

Maine-NH Connections Study

Steering and Stakeholder Committee Meetings

November 6, 2009

Kittery Trading Post

Agenda

- Welcome
- Fatal Flaw Analysis:
 - The process
 - Analysis to-date
- Evaluating the Alternatives
- Next Steps

Fatal Flaw Process

- Brainstormed alternatives with Steering, Stakeholder and Public
- Developed evaluation matrix based on P&N Statement
- Tested matrix with Stakeholder Committee and at public meeting
- With all possible combinations: 61 different alternatives
- Simplified approach for today – 22 different options
- This approach is used as some evaluation criteria requires bridges to be evaluated individually, while other must be evaluated in combination

Fatal Flaw Analysis to-date

- Three separate analyses conducted:
 1. Developed capacity estimate for all three bridges
 2. Engineered conceptual footprints for all alternatives
 3. Mapped areas of potential resource impacts

The Alternatives

No Build



Memorial Bridge Closed

MB1 – Rehab on Existing Alignment



MB2 – Replace on Existing Alignment

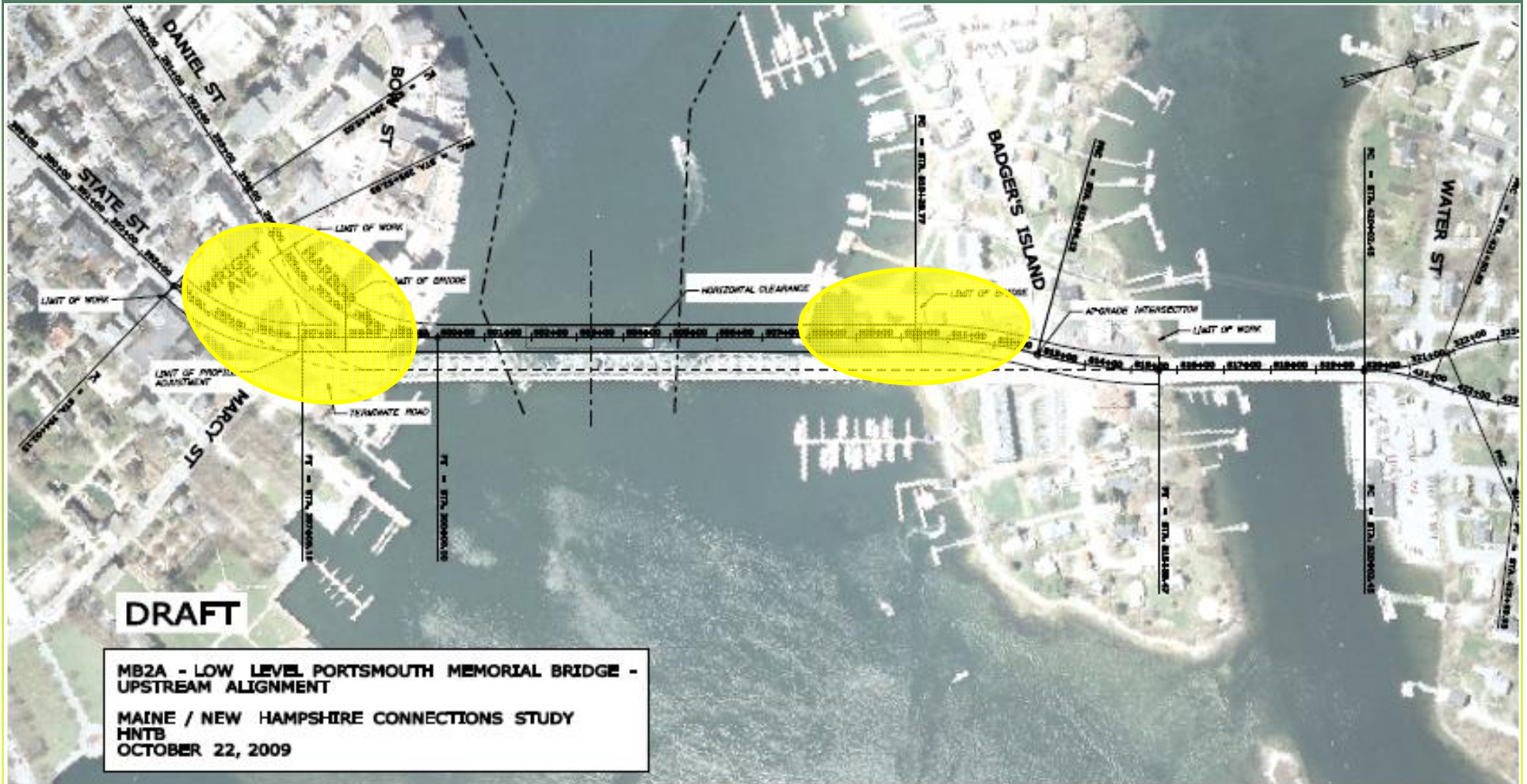


Replacement Bridge with improved design features

MB2A-Low Level Bridge Upstream



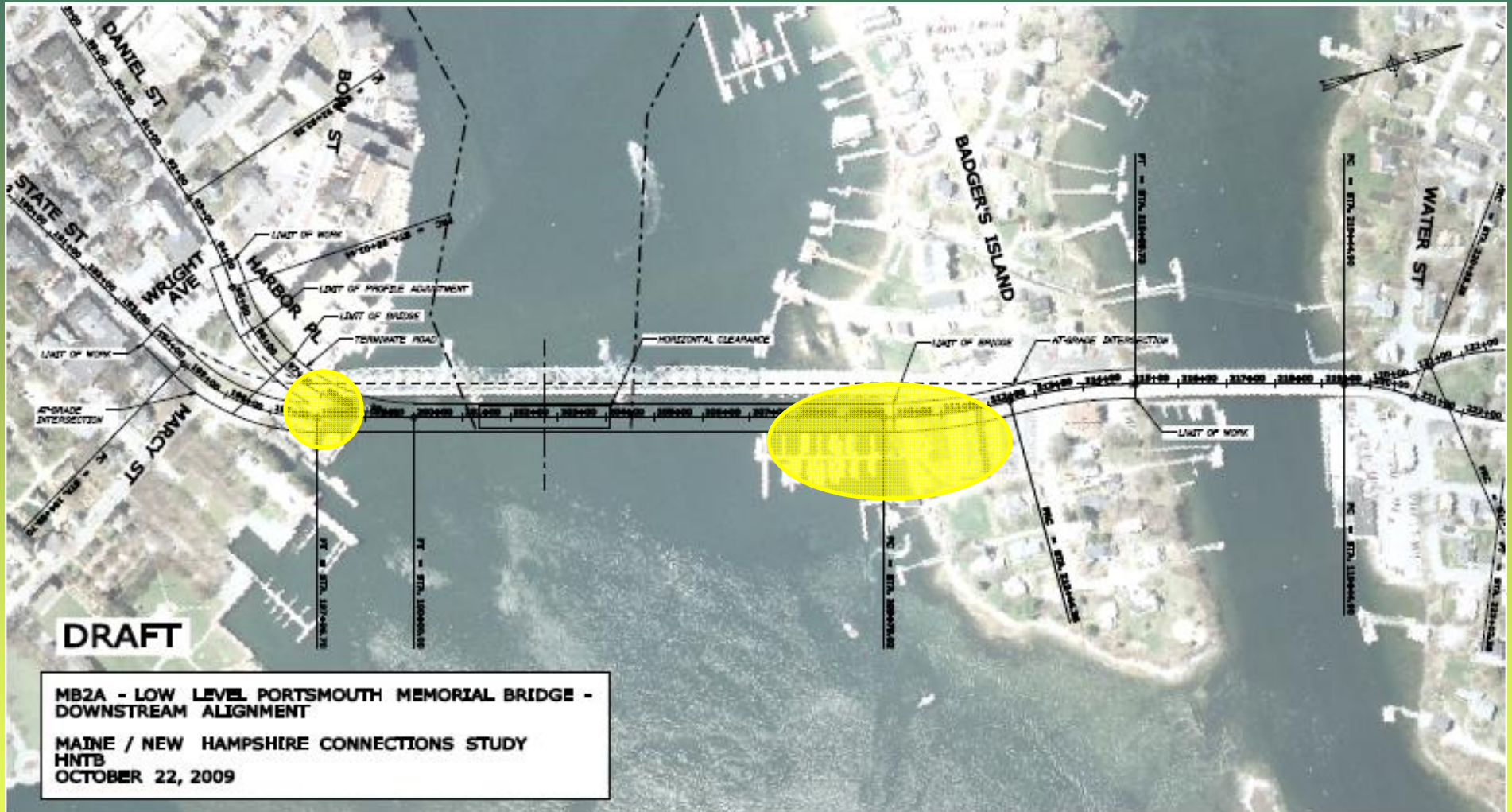
MB2A-Low Level Bridge Upstream



MB2A-Low Level Bridge Downstream



MB2A-Low Level Bridge Downstream



MB3 - Mid Level Bridge on Alignment



MB3A-Mid-Level Bridge Upstream



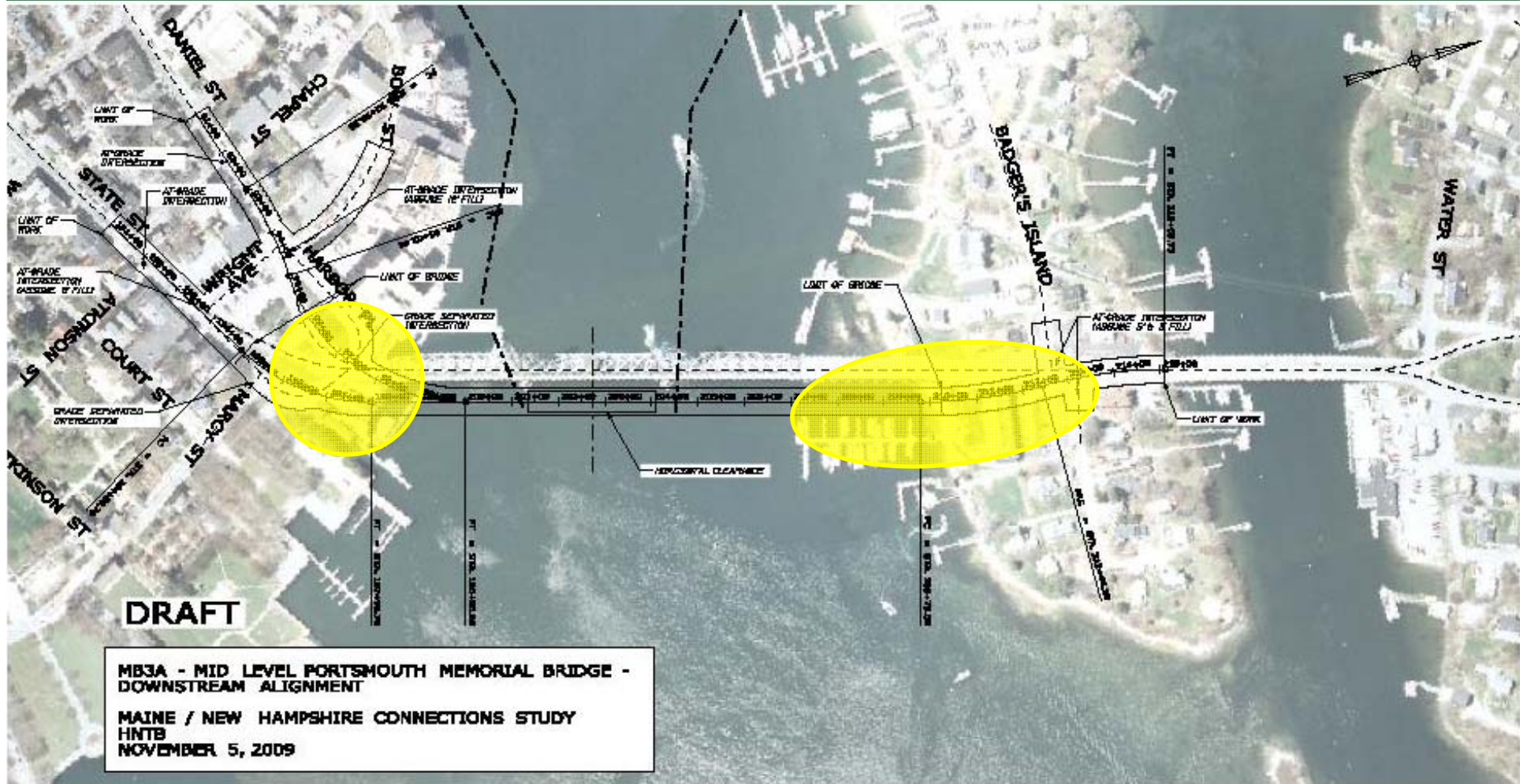
MB3A-Mid Level Bridge Upstream



MB3A-Mid Level Bridge Downstream



MB3A-Mid Level Bridge Downstream



MB4 – High Level Bridge on Alignment



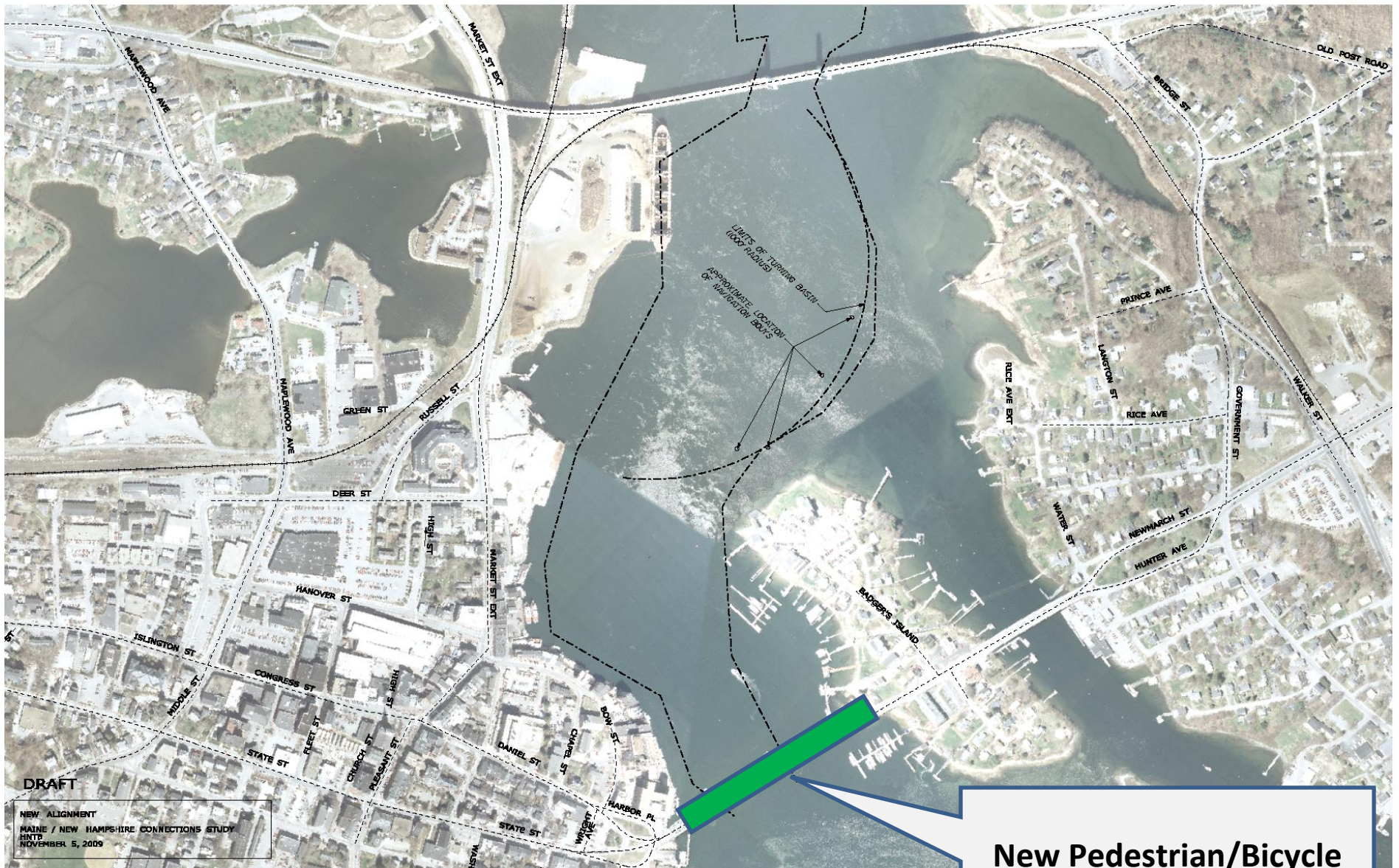
MB4 – High Level Bridge on Alignment



MB5 – Memorial Bridge Closed



MB6 - Ped/Bike Lift Bridge



**New Pedestrian/Bicycle
Lift Bridge on Alignment**

SL1 – Rehab on Existing Alignment



SL2 – Replace on Existing Alignment



Replacement Bridge with improved design features

SL2A-Low Level Bridge Upstream



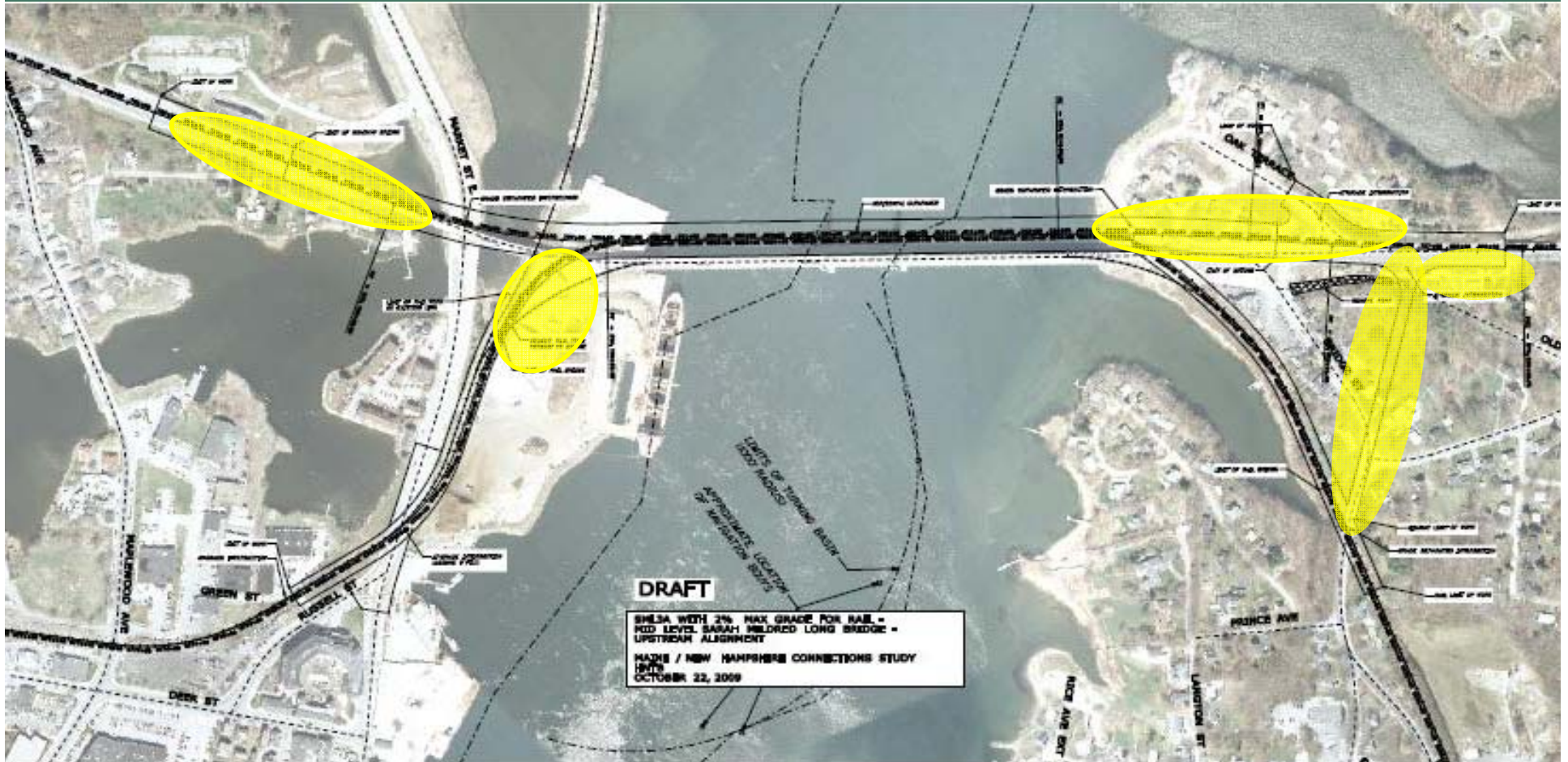
SL3-Mid Level Bridge on Alignment with 2% Rai



SL3A-Mid Level Bridge Upstream with 2% Rail



SL3A-Mid Level Bridge Upstream with 2% Rail



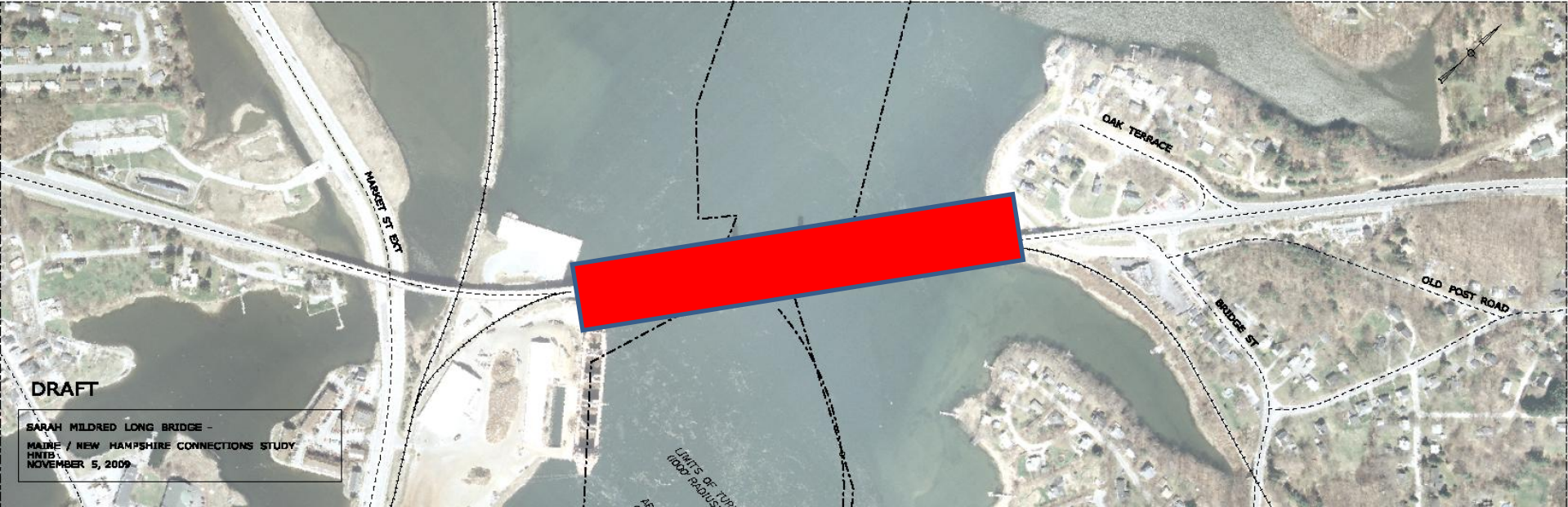
SL4-High Level Bridge - rail on existing bridge



SL4-High Level Bridge – rail on existing bridge



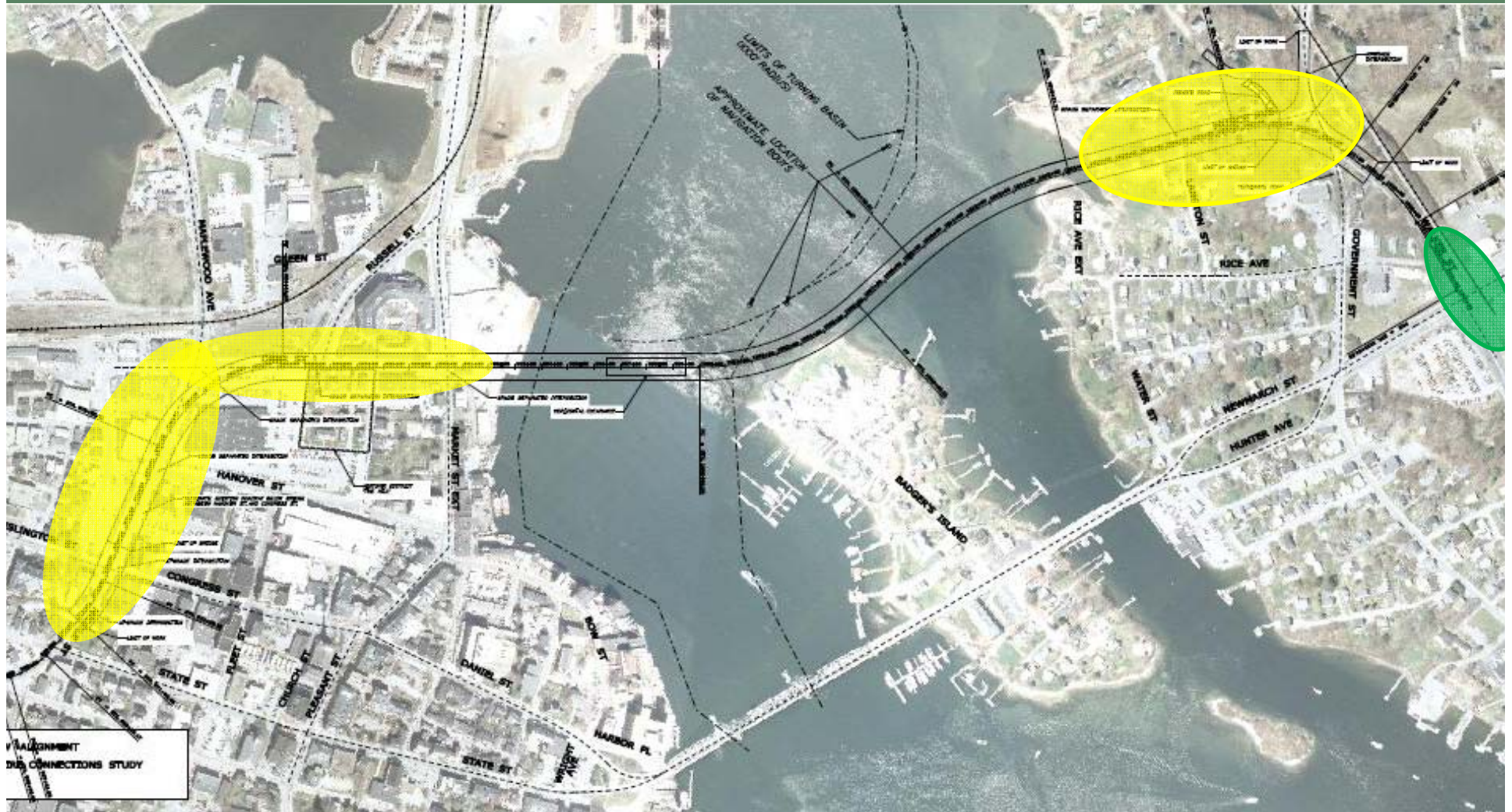
SL5 – Sarah Long Bridge Closed – Rail remains



Alternative 1 - High Level Bridge



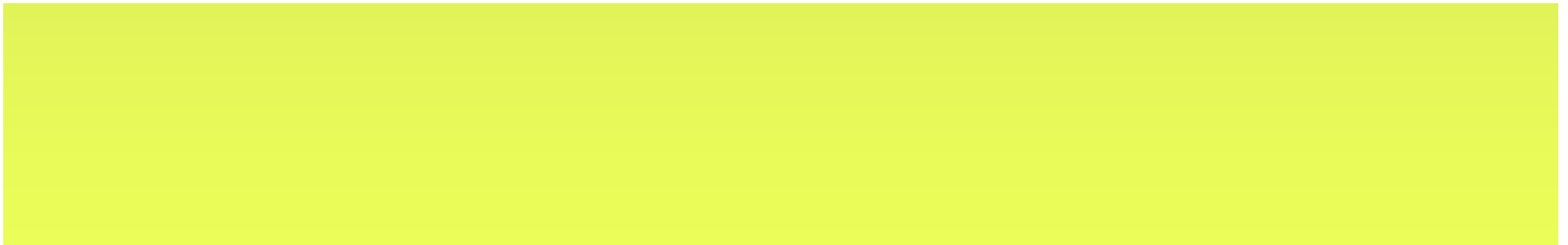
Alternative 1 - High Level Bridge



Alternative 1A - Low Level Bridge



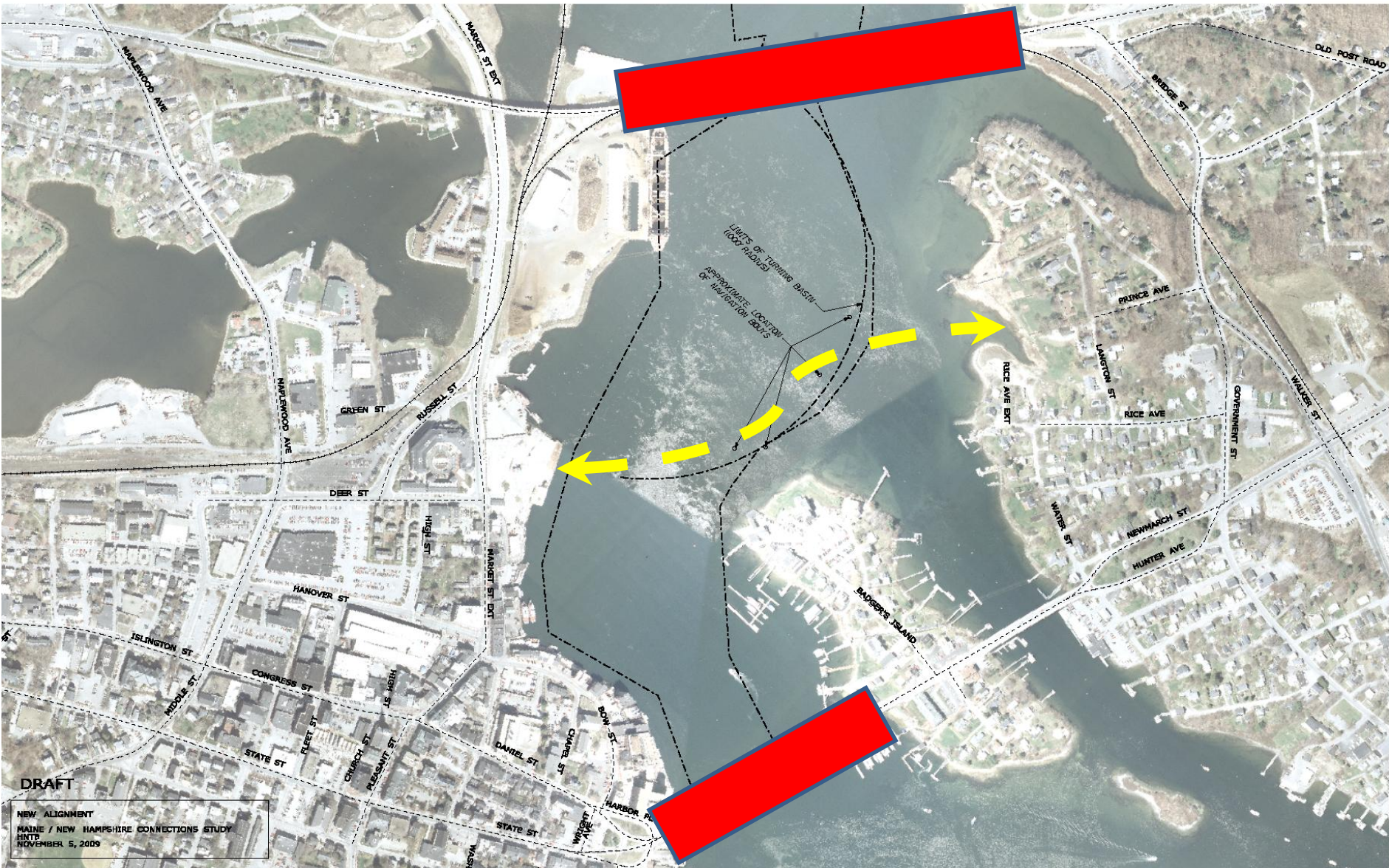
Alternative 2 - Tunnel



Alternative 2 - Tunnel



Alternative 3 - Ferry



Round 1 Results

- Study Team Recommendation :
 - 10 out of 22 alternatives/options recommended to be eliminated based on Round 1 findings
 - 61 possible alternatives reduced to 26
- Steering Committee Recommendation - agreed
- Stakeholder Committee Recommendation?

Round 2 Criteria

- Steering Team Recommendation is that Round 2 of fatal flaw analysis will include:
 - Evaluation of similar bridge options
 - Pedestrian/Bicycle assessment for bridge options
 - Order of Magnitude Life Cycle cost estimation

- Steering Committee recommendation?

Next Steps

- Schedule for completing Round 2 Fatal Flaw analysis - 3 to 4 weeks
- Round 3 - if necessary
- Public /Stakeholder/Steering Committee Meeting:
December