

Maine-NH Connections Study

Public Informational Meeting

December 16, 2009

Portsmouth High School



Agenda

- Welcome
- Memorial Bridge Update
- Stimulus Application Update
- Fatal Flaw Analysis
- Alternatives Considered but Eliminated
- Alternatives Carried Forward for further Study
- Next Steps

Memorial Bridge Update

- Bridge re-opened on November 20th
- Repairs to truss on northern end of bridge using “cheese plate” completed
- Traffic data collected during bridge closure
- Bridge life remains at 1 to 3 years even with recent repairs
- If rehab or replacement identified, construction would take about 2 years (bridge closed)

Stimulus Application Update

- Stimulus Application for Memorial Bridge submitted in September
- January 2010 decision likely
- If Stimulus Application successful, all remaining Memorial Bridge options in Study eliminated – focus on Sarah Long Bridge options
- Study schedule remains the same

Fatal Flaw Analysis

- Fatal Flaw Process
 - Study Purpose and Need
 - 16 Evaluation Criteria
 - Generated 63 different alternatives
- An ALTERNATIVE is a combination of a Memorial Bridge option AND/OR a Sarah Long Bridge option OR is a brand new alternative on a new alignment
- An OPTION is one piece of the ALTERNATIVE.
- An ALTERNATIVE is an entire solution.

Fatal Flaw Analysis – Round 1

- Compared options and alternatives against:
 - General ability to meet Study Purpose and Need
 - mobility and accessibility criteria for traffic
 - resource impacts (historic, property, natural, physical) criteria
- Result – 63 alternatives reduce to 29*

** - includes No-build alternative*

Alternatives and Options Considered but Eliminated

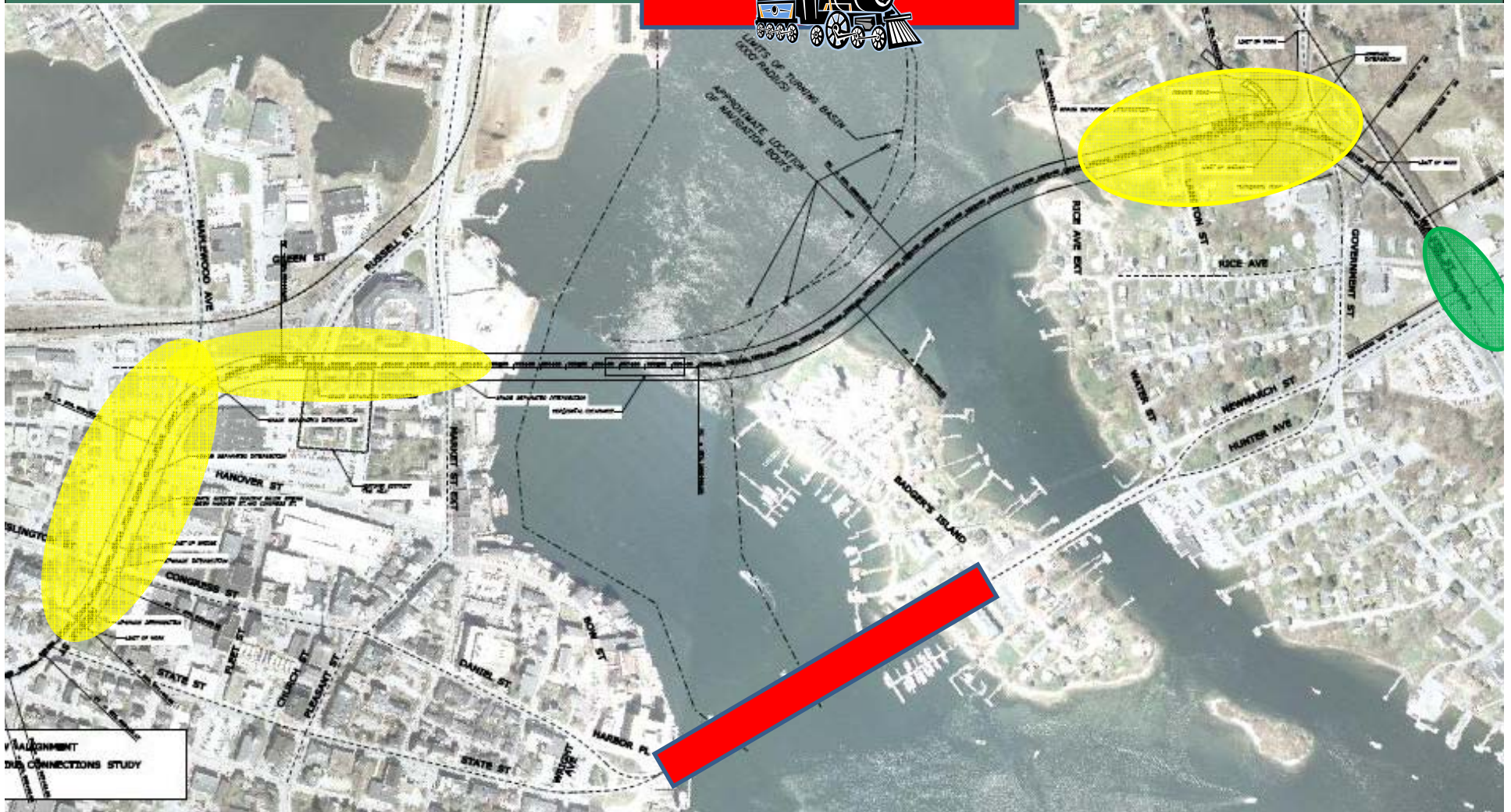
Round 1

Alternative 1 - High Level Bridge



New Alternative

Alternative 1 - High Level Bridge



New Alternative

Alternative 1A - Low Level Bridge



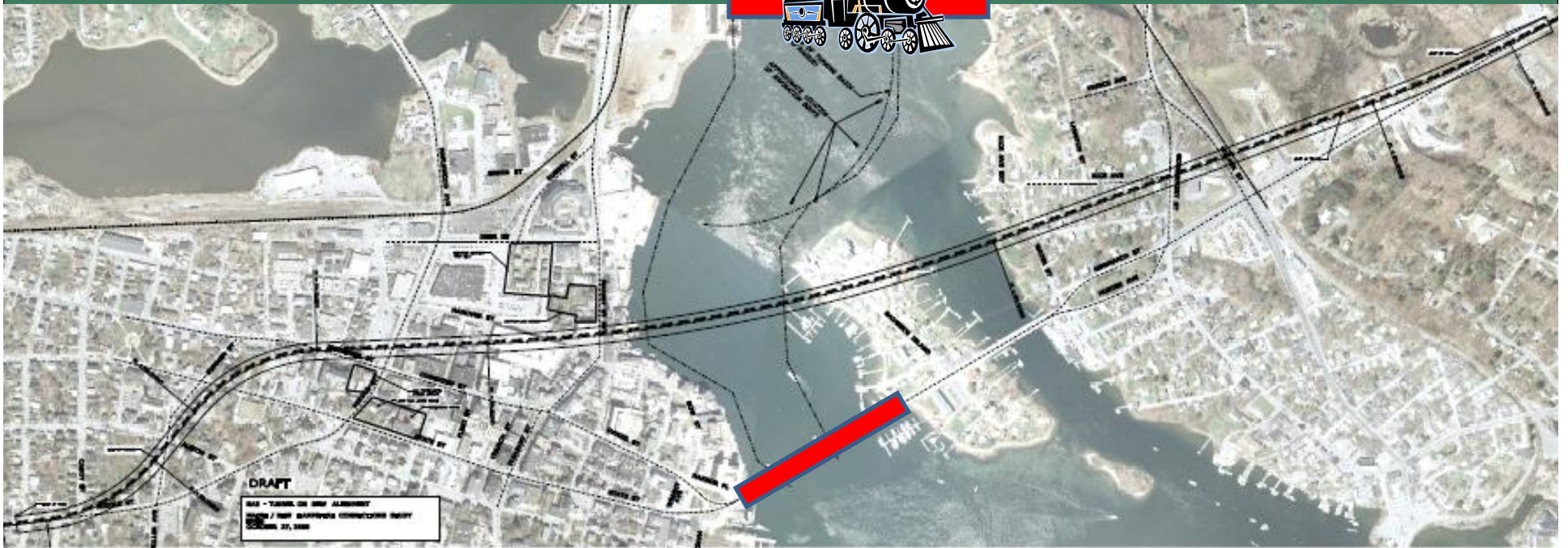
New Alternative

Alternative 1B - Mid Level Bridge



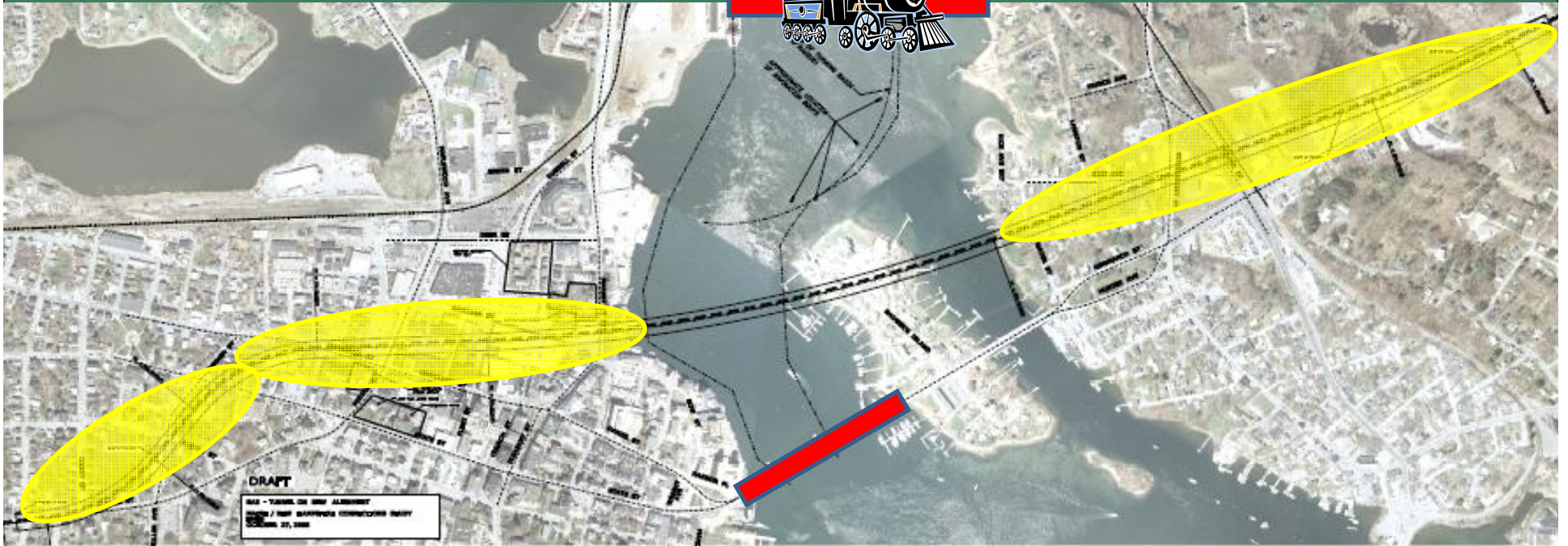
New Alternative

Alternative 2 - Tunnel



New Alternative

Alternative 2 - Tunnel



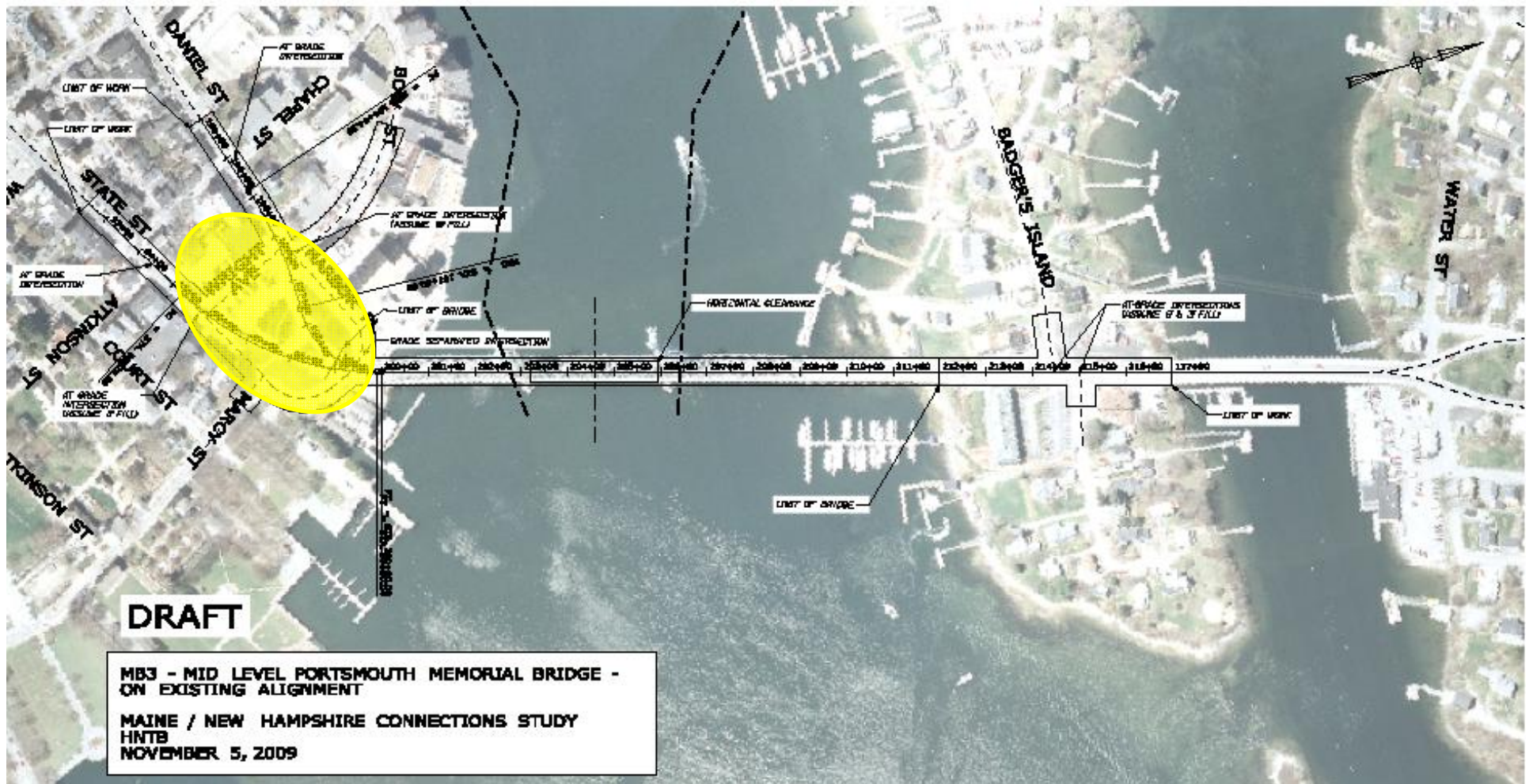
New Alternative

MB3 – Mid Level Bridge on Alignment



Memorial Bridge Option

MB3 - Mid Level Bridge on Alignment



Memorial Bridge Option

MB3A-Mid-Level Bridge Upstream



Memorial Bridge Option

MB3A-Mid Level Bridge Upstream



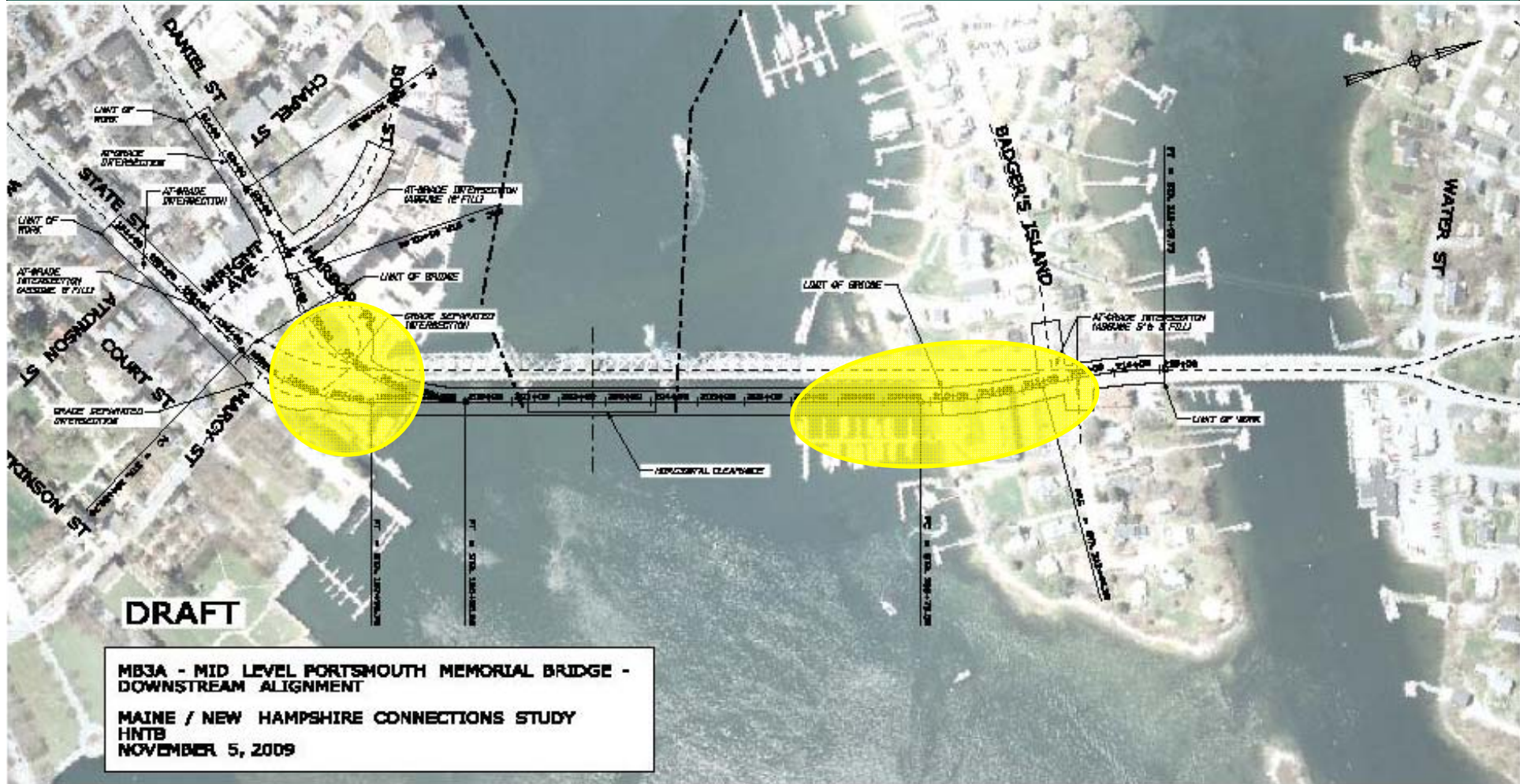
Memorial Bridge Option

MB3A-Mid Level Bridge Downstream



Memorial Bridge Option

MB3A-Mid Level Bridge Downstream



Memorial Bridge Option

MB4 – High Level Bridge on Alignment



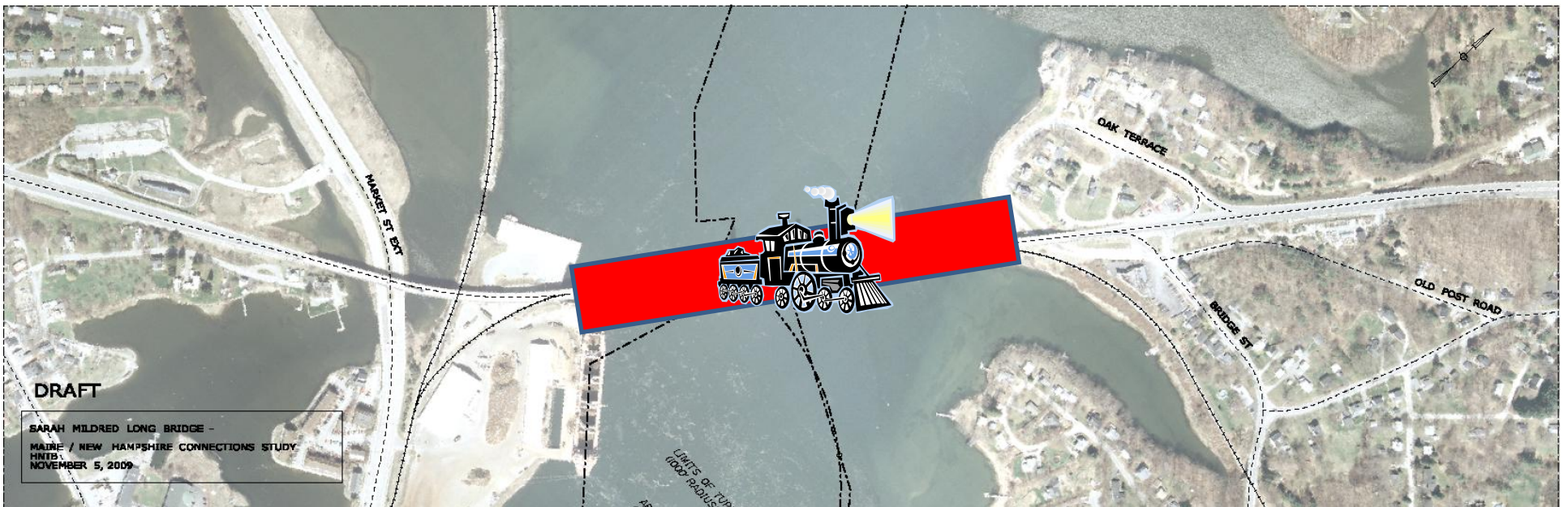
Memorial Bridge Option

MB4 – High Level Bridge on Alignment



Memorial Bridge Option

SL5 – Sarah Long Bridge Closed – Rail remains



Sarah Long Bridge Option

Alternatives and Options
Considered but Eliminated

Round 2

Fatal Flaw Analysis – Round 2

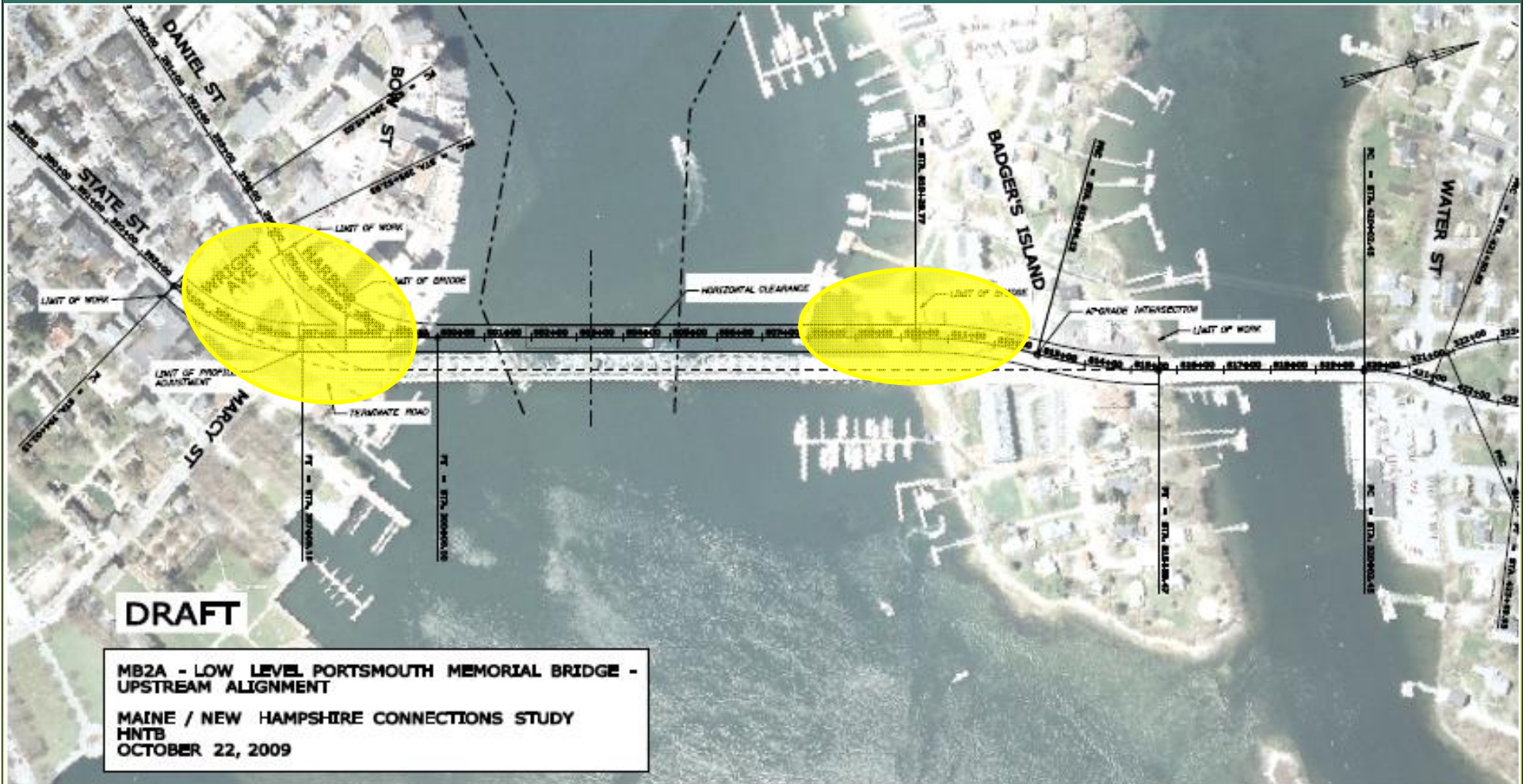
- Compared options and alternatives against:
 - General ability to meet Study Purpose and Need (Again)
 - Comparable options
 - Bicycle/Pedestrian mobility and accessibility criteria
 - Result – 29 alternatives reduce to 15*
- * - includes No-build alternative*

MB2A-Low Level Bridge Upstream



Memorial Bridge Option

MB2A-Low Level Bridge Upstream



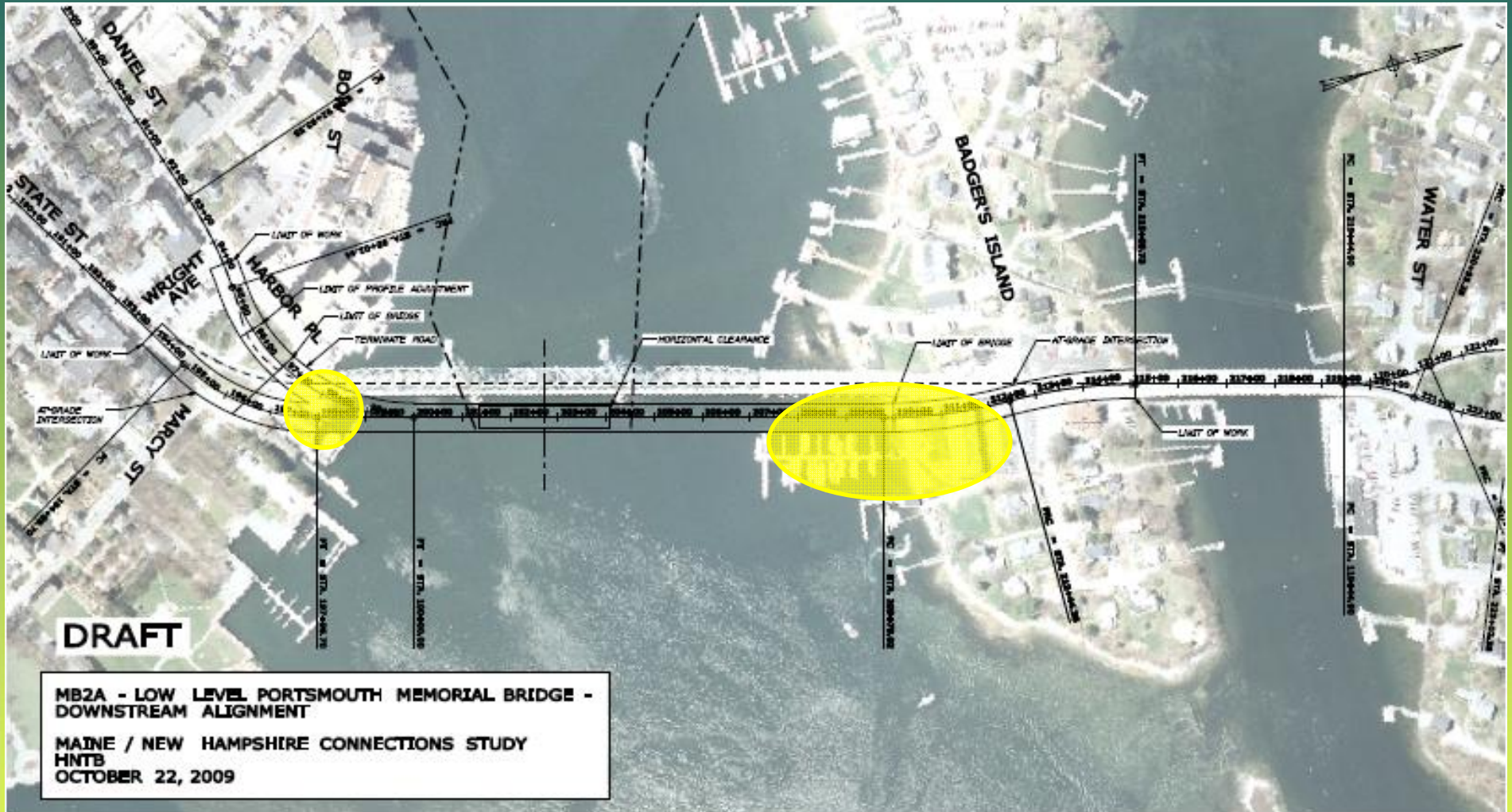
Memorial Bridge Option

MB2A-Low Level Bridge Downstream



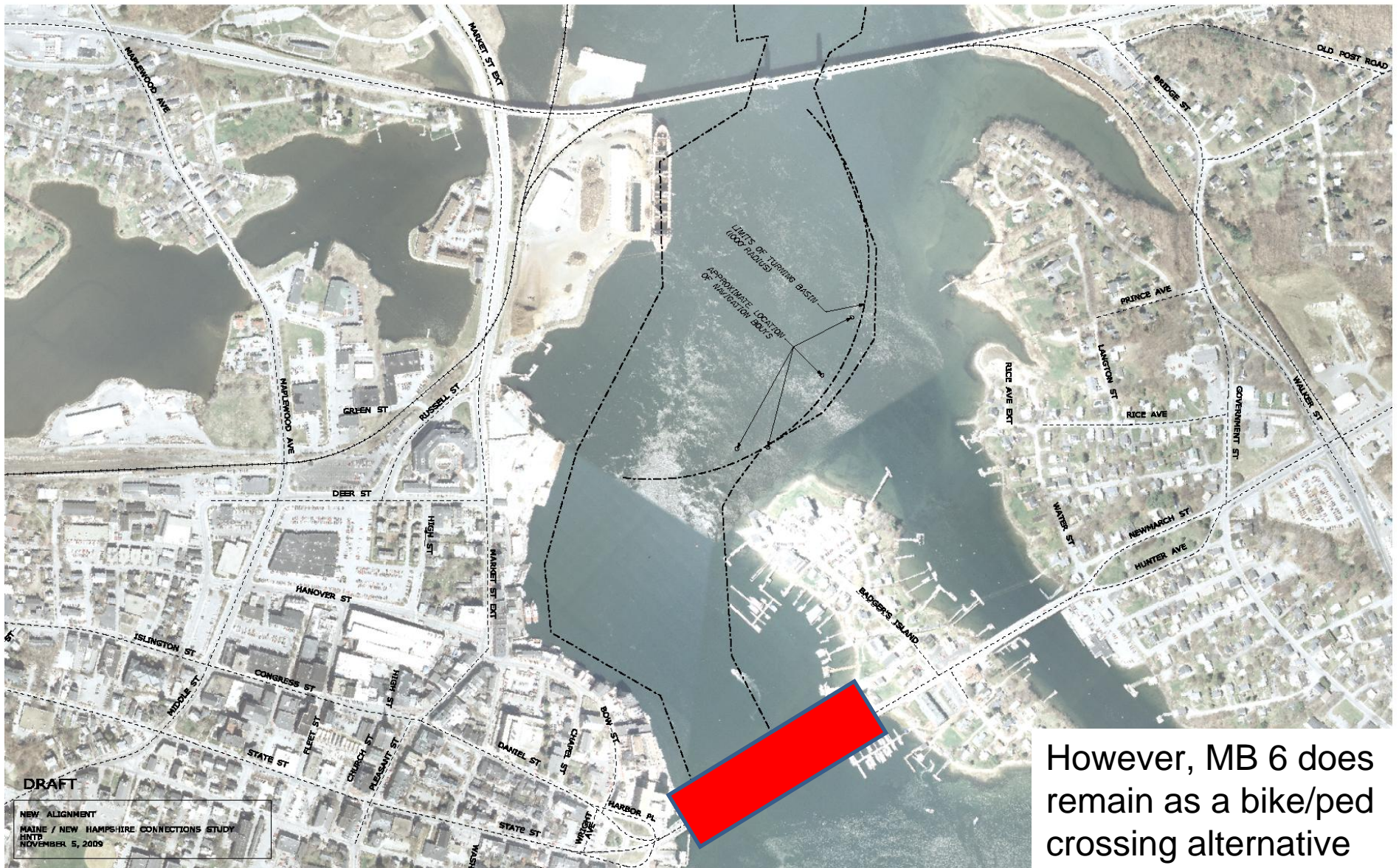
Memorial Bridge Option

MB2A-Low Level Bridge Downstream



Memorial Bridge Option

MB5 – Memorial Bridge Closed/Removed



However, MB 6 does remain as a bike/ped crossing alternative

Memorial Bridge Option

SL4-High Level Bridge - rail on existing bridge



Sarah Long Bridge Option

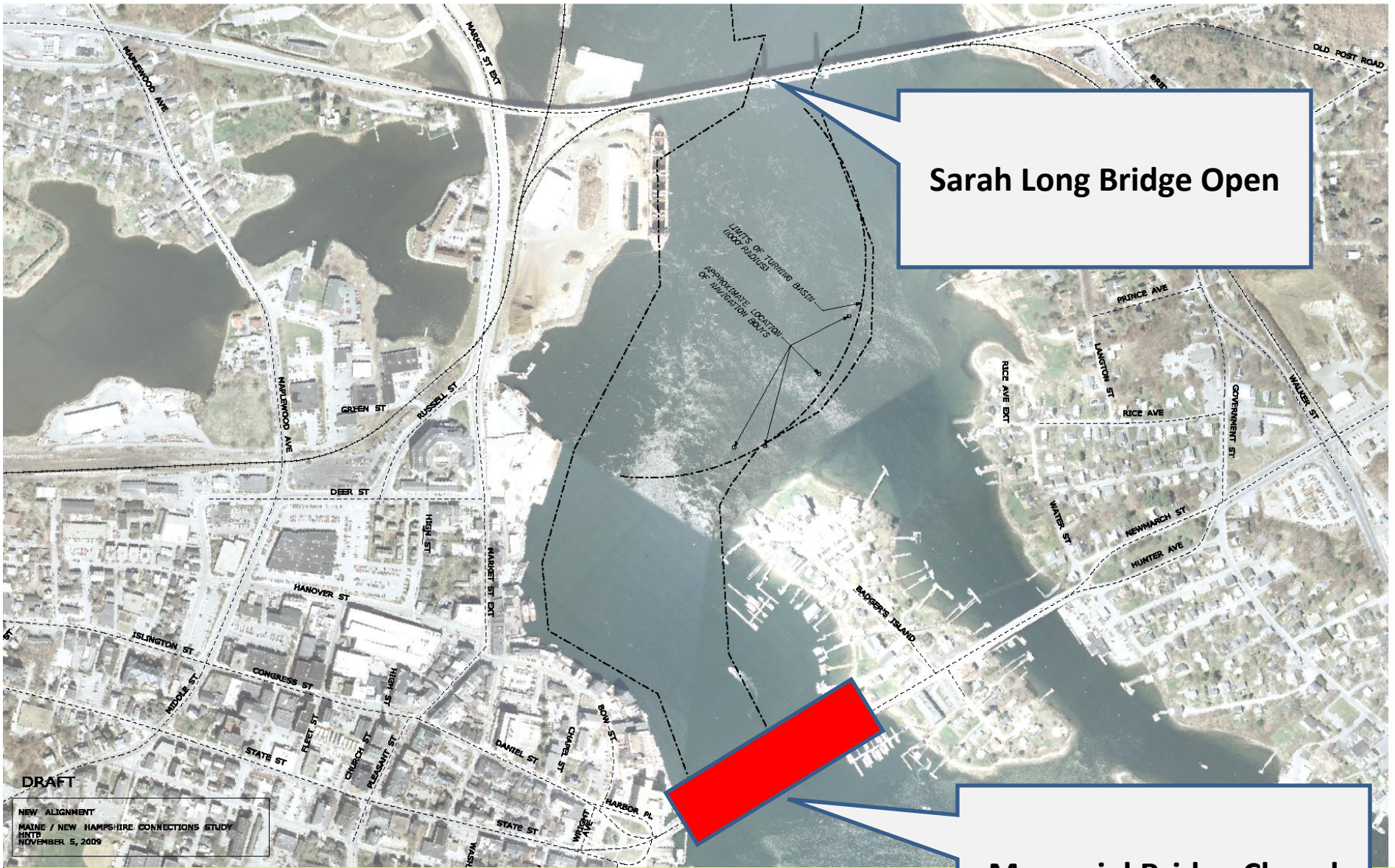
SL4-High Level Bridge – rail on existing bridge



Sarah Long Bridge Option

Alternatives and Options
Carried forward for further Study

No Build Alternative



Sarah Long Bridge Open



Memorial Bridge Closed

DRAFT
NEW ALIGNMENT
MAINE / NEW HAMPSHIRE CONNECTIONS STUDY
HNTB
NOVEMBER 5, 2009

MB1 – Rehab on Existing Alignment



Memorial Bridge Option

MB2 – Replace on Existing Alignment



Memorial Bridge Option

MB6 - Ped/Bike Lift Bridge



DRAFT

NEW ALIGNMENT
MAINE / NEW HAMPSHIRE CONNECTIONS STUDY
HNTH
NOVEMBER 5, 2009

Memorial Bridge Option

New Pedestrian/Bicycle
Lift Bridge on Alignment

SL1 – Rehab on Existing Alignment



Sarah Long Bridge Option

SL2 – Replace on Existing Alignment



Sarah Long Bridge Option

SL2A-Low Level Bridge Upstream



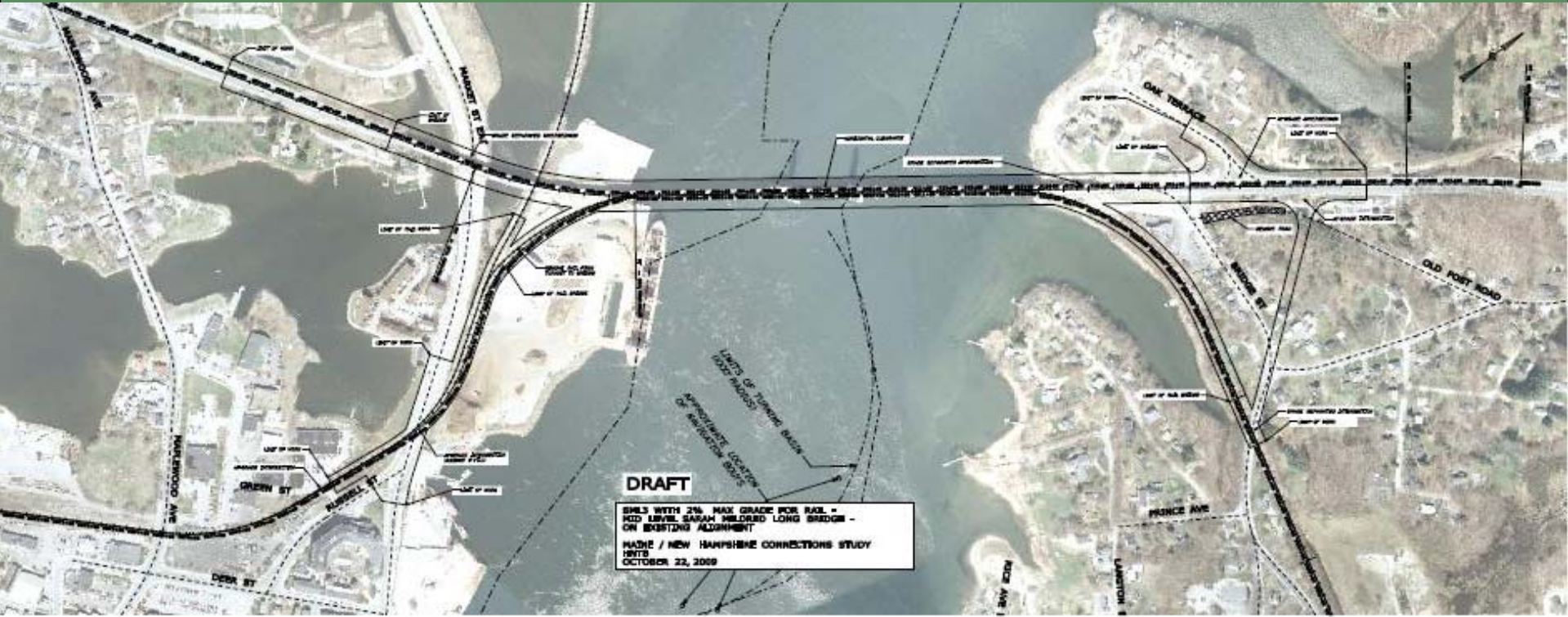
Sarah Long Bridge Option

SL2A-Low Level Bridge Upstream



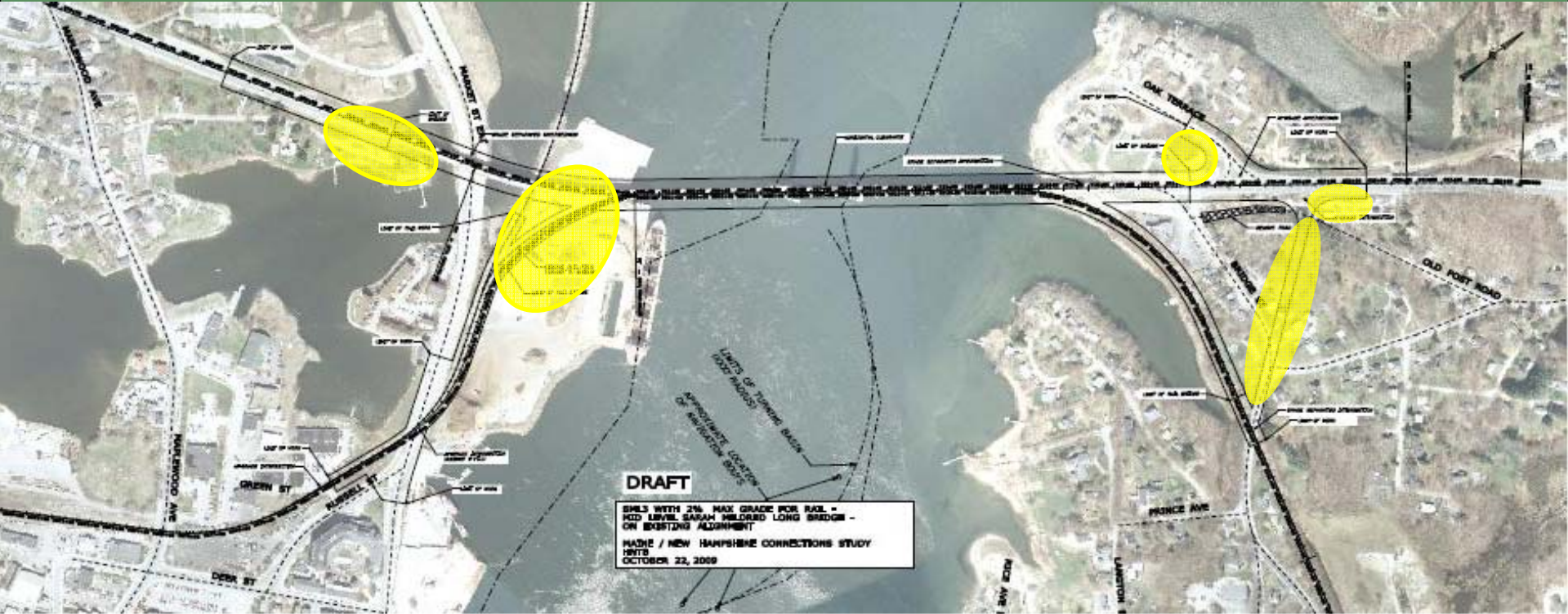
Sarah Long Bridge Option

SL3-Mid Level Bridge on Alignment



Sarah Long Bridge Option

SL3-Mid Level Bridge on Alignment



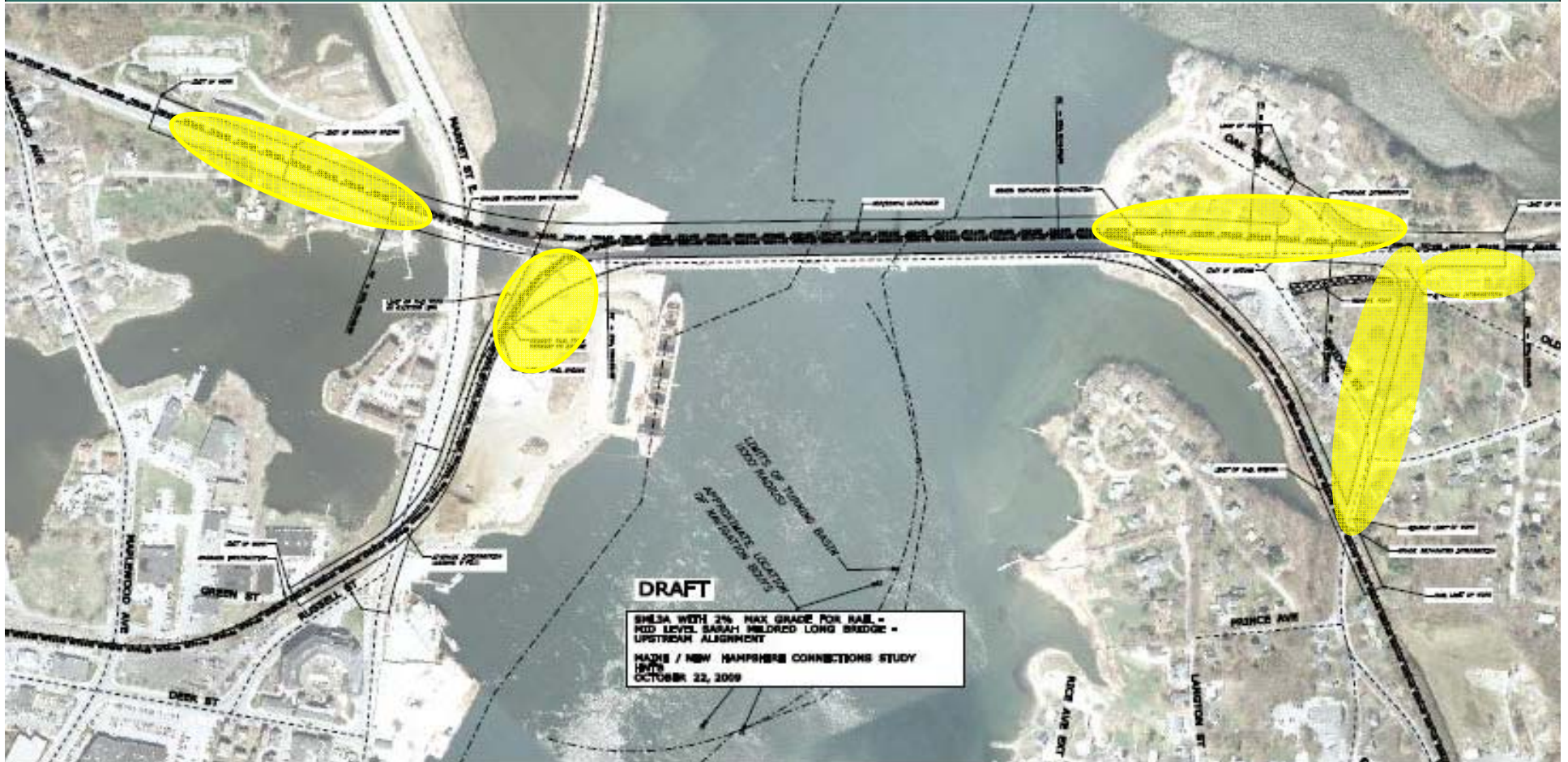
Sarah Long Bridge Option

SL3A-Mid Level Bridge Upstream



Sarah Long Bridge Option

SL3A-Mid Level Bridge Upstream



Sarah Long Bridge Option

Fatal Flaw - Round 1 and 2 Results

- Study Team Recommendation :
 - 63 alternatives reduced to 15 alternatives
 - 3 Memorial Bridge options, 5 Sarah Long Bridge options

<u>Memorial</u>	<u>Sarah Long</u>	<u>No Build</u>
• MB 1	SL 1*	No Build
• MB 2	SL 2*	SL 2A
• MB 6*	SL 3	SL 3A

* - Note: The combination of MB6 and SL1, and MB6 and SL2 (2-lane) are eliminated alternatives

Fatal Flaw - Round 1 and 2 Results

- Steering Committee endorsed Round 1 recommendation
- Stakeholder Committee endorsed Round 1 recommendation, asked for additional alternatives be eliminated

Fatal Flaw - Round 3

- Identify Order of Magnitude Life Cycle costs (underway)
- Evaluate mobility of Study Area without Sarah Long bridge during construction
- All Evaluation Criteria considered by end of Round 3

Meet Purpose and Need	Study Area Mobility and Accessibility	Satisfy Structural Needs	Lift Span Reliability
Improved Bridge Features for Traffic	Improved Bridge Features for Vessels	Improved Bridge Features for Other modes	Rail access to PNS
Vehicle and Emergency Access	Neighborhood Impacts	Natural Resource Impacts	Historic Impacts
Physical Resource Impacts	Permittable	Life Cycle Costs	VMT/VHT

Next Steps

- Public Information Meeting: Feedback from Public tonight on alternatives/options
- Round 3 Fatal Flaw analysis in December/January
- Alternatives passing Fatal Flaw to have a detailed analysis against all evaluation criteria between January and March/April 2010
- Next Public Meeting – likely January/February 2010