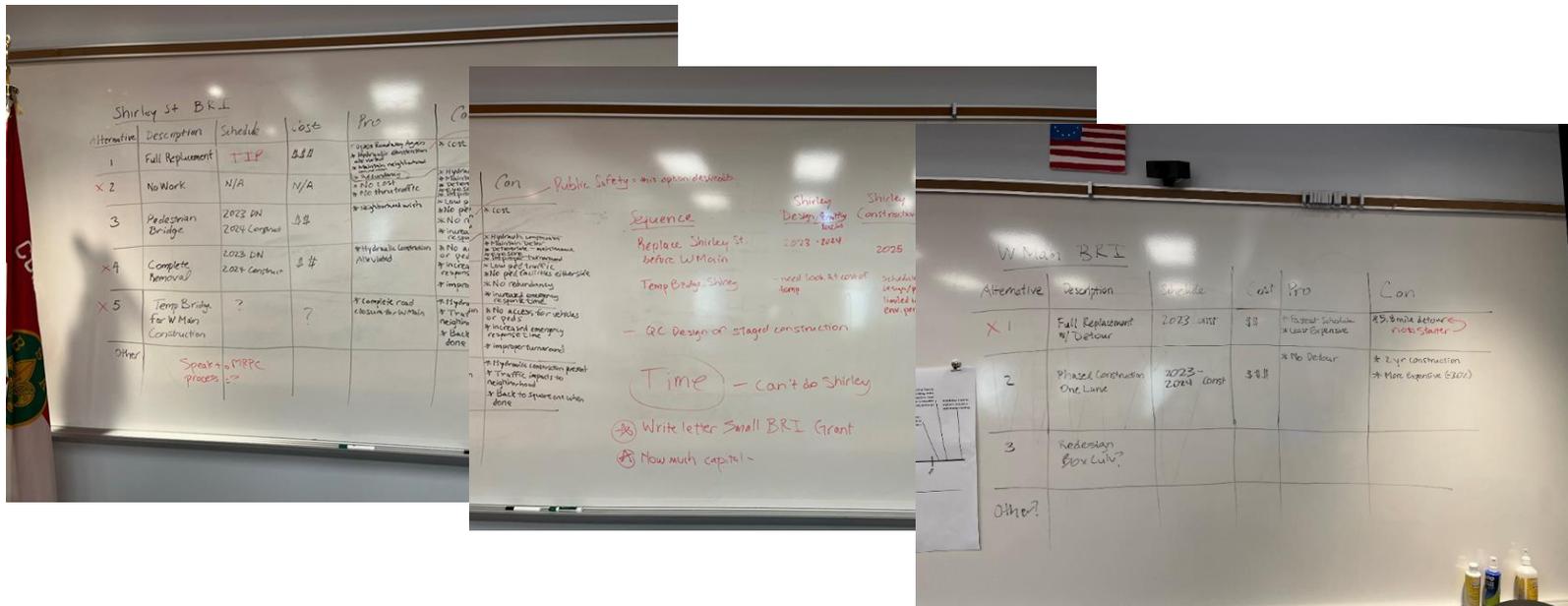


# 12/14/2022 BRI Steering Meeting at Ayer FD



- MassDOT D3 Asst Bridge Engineer
- Ayer – Asst TM, Police Chief, Fire Chief, Deputy Fire Chief, DPW Director
- Kleinfelder – 2 Senior Bridge Engineers

# Consensus - 12/14/2022 BRI Steering Meeting

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- Consensus – move forward with West Main St BRI hastily. Phased Construction as already designed and permitted.
- Urgency of West Main Street BRI is a major concern driving decision-making
  - The risk of a BRI closure is high – a failure could occur tomorrow or a few years from now (e.g. a major storm could deal a final blow and the BRI could be closed by DOT).
  - 5.8-mile detour, major public safety concern, ASRSD bus connection concern
- Not able to utilize Shirley Street as a detour
  - Would take time, even a temp bridge requires design, permitting and procurement. Prolonging risk of West Main Street BRI closure.
  - Local roads used as detour for 8,000 vehicles per day not recommended

# Funding Opportunities other than Town

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- Sent a Letter to MassDOT requesting reinstatement Small Bridge Grant \$500k, awaiting response
  - If MassDOT does not reinstate, reapply for \$500k Small Bridge Grant (due July 1)
- Continue seeking Fed/State assistance, close coordination with MassDOT
  - Utility Agreement with MassDOT through State Senator lobbying – partial funding
- Some of the grant opportunities reviewed so far
  - Federal Culvert AOP Grant – Not eligible, main reason is requirement for anadromous fish passage requirement (e.g. salmon)
  - Federal Bridge Investment Program – Not eligible, needs to be NBI
  - RAISE Grant – Reviewing potential for application, some issues are urbanized area and project minimum \$ not met, also need to determine if West Main BRI would be highly competitive
  - Bridge Formula Program (through State) needs to be NBI – requirement may change
  - PROTECT funding – may be eligible but low confidence (vulnerability requirement and competitive), no NOFO yet
- TIP process will take too long
- MassWorks

# Cost Estimate

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- September 2022 approximately \$3.5M
- January 2023 approximately \$4.5M

Estimates are Fully loaded (contingency 12%\*, engineering/rebidding/permitting, construction oversight and administration)

Estimates utilized MassDOTs Construction Project Estimator (industry standard to estimate with up-to-date construction prices)

- Town currently has \$993,830.60 remaining in prior appropriations, recommend Town appropriate \$3.5M

\*Contingency could be bias low due to high variability in post-pandemic prices

# Shirley St BRI - 12/14/2022 BRI Steering Meeting

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- Discussion regarding Shirley Street
  - Replacement desirable for public safety, redundant access
  - Permanent closure, ped bridge, or no work not desirable
    - Would still have a cost (less than replacement); however, a turnaround should meet town standards which currently requires 80-ft diameter radii – no room without takings.
  - No urgency, recommend further assessment of options
    - TIP funding possible = Town design, Fed/State construction
    - Other IJJA in the future may be possible