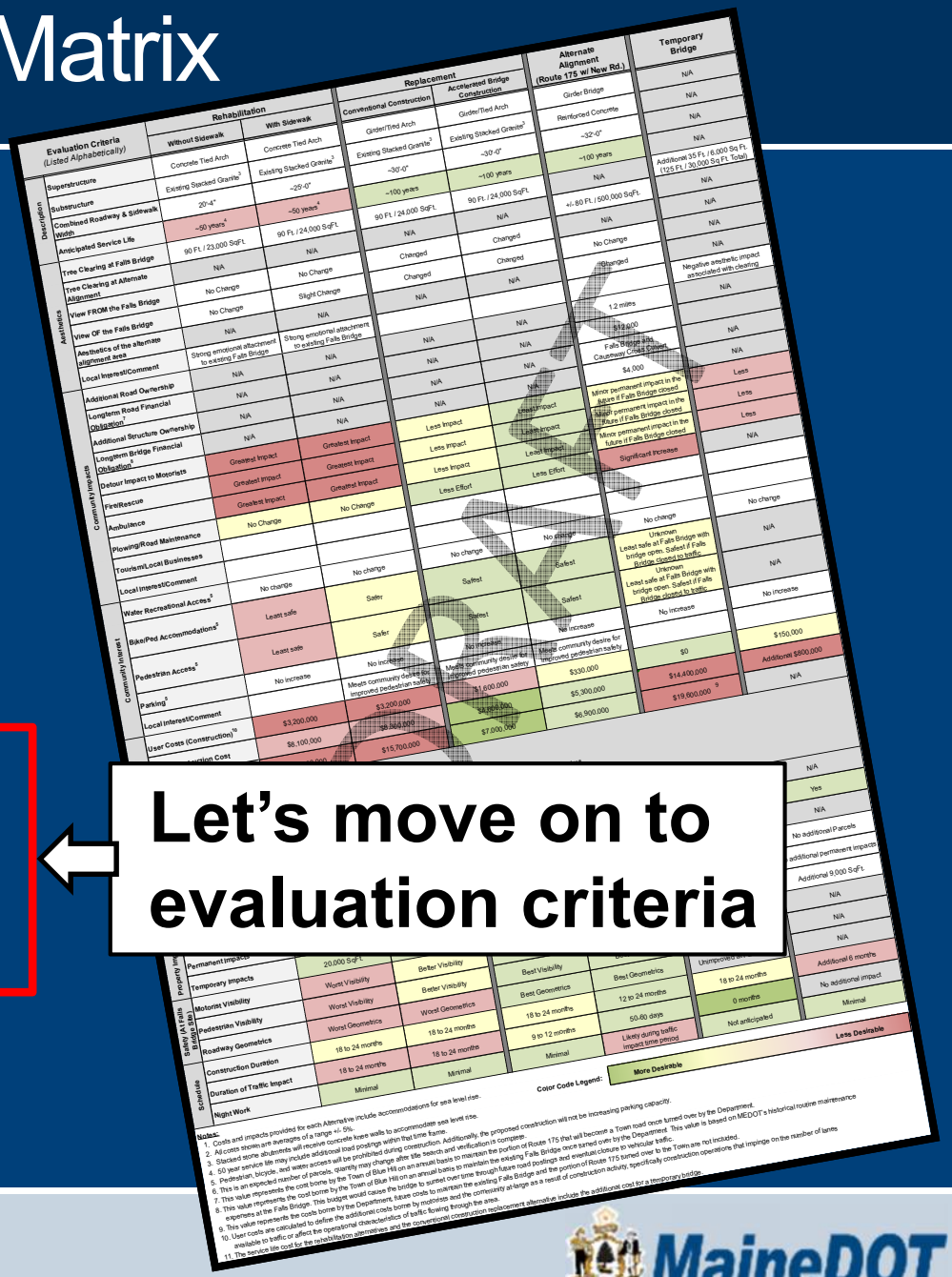

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	Combined Roadway & Sidewalk Width	20'-4"	~25'-0"	~30'-0"	~30'-0"	~32'-0"	N/A
	Anticipated Service Life	~50 years[4]	~50 years[4]	~100 years	~100 years	~100 years	N/A
Aesthetics	Tree Clearing at Falls Bridge	90 Ft. / 23,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	N/A	Additional 35 Ft. / 6,000 Sq Ft. (125 Ft. / 30,000 Sq Ft. Total)
	Tree Clearing at Alternate Alignment	N/A	N/A	N/A	N/A	+/- 80 Ft. / 500,000 SqFt.	N/A
	View FROM the Falls Bridge	No Change	No Change	Changed	Changed	N/A	N/A
	View OF the Falls Bridge	No Change	Slight Change	Changed	Changed	No Change	N/A
	Aesthetics of the alternate alignment area	N/A	N/A	N/A	N/A	Changed	N/A
	Local Interest/Comment	Strong emotional attachment to existing Falls Bridge	Strong emotional attachment to existing Falls Bridge				Negative aesthetic impact associated with clearing
Community Impacts	Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
	Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
	Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
	Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
	Detour Impact to Motorists	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Fire/Rescue	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Ambulance	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Plowing/Road Maintenance	No Change	No Change	Less Effort	Less Effort	Significant Increase	N/A
	Tourism/Local Businesses						
	Local Interest/Comment						
Community Interest	Water Recreational Access[5]	No change	No change	No change	No change	No change	No change
	Bike/Ped Accommodations[5]	Least safe	Safer	Safest	Safest	Unknown Least safe at Falls Bridge with bridge open. Safest if Falls Bridge closed to traffic	N/A
	Pedestrian Access[5]	Least safe	Safer	Safest	Safest	Unknown Least safe at Falls Bridge with bridge open. Safest if Falls Bridge closed to traffic	N/A
	Parking[5]	No increase	No increase	No increase	No increase	No increase	No increase
	Local Interest/Comment		Meets community desire for improved pedestrian safety	Meets community desire for improved pedestrian safety	Meets community desire for improved pedestrian safety		
Cost	User Costs (Construction)[10]	$3,200,000	$3,200,000	$1,600,000	$330,000	$0	$150,000
	Initial Construction Cost	$8,100,000	$8,300,000	$4,600,000	$5,300,000	$14,400,000	Additional $800,000
	Service Life Cost[11] (100 Year Period)	$15,500,000	$15,700,000	$7,000,000	$6,900,000	$19,600,000[9]	N/A
Environmental Impacts	Natural Resources (Wetlands / Fish / Birds / Mammals)	See Handout					
	Archeological Resources						
	Historical Resources						
Other	Sea Level Rise[1]	Better accommodation of sea level rise	Better accommodation of sea level rise	Best accommodation of sea level rise	Best accommodation of sea level rise	Does not accommodate sea level rise at Falls bridge	N/A
	Maintains Reversing Falls	Yes	Yes	Yes	Yes	Yes	Yes
	Utilities	Cannot be bridge mounted	Cannot be bridge mounted	Bridge mounting possible	Bridge mounting possible	Cannot be bridge mounted	N/A
Property Impacts	Number of Affected Parcels[6]	4	4	4	4	3	No additional Parcels
	Permanent Impacts	2,250 SqFt.	2,250 SqFt.	5,100 SqFt.	5,100 SqFt.	400,000 SqFt.	No additional permanent impacts
	Temporary Impacts	20,000 SqFt.	21,000 SqFt.	21,000 SqFt.	21,000 SqFt.	54,000 SqFt.	Additional 9,000 SqFt.
Safety (At Falls Bridge Site)	Motorist Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Pedestrian Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Roadway Geometrics	Worst Geometrics	Worst Geometrics	Best Geometrics	Best Geometrics	Unimproved at Falls Bridge	N/A
Schedule	Construction Duration	18 to 24 months	18 to 24 months	18 to 24 months	12 to 24 months		
	Duration of Traffic Impact	18 to 24 months	18 to 24 months	9 to 12 months	50-60 days		
	Night Work	Minimal	Minimal	Minimal	Likely during traffic impact time period		

Each alternative was assessed against ten groups of criteria, including:

- General description / features
- Aesthetics
- Community Impacts
- Community Interest
- Cost
- Environmental Impacts
- Other
- Property Impacts
- Safety
- Schedule

Color Code Legend: More Desirable — Less Desirable

Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Description	Superstructure	Concrete Tied Arch	Concrete Tied Arch	Girder/Tied Arch	Girder/Tied Arch	Girder Bridge	N/A
	Substructure	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Reinforced Concrete	N/A
	Combined Roadway & Sidewalk Width	20'-4"	~25'-0"	~30'-0"	~30'-0"	~32'-0"	N/A
	Anticipated Service Life	~50 years[4]	~50 years[4]	~100 years	~100 years	~100 years	N/A
Aesthetics	Tree Clearing at Falls Bridge	90 Ft / 23,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft / 24,000 SqFt	N/A	Additional 35 Ft. / 6,000 Sq Ft. (125 Ft. / 30,000 Sq Ft. Total)
	Tree Clearing at Alternate Alignment	N/A	N/A	N/A	N/A	+/- 90 Ft. / 600,000 SqFt.	N/A
	View FROM the Falls Bridge	No Change	No Change	Changed	Changed	N/A	N/A
	View Of the Falls Bridge	No Change	Slight Change	Changed	Changed	No Change	N/A
	Aesthetics of the alternate alignment area	N/A	N/A	N/A	N/A	Changed	N/A
	Local Interest/Comment	Strong emotional attachment to existing Falls Bridge	Strong emotional attachment to existing Falls Bridge				Negative aesthetic impact associated with clearing
Community Impacts	Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
	Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
	Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
	Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
	Detour Impact to Motorists	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Fire/Rescue	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Ambulance	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
	Plowing/Road Maintenance	No Change	No Change	Less Effort	Less Effort	Significant Increase	N/A
	Tourism/Local Businesses						
	Local Interest/Comment						
Community Interest	Water Recreational Access[9]	No change	No change	No change	No change	No change	No change
	Bike/Ped Accommodations[9]	Least safe	Safer	Safest	Safest	Unknown Least safe at Falls Bridge with bridge open. Safest if Falls Bridge closed to traffic	N/A
Cost						Unknown	
Environmental Impacts	Number of Affected Parcels[6]	4	4	4	4	3	No additional Parcels
	Permanent Impacts	2,250 SqFt.	2,250 SqFt.	5,100 SqFt.	5,100 SqFt.	400,000 SqFt.	No additional permanent impacts
	Temporary Impacts	20,000 SqFt.	21,000 SqFt.	21,000 SqFt.	21,000 SqFt.	54,000 SqFt.	Additional 9,000 SqFt.
Other	Motorist Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Pedestrian Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Roadway Geometrics	Worst Geometrics	Worst Geometrics	Best Geometrics	Best Geometrics	Unimproved at Falls Bridge	N/A
Property Impacts	Construction Duration	18 to 24 months	18 to 24 months	18 to 24 months	12 to 24 months	18 to 24 months	Additional 6 months
	Duration of Traffic Impact	18 to 24 months	18 to 24 months	9 to 12 months	60-90 days	0 months	No additional impact
Safety (At Falls Bridge Site)	Night Work	Minimal	Minimal	Minimal	Likely during traffic impact time period	Not anticipated	Minimal
Schedule							

Description

Key Factors & Differentiators:

Roadway Width

Service Life

MaineDOT

Design Alternatives Matrix

	Evaluation Criteria (Listed Alphabetically)	Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Description	Superstructure	Concrete Tied Arch	Concrete Tied Arch	Girder/Tied Arch	Girder/Tied Arch	Girder Bridge	N/A
Description	Substructure	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Reinforced Concrete	N/A
Description	Combined Roadway & Sidewalk Width	20'-4"	~25'-0"	~30'-0"	~30'-0"	~32'-0"	N/A
Description	Anticipated Service Life	~50 years[4]	~50 years[4]	~100 years	~100 years	~100 years	N/A
Aesthetics	Tree Clearing at Falls Bridge	90 Ft. / 23,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	N/A	Additional 35 Ft. / 6,000 Sq Ft. (125 Ft. / 30,000 Sq Ft. Total)
Aesthetics	Tree Clearing at Alternate Alignment	N/A	N/A	N/A	N/A	+/- 80 Ft. / 500,000 SqFt.	N/A
Aesthetics	View FROM the Falls Bridge	No Change	No Change	Changed	Changed	N/A	N/A
Aesthetics	View OF the Falls Bridge	No Change	Slight Change	Changed	Changed	No Change	N/A
Aesthetics	Aesthetics of the alternate alignment area	N/A	N/A	N/A	N/A	Changed	N/A
Aesthetics	Local Interest/Comment	Strong emotional attachment to existing Falls Bridge	Strong emotional attachment to existing Falls Bridge				Negative aesthetic impact associated with clearing
Community Impacts	Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
Community Impacts	Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
Community Impacts	Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
Community Impacts	Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
Community Impacts	Detour Impact to Motorists	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts	Fire/Rescue	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts	Ambulance	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts	Plowing/Road Maintenance	No Change	No Change	Less Effort	Less Effort	Significant Increase	N/A
Community Impacts	Tourism/Local Businesses						
Community Impacts	Local Interest/Comment						
Community Interest	Permanent Impacts	2,250 SqFt.	2,250 SqFt.	5,100 SqFt.	5,100 SqFt.	400,000 SqFt.	No additional permanent impacts
Community Interest	Temporary Impacts	20,000 SqFt.	21,000 SqFt.	21,000 SqFt.	21,000 SqFt.	54,000 SqFt.	Additional 9,000 SqFt.
Cost	Motorist Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
Cost	Pedestrian Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
Cost	Roadway Geometrics	Worst Geometrics	Worst Geometrics	Best Geometrics	Best Geometrics	Unimproved at Falls Bridge	N/A
Environmental Impacts	Construction Duration	18 to 24 months	18 to 24 months	18 to 24 months	12 to 24 months	18 to 24 months	Additional 6 months
Environmental Impacts	Duration of Traffic Impact	18 to 24 months	18 to 24 months	9 to 12 months	60-90 days	0 months	No additional impact
Environmental Impacts	Night Work	Minimal	Minimal	Minimal	Likely during traffic impact time period	Not anticipated	Minimal
Other	Safety (At Falls Bridge Site)						
Other	Schedule						

Aesthetics

Key Factors & Differentiators:

Tree clearing

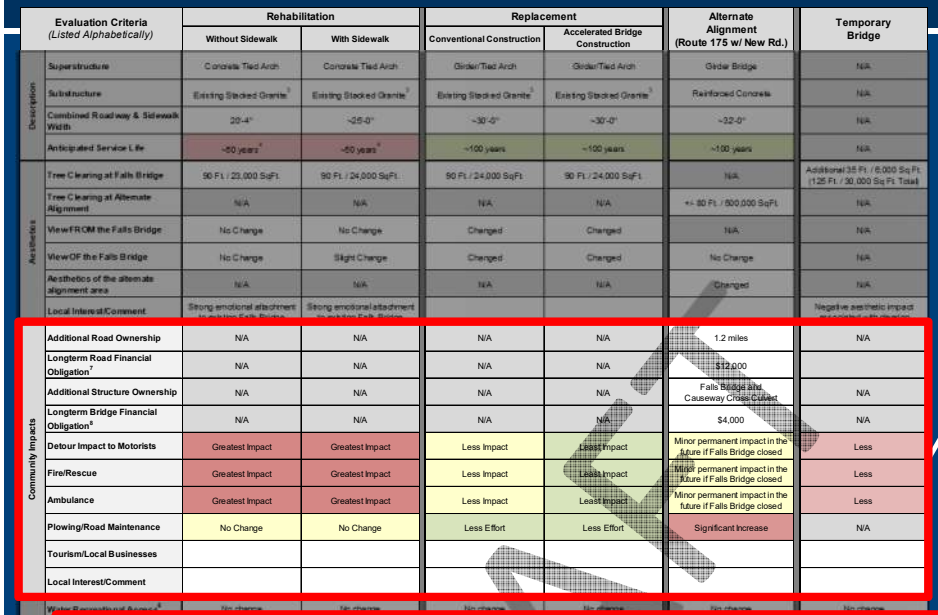
Impact to view of Falls Bridge

Impact to view from Falls Bridge

Local interest comments

MaineDOT

Design Alternatives Matrix



Evaluation Criteria (Listed Alphabetically)	Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
	Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Superstructure	Concrete Tied Arch	Concrete Tied Arch	Girder/Tied Arch	Girder/Tied Arch	Girder Bridge	N/A
Substructure	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Existing Stacked Granite[3]	Reinforced Concrete	N/A
Combined Roadway & Sidewalk Width	28'-4"	~25'-0"	~30'-0"	~30'-0"	~22'-0"	N/A
Anticipated Service Life	~50 years[4]	~50 years[4]	~100 years	~100 years	~100 years	N/A
Tree Clearing at Falls Bridge	90 Ft. / 23,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	90 Ft. / 24,000 SqFt.	N/A	Additional 35 Ft. / 6,000 Sq Ft. (125 Ft. / 30,000 Sq Ft. Total)
Tree Clearing at Alternate Alignment	N/A	N/A	N/A	N/A	+/- 80 Ft. / 800,000 SqFt.	N/A
View FROM the Falls Bridge	No Change	No Change	Changed	Changed	N/A	N/A
View OF the Falls Bridge	No Change	Slight Change	Changed	Changed	No Change	N/A
Aesthetics of the alternate alignment area	N/A	N/A	N/A	N/A	Changed	N/A
Local Interest/Comment	Strong emotional attachment to existing Falls Bridge	Strong emotional attachment to existing Falls Bridge				Negative aesthetic impact
Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
Detour Impact to Motorists	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Fire/Rescue	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Ambulance	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Plowing/Road Maintenance	No Change	No Change	Less Effort	Less Effort	Significant Increase	N/A
Tourism/Local Businesses						
Local Interest/Comment						

Community Impacts

Key Factors & Differentiators:

Infrastructure Cost to Town

Emergency Response Time

Evaluation Criteria (Listed Alphabetically)	Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
	Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Community Impacts: Additional Road Ownership	N/A	N/A	N/A	N/A	1.2 miles	N/A
Community Impacts: Longterm Road Financial Obligation[7]	N/A	N/A	N/A	N/A	$12,000	
Community Impacts: Additional Structure Ownership	N/A	N/A	N/A	N/A	Falls Bridge and Causeway Cross Culvert	N/A
Community Impacts: Longterm Bridge Financial Obligation[8]	N/A	N/A	N/A	N/A	$4,000	N/A
Community Impacts: Detour Impact to Motorists	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts: Fire/Rescue	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts: Ambulance	Greatest Impact	Greatest Impact	Less Impact	Least Impact	Minor permanent impact in the future if Falls Bridge closed	Less
Community Impacts: Plowing/Road Maintenance	No Change	No Change	Less Effort	Less Effort	Significant Increase	N/A
Community Impacts: Tourism/Local Businesses						
Community Impacts: Local Interest/Comment						

Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Description	Superstructure	Concrete Tied Arch	Concrete Tied Arch	Girder/Tied Arch	Girder/Tied Arch	Girder Bridge	N/A
Aesthetics	Tourism/Local Businesses						
Community Impacts	**Community Interest**						
	Local Interest/Comment						
	Water Recreational Access[5]	No change	No change	No change	No change	No change	No change
	Bike/Ped Accommodations[5]	Least safe	Safer	Safest	Safest	Unknown Least safe at Falls Bridge with bridge open. Safest if Falls Bridge closed to traffic	N/A
	Pedestrian Access[5]	Least safe	Safer	Safest	Safest	Unknown Least safe at Falls Bridge with bridge open. Safest if Falls Bridge closed to traffic	N/A
	Parking[5]	No increase	No increase	No increase	No increase	No increase	No increase
	Local Interest/Comment		Meets community desire for improved pedestrian safety	Meets community desire for improved pedestrian safety	Meets community desire for improved pedestrian safety		
Cost	User Costs (Construction)	$3,200,000	$3,200,000	$1,600,000	$320,000	$0	$150,000
	Initial Construction Cost	$8,100,000	$8,300,000	$6,900,000	$5,300,000	$14,400,000	Additional $800,000
	Service Life Cost[11] (100 Year Period)	$15,500,000	$15,700,000	$7,000,000	$6,900,000	$19,600,000	N/A
Environmental Impacts	Natural Resources (Wetlands / Fish / Birds / Mammals)	See Handout					
	Archeological Resources						
	Historical Resources						
Other	Sea Level Rise[7]	Better accommodation of sea level rise	Better accommodation of sea level rise	Best accommodation of sea level rise	Best accommodation of sea level rise	Does not accommodate sea level rise at Falls Bridge	N/A
	Maintains Reversing Falls	Yes	Yes	Yes	Yes	Yes	Yes
	Utilities	Cannot be bridge mounted	Cannot be bridge mounted	Bridge mounting possible	Bridge mounting possible	Cannot be bridge mounted	N/A
Property Impacts	Number of Affected Parcels[8]	4	4	4	4	3	No additional Parcels
	Permanent Impacts	2,250 SqFt.	2,250 SqFt.	5,100 SqFt.	5,100 SqFt.	408,000 SqFt.	No additional permanent impacts
	Temporary Impacts	20,000 SqFt.	21,000 SqFt.	21,000 SqFt.	21,000 SqFt.	64,000 SqFt.	Additional 9,000 SqFt.
Safety (At Falls Bridge Site)	Motorist Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Pedestrian Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Roadway Geometrics	Worst Geometrics	Worst Geometrics	Best Geometrics	Best Geometrics	Unimproved at Falls Bridge	N/A
Schedule	Construction Duration	18 to 24 months	18 to 24 months	18 to 24 months	12 to 24 months	18 to 24 months	Additional 6 months
	Duration of Traffic Impact	18 to 24 months	18 to 24 months	9 to 12 months	60-90 days	0 months	No additional impact
	Night Work	Minimal	Minimal	Minimal	Likely during traffic impact time period	Not anticipated	Minimal

Community Interest

Key Factors & Differentiators:

Bicycle Accommodation

Pedestrian Accommodation

Local interest comment

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Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Cost	User Costs (Construction)[10]	$3,200,000	$3,200,000	$1,600,000	$330,000	$0	$150,000
	Initial Construction Cost	$8,100,000	$8,300,000	$4,600,000	$5,300,000	$14,400,000	Additional $800,000
	Service Life Cost [11] (100 Year Period)	$15,500,000	$15,700,000	$7,000,000	$6,900,000	$19,600,000 [9]	N/A

Cost

Key Factors & Differentiators:

User costs

Construction cost

Service life cost

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Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Environmental Impacts	Natural Resources (Wetlands / Fish / Birds / Mammals)	See Handout					
	Archeological Resources						
	Historical Resources						

Environmental Impacts

Key Factors & Differentiators:

(see next slides)

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Fish and Wildlife

- Permanent Habitat Conversion

- Temporary Impacts:
  - Noise
  - Turbidity
  - Behavior
  - Migration

Fish and Wildlife

- Both rehab and replacement alternatives will affect fish and wildlife
- Alternate alignment results in largest permanent footprint at a new location
- Temporary detour adds temporary footprint, in-water activities, and construction duration

Historic Properties

PROPERTIES

-Blue Hill Falls Historic District
-Blue Hill Falls Bridge
-Arcady
-Wakonda
-Nevins Site
-John Roundy Site
-Luskey Site

EFFECTS

-Rehabilitation (Adverse Effect)

-Replacement (Adverse Effect)

-Alternate Alignment (No Adverse Effect*)

Figure 24. Northeast corner of the Roundy foundation of split stone.

Avoid, Minimize, Mitigate

- Refine footprint of permanent and temporary features
- Minimize species interactions with work windows
- Best Management Practices
- Minimize duration
- Minimize area of disturbance
- In-water noise attenuation and monitoring
- Consult/permit/mitigate for unavoidable impacts
- Documentation of property, recovery of archaeological artifacts

Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Other	Sea Level Rise[1]	Better accommodation of sea level rise	Better accommodation of sea level rise	Best accommodation of sea level rise	Best accommodation of sea level rise	Does not accommodate sea level rise at Falls bridge	N/A
	Maintains Reversing Falls	Yes	Yes	Yes	Yes	Yes	Yes
	Utilities	Cannot be bridge mounted	Cannot be bridge mounted	Bridge mounting possible	Bridge mounting possible	Cannot be bridge mounted	N/A

Other

Key Factors & Differentiators:

Sea level rise accommodation

Possible bridge-mounted utilities

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Design Alternatives Matrix

Evaluation Criteria *(Listed Alphabetically)*		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Property Impacts	Number of Affected Parcels [6]	4	4	4	4	3	No additional Parcels
	Permanent Impacts	2,250 SqFt.	2,250 SqFt.	5,100 SqFt.	5,100 SqFt.	400,000 SqFt.	No additional permanent impacts
	Temporary Impacts	20,000 SqFt.	21,000 SqFt.	21,000 SqFt.	21,000 SqFt.	54,000 SqFt.	Additional 9,000 SqFt.

Property Impact

Key Factors & Differentiators:

Permanent Impact

Temporary Impact

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Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Safety (At Falls Bridge Site)	Motorist Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Pedestrian Visibility	Worst Visibility	Better Visibility	Best Visibility	Best Visibility	Unimproved at Falls Bridge	N/A
	Roadway Geometrics	Worst Geometrics	Worst Geometrics	Best Geometrics	Best Geometrics	Unimproved at Falls Bridge	N/A

Safety

Key Factors & Differentiators:

Motorist visibility

Pedestrian visibility

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Design Alternatives Matrix

Evaluation Criteria (Listed Alphabetically)		Rehabilitation		Replacement		Alternate Alignment (Route 175 w/ New Rd.)	Temporary Bridge
		Without Sidewalk	With Sidewalk	Conventional Construction	Accelerated Bridge Construction		
Schedule	Construction Duration	18 to 24 months	18 to 24 months	18 to 24 months	12 to 24 months	18 to 24 months	Additional 6 months
	Duration of Traffic Impact	18 to 24 months	18 to 24 months	9 to 12 months	50-60 days	0 months	No additional impact
	Night Work	Minimal	Minimal	Minimal	Likely during traffic impact time period	Not anticipated	Minimal

Schedule

Key Factors & Differentiators:

Construction duration

Duration of traffic impact

Night work

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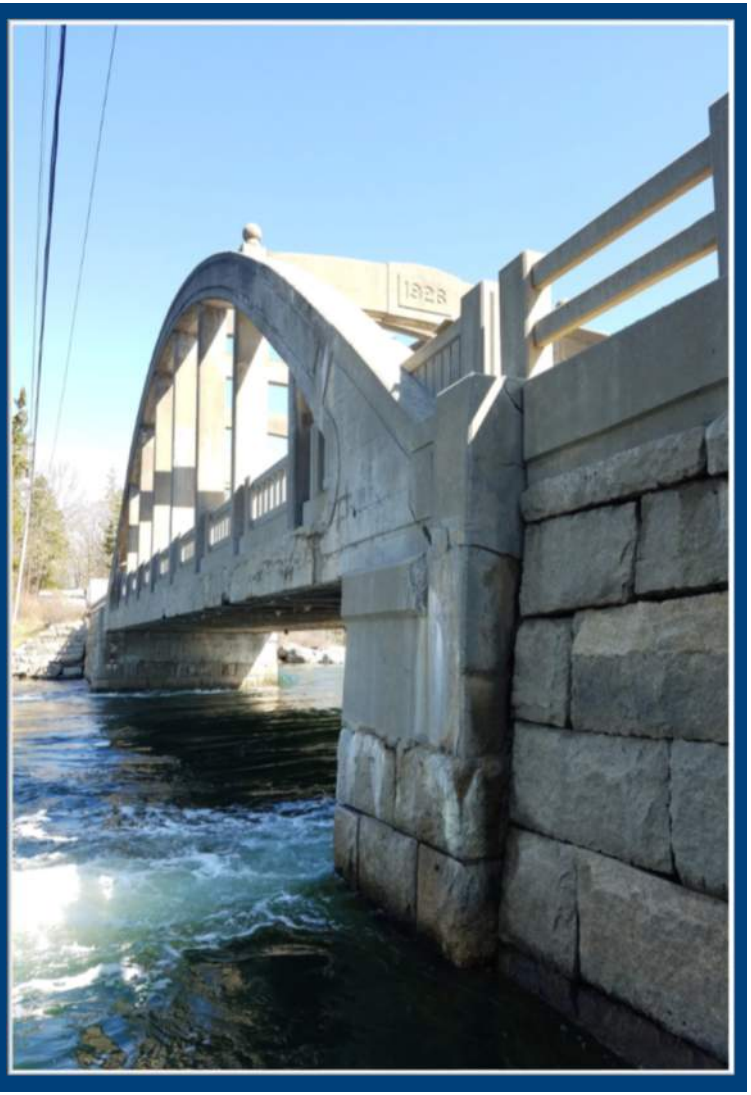
Moving Forward

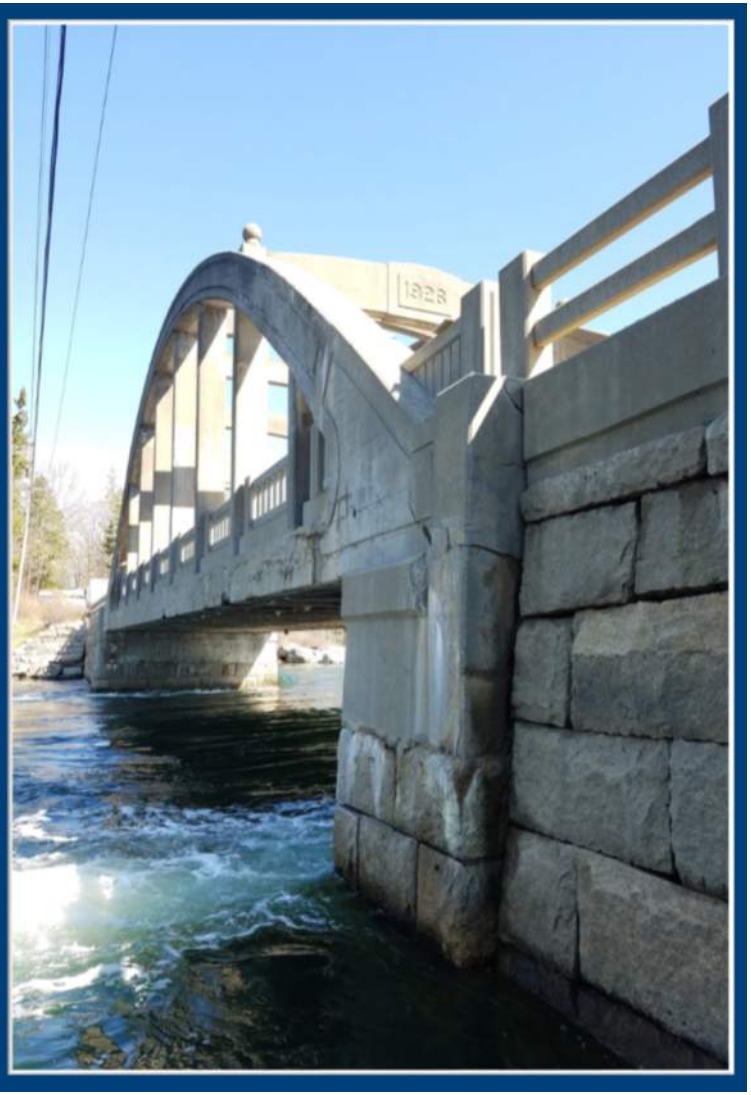
Where do we go from here?

1. Public comments associated with the selection of a preferred alternative will be received and reviewed until September 29, 2018.
2. Public comments related to the design of the selected alternative will continue to be received and reviewed during the design process.
3. The Department will review public comments received with the Bridge Advisory Committee in October and may update the design matrix as needed.
4. The Department will select a preferred alternative from those listed on the design matrix.
5. Design will likely begin in the Winter 2018/2019.



Opportunities for Public Comment / Input

- Bridge Advisory Committee meetings are open to the public. Meeting dates are posted on the Town of Blue Hill website.
- Meeting minutes and presentation materials for Bridge Advisory Committee meetings are published on the Town of Blue Hill's website:
  - https://www.townofbluehillmaine.org
- Additional historic information can be found on the MaineDOT's website:
  - www1.maine.gov/mdot/env/documents/section_106/Blue_Hill_17712_00_Draft_Determination_of_Effects.pdf
- Town of Blue Hill website has a link to MaineDOT's website where electronic comments can be submitted directly to the Department of Transportation.



Community Discussion