

Project SPAN – Third Crossing of Cape Cod Canal

Industry Day Overview

October 15, 2014

Today's Agenda

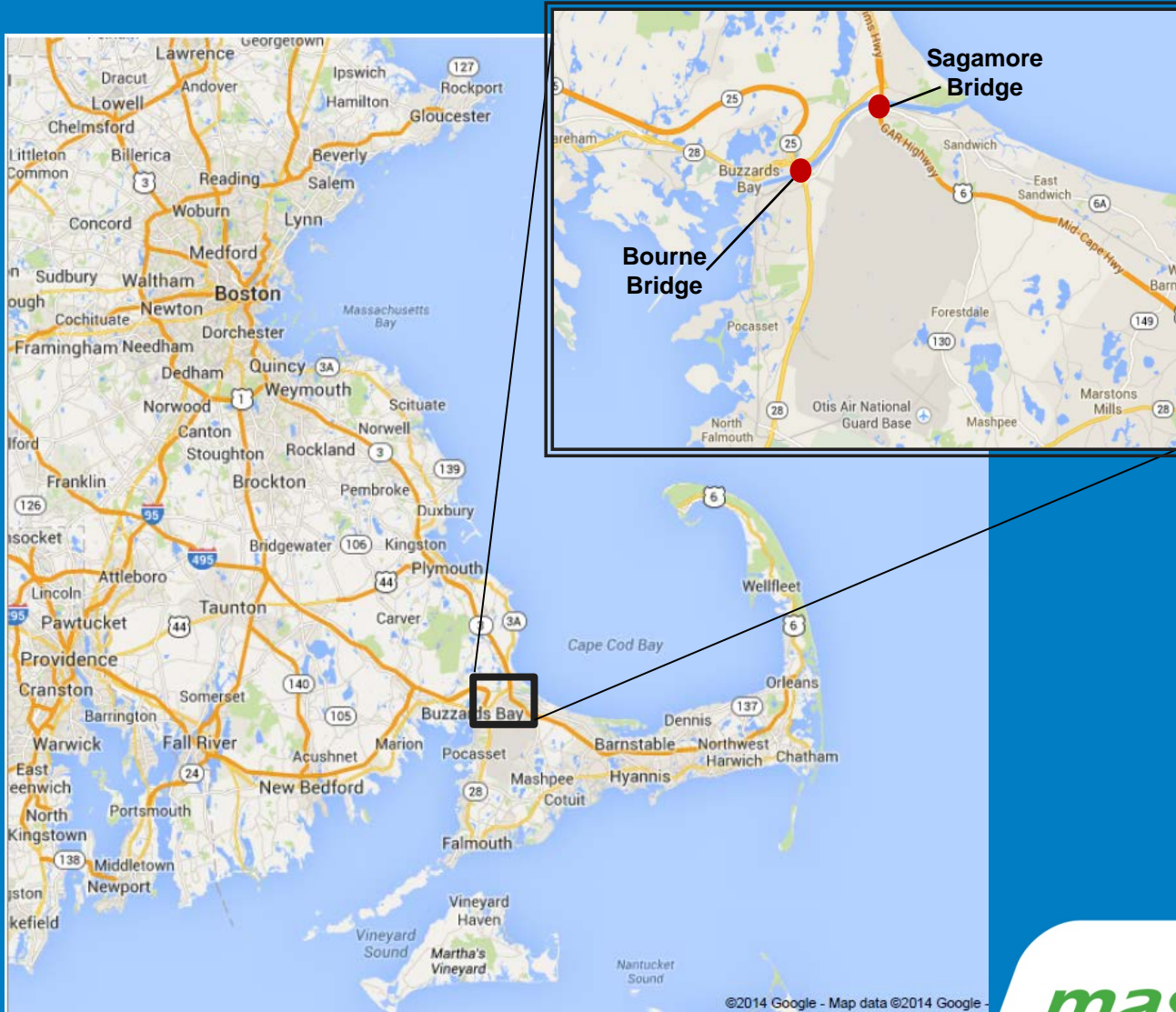
- Project SPAN Overview
- Project Objectives
- Alternative Solutions
- Process Update



Project SPAN

Project SPAN will construct a third crossing of Cape Cod Canal that is intended to deliver safe, reliable, year-round access to the Cape

Existing Cape Access



Bourne Bridge Overview



- Built in 1935
- Four Lanes
- No Shoulder or Lane Separation
- Typically 45% of traffic
- Daily delays, especially in Summer season
- Bottlenecks at Bourne & Belmont Rotaries

Sagamore Bridge Overview



- Built in 1935
- Four Lanes
- No Shoulder or Lane Separation
- Typically 55% of traffic
- Daily delays, especially in Summer season
- Bottleneck at Exit 1 on Cape side

Project SPAN Objectives

Safety

- Improve emergency evacuation and/or first responder access

Access & Mobility

- Reliable access and mobility ensuring quality of life on the Cape

Connectivity

- Improved connectivity among Routes 3, 6, 25 & 28

Project Delivery

- Demonstrate the viability of alternative delivery options in Massachusetts and provide opportunity for private investment

Safety is a Concern

Cape Cod Emergency Traffic Plan (CCETP) Prepared by the Massachusetts Emergency Management Agency

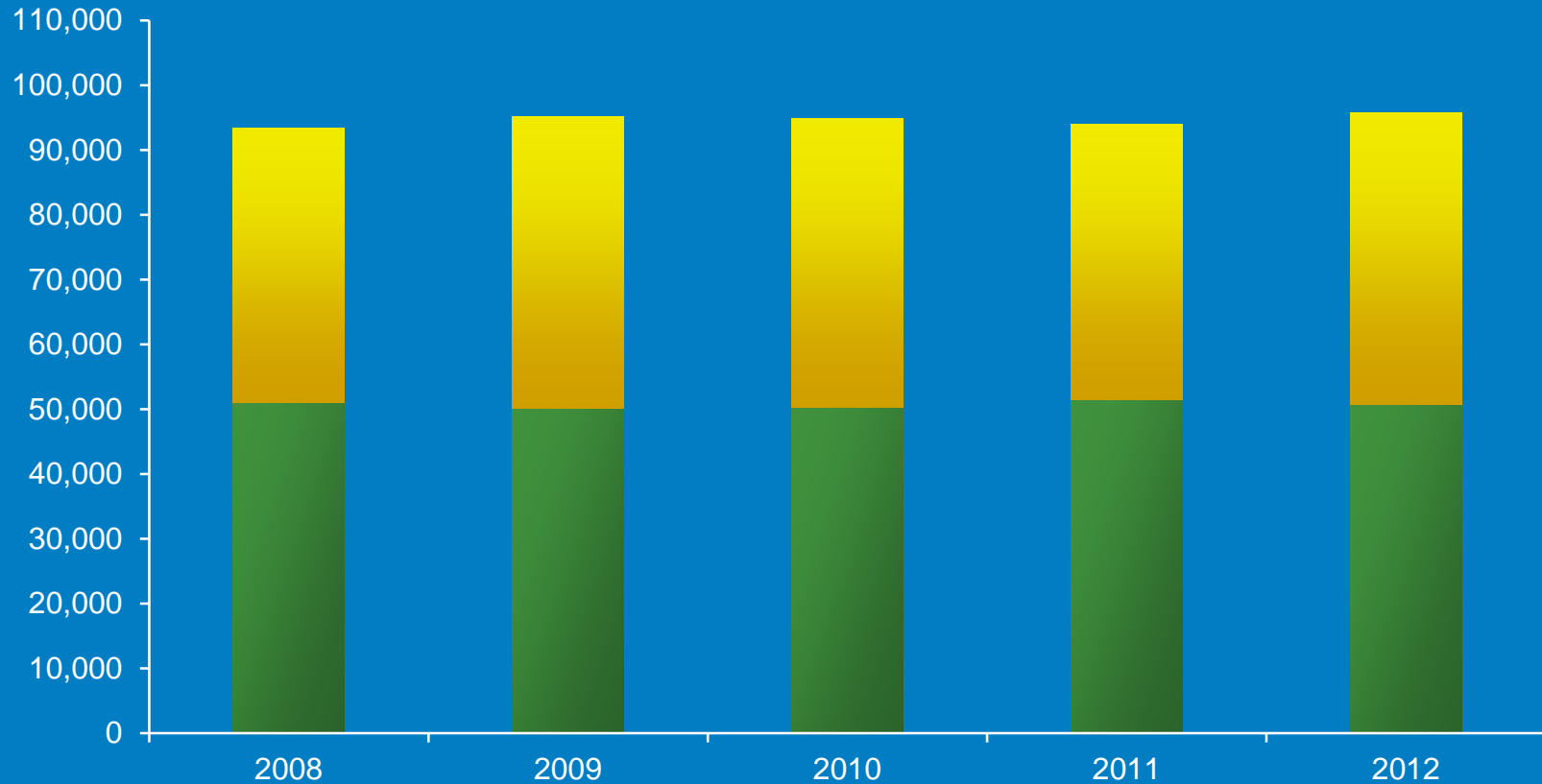
- Purpose is to Facilitate exit off from Cape Cod, Nantucket and Martha's Vineyard in Emergency Situations
- Designed to Reduce Congestion and Keep Traffic Flowing Over the **Bourne and Sagamore** Bridges, as well as on Feeder Roadways - Routes 6 & 28

Current Bourne & Sagamore Bridges lack modern safety features

- Narrow lanes
- No barriers or shoulders
- No pedestrian or bicycle separation

Cape Traffic is Fairly Reliable...

Annual Average Daily Traffic

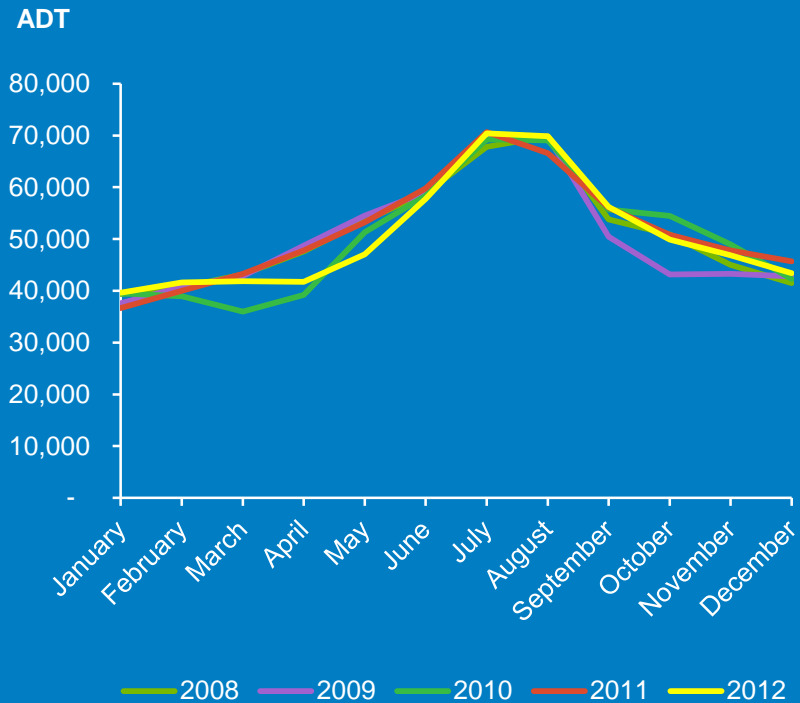


■ Sagamore Bridge ■ Bourne Bridge

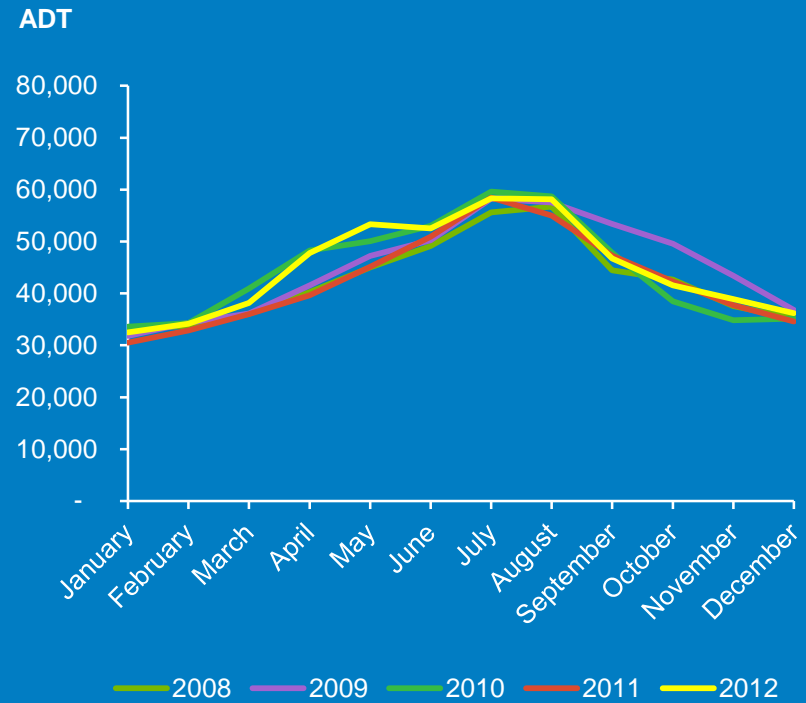


...With Peak in Summer Season ...

Sagamore

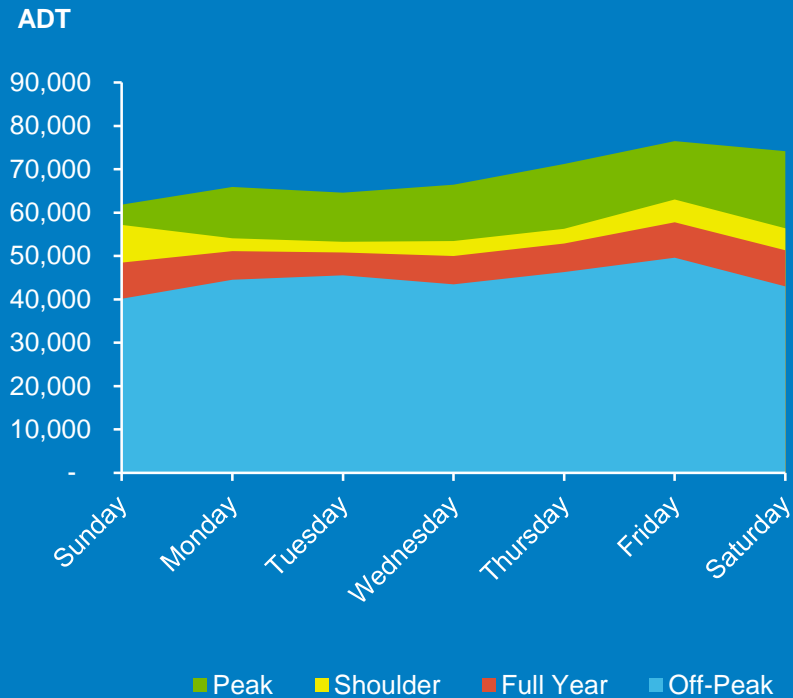


Bourne

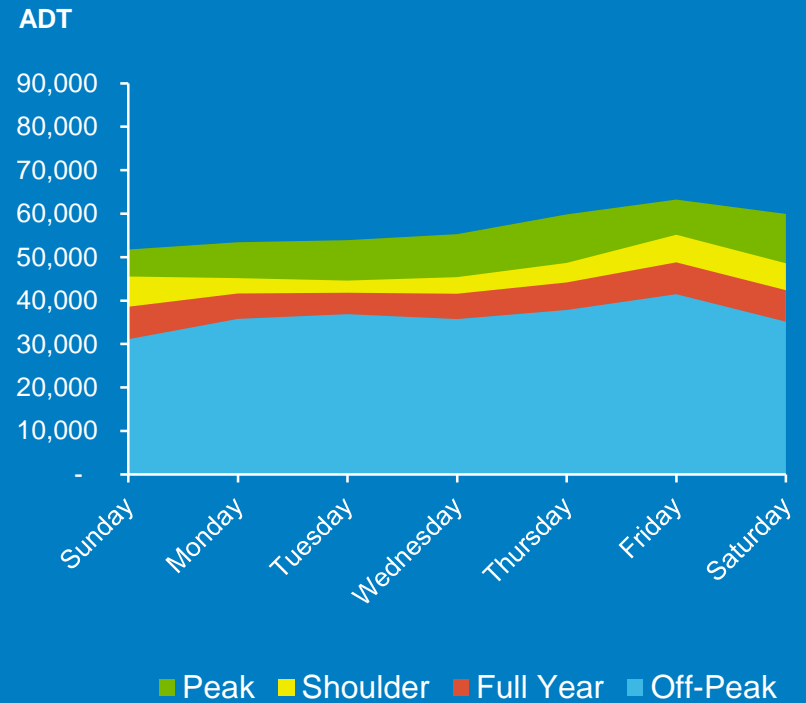


...on Weekends...

Sagamore – 2011

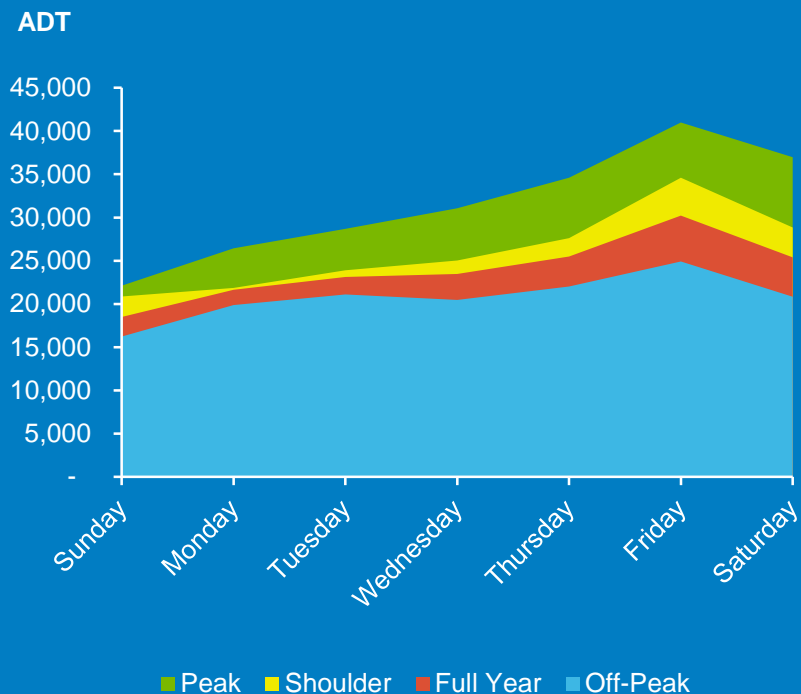


Bourne – 2011

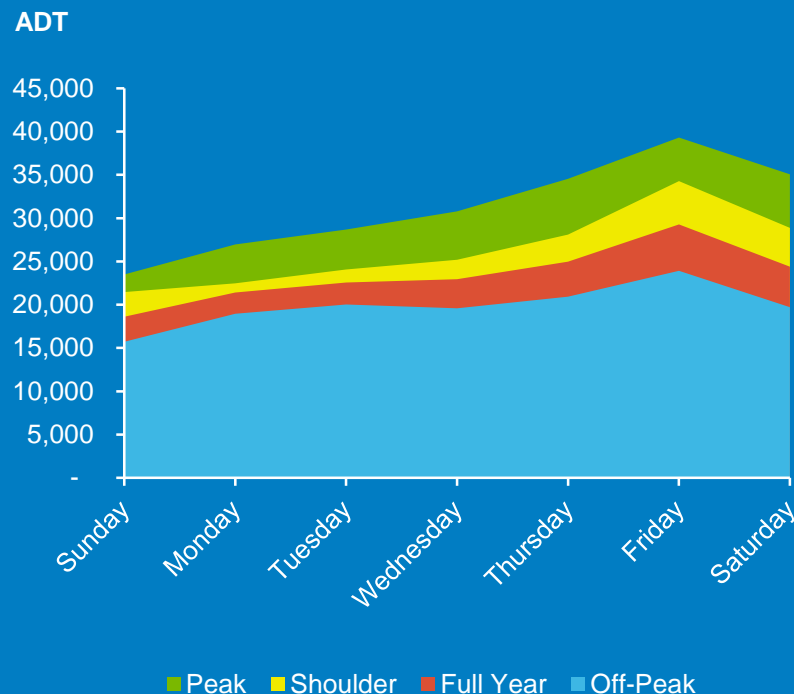


...Southbound on Friday/Saturday...

Sagamore SB – 2011

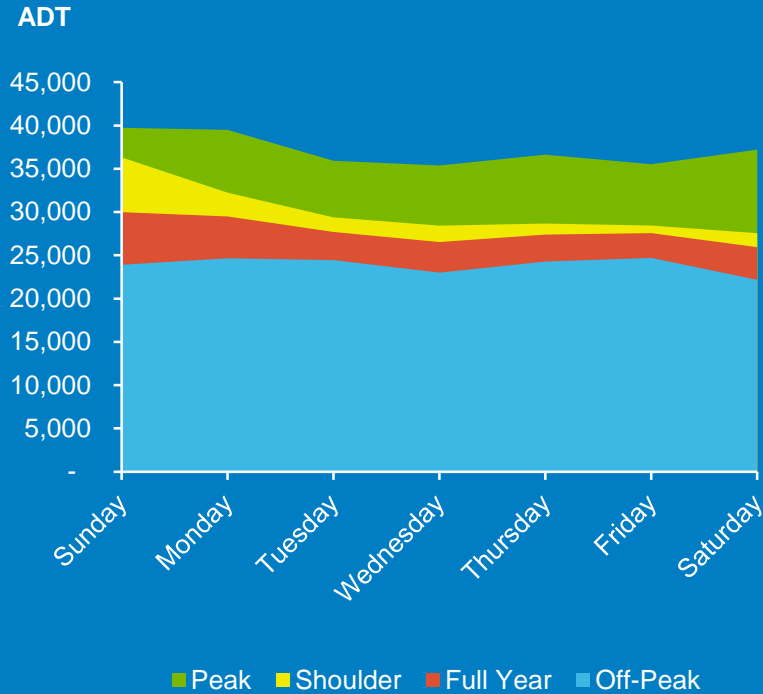


Bourne SB – 2011

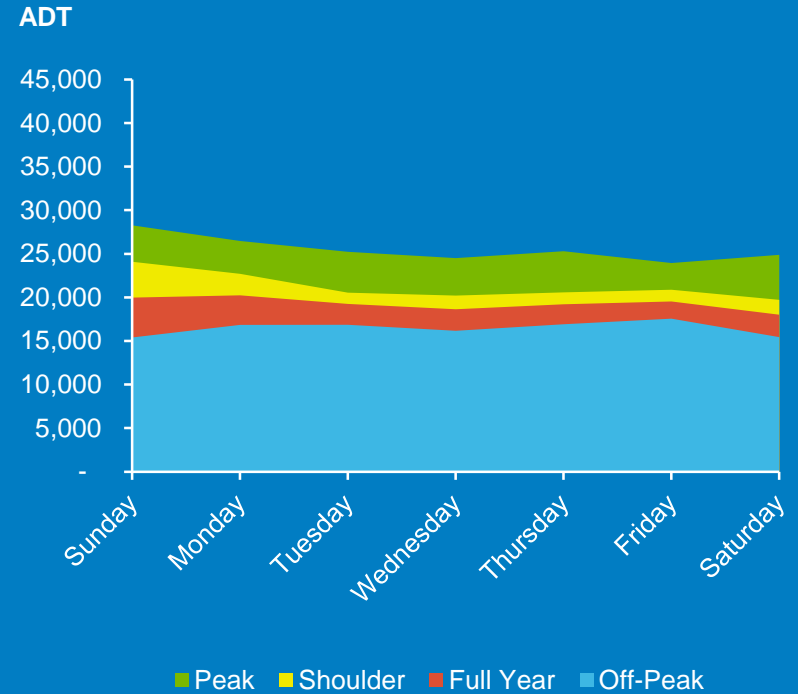


...and Northbound Sunday/Monday

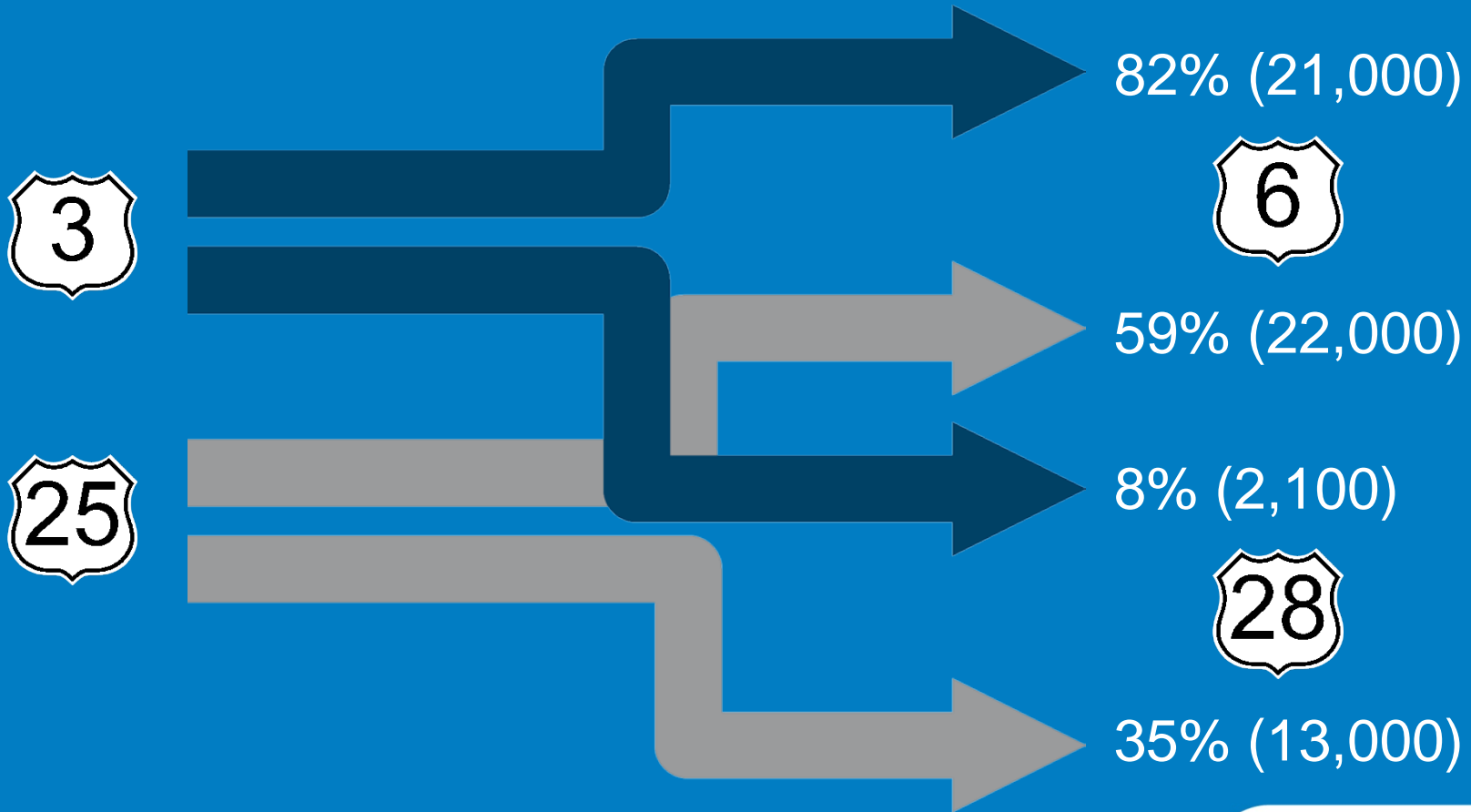
Sagamore NB – 2011



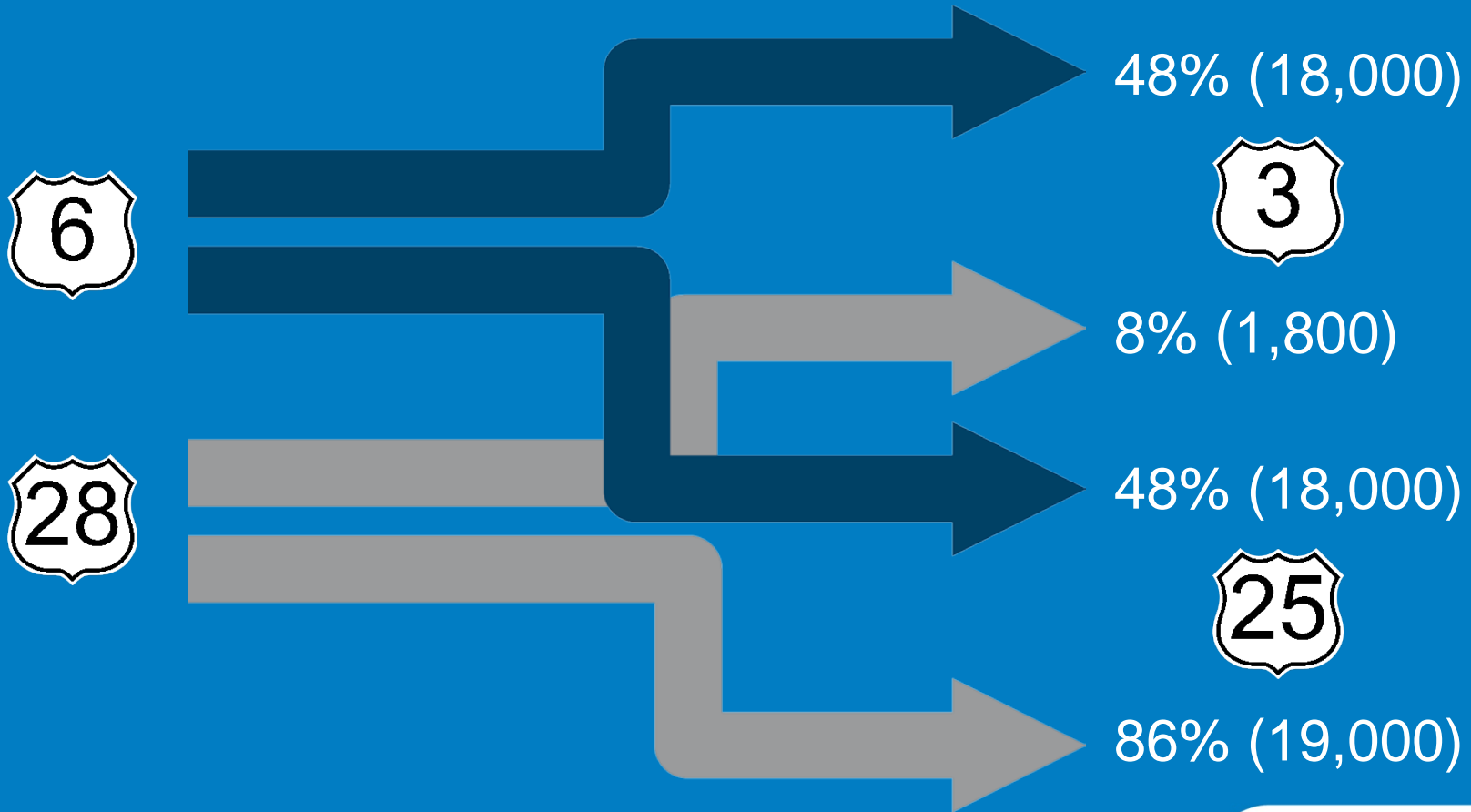
Bourne NB – 2011



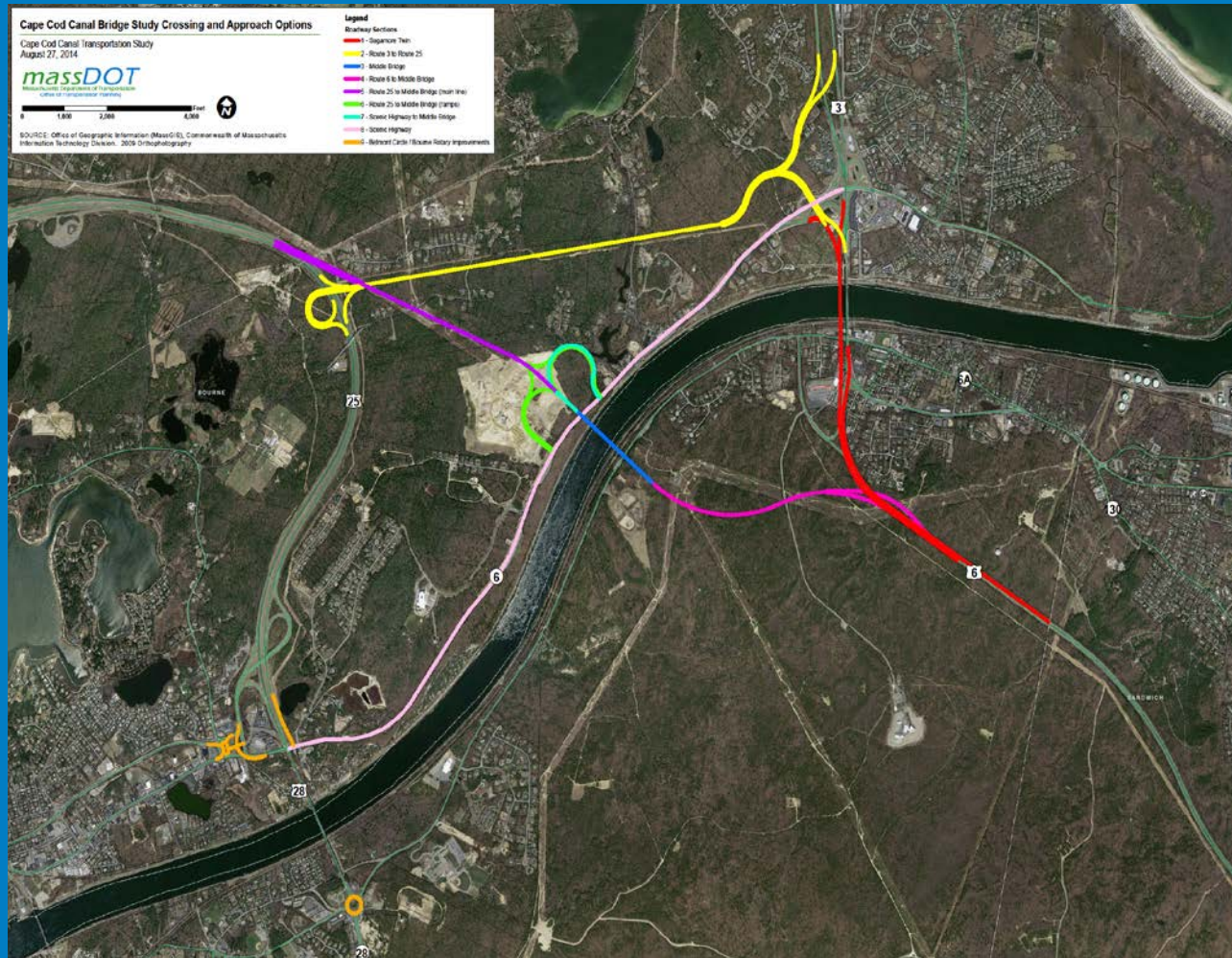
Summer Saturday Cape Bound Routing



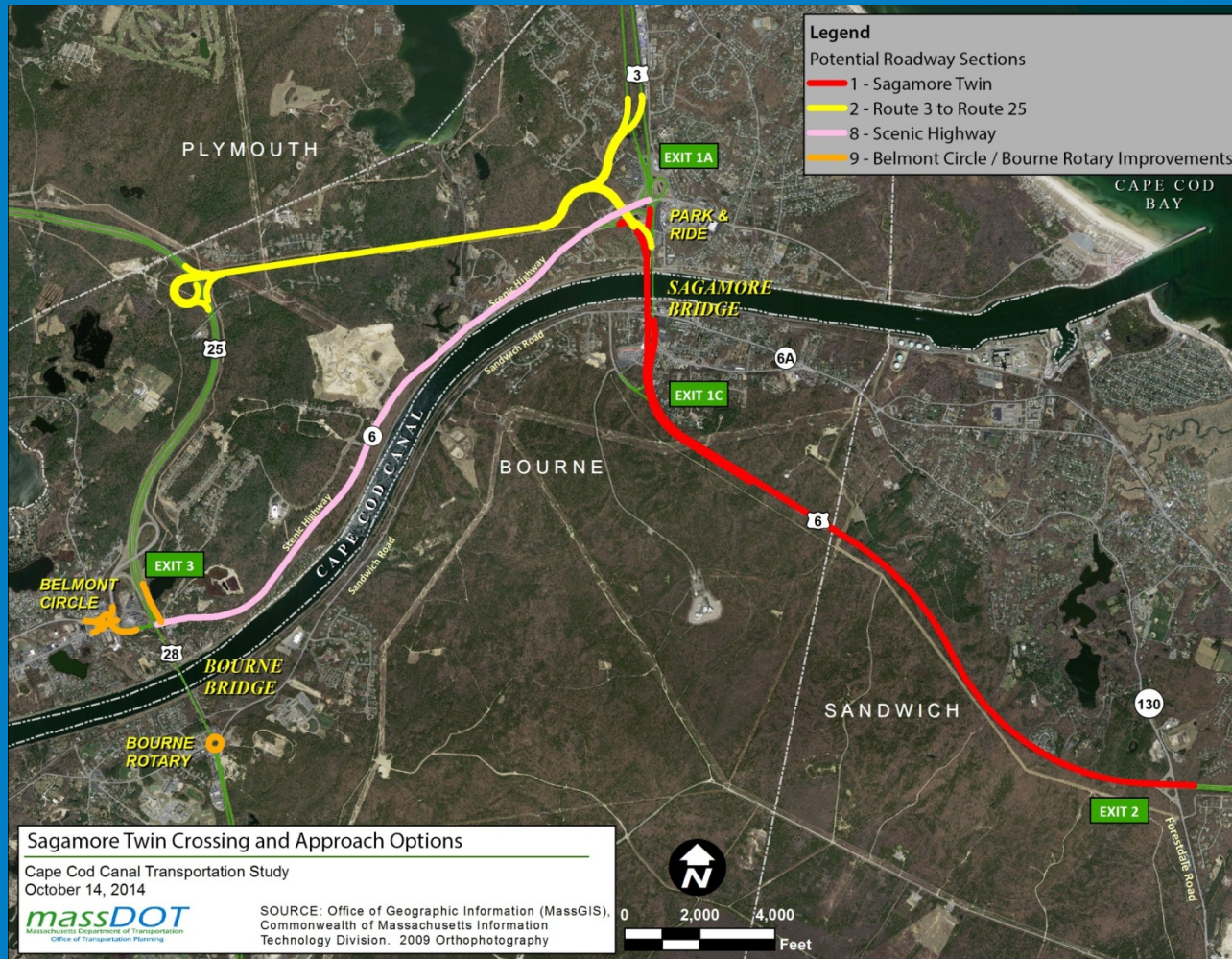
Summer Sunday Off-Cape Routing



Project SPAN potential configurations



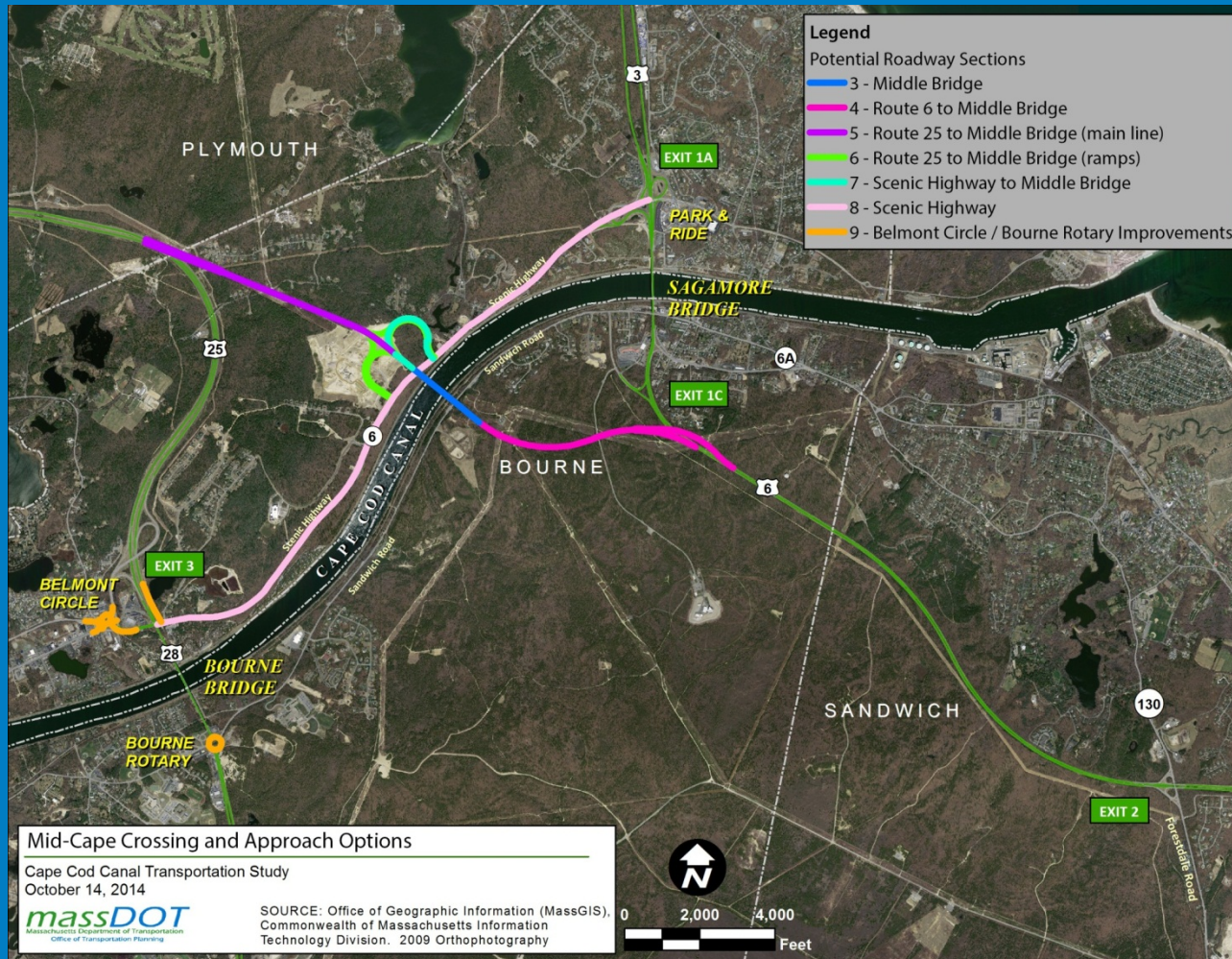
Sagamore Twin Options



Sagamore Twin Options Overview

- New bridge located immediately west of existing Sagamore Bridge
- Designed to latest safety and multimodal (auto, bicycle, pedestrian) access standards
- Three tolled lanes on-Cape traffic only on the new bridge
- Existing Sagamore converted to off-Cape traffic only (3 lanes, no tolls)
- Existing Bourne Bridge unchanged (2 lanes in each direction, no tolls)
- Several possible road configurations for connectivity to Routes 3 & 25 on the mainland and Route 6 on the Cape

Mid-Canal Crossing Options



Mid-Canal Crossing Options Overview

- New bridge located roughly midway between Sagamore and Bourne Bridges
- Designed to latest safety and multimodal (auto, bicycle, pedestrian) access standards
- Two-way tolled traffic with lane configuration to be determined
- Existing Sagamore and Bourne Bridges unchanged (2 lanes in each direction, no tolls)
- Provides opportunities for interconnection of highways
- Several possible road configurations for connectivity to Routes 3 & 25 on the mainland and Routes 6 & 28 on the Cape

Value Proposition for SPAN

Demand

- 94,000 average vehicles per day use Cape bridges
- 128,000 average vehicles per day during peak season

Toll Revenue

- Travelers will pay a toll to cross the new bridge for quicker Cape access
- We are currently modeling how many and at what toll level

Ancillary Opportunities

- Depending on selected layout, there may be an opportunity for service plaza facilities

Planning Efforts to Date

- Peak Season Multimodal Data Collection – August 2014
- Legislative Outreach – Early October 2014
- Outreach to Bourne and Sandwich – Early October 2014
- Study Working Group Formed – 1st Meeting Late October 2014
- Off-Peak Data Collection – Scheduled Late October 2014
- Regional Travel Demand Model Under Development

Project SPAN Environmental Process

NEPA/MEPA Documentation

- NEPA Class of Action Determination is required from FHWA, the lead federal agency. Project is expected to require preparation of an Environmental Impact Statement (EIS)
- For MEPA, project will require preparation of an Environmental Impact Report (EIR), which will be combined with the NEPA document. The MEPA process begins with the filing of an Environmental Notification Form (ENF)
- The environmental process will involve interested stakeholders and the public

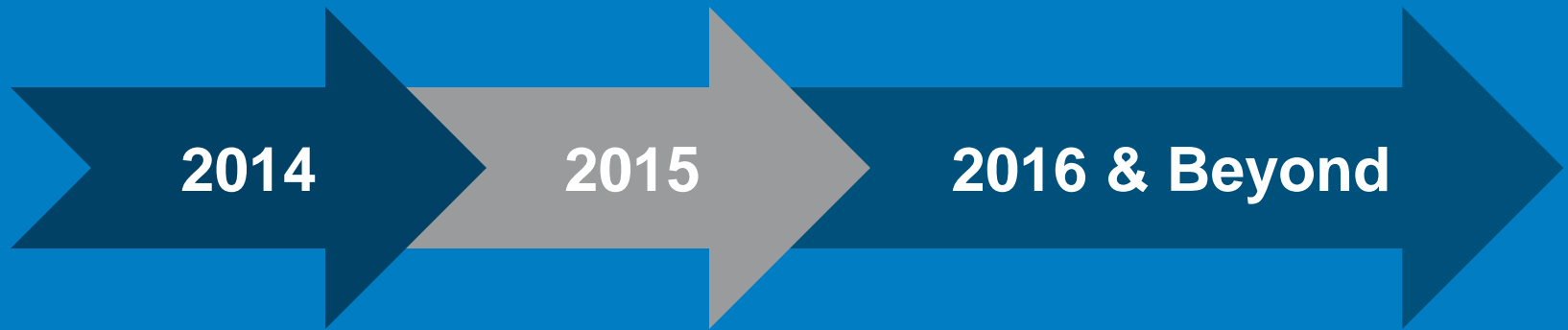
Project SPAN Permits

Anticipated Major Permit Approvals

- Potential Individual Section 4(f) Evaluation for use of US Army Corps recreational land along the canal (Mid-Canal Option) and other historic impacts
- Section 106
- Land Disposition from US Army Corps of Engineers
- US Coast Guard Bridge Permit
- Section 10 and 404 Permits from US Army Corps of Engineers
- Section 7 of the Endangered Species Act coordination with National Marine Fisheries
- Coastal Zone Consistency Determination
- Section 401 Water Quality Certificate
- Public Waterfront Act (Chapter 91 Waterways License)
- MassDEP Variance from the Wetlands Protection Act



Indicative Project Timeline



- Legislative Outreach
- Industry Day
- Planning Process Launch
- Public Outreach Started

- RFI
- EIS Process Kickoff
- RFQ

- ROD
- RFP & Formal Procurement
- Financial Close