

# EAST DEERING: PATHWAYS TO BRIDGE THE GAP PROJECT

## **PROJECT BUDGET**

The total Project cost is \$35,146,938 which includes a contingency amount and inflation assumption (Table 1a). No expenses will be incurred between time of award and obligation.

### **Sources, Uses, Availability**

Maine Department of Transportation (MaineDOT) is requesting \$25,000,000 in RAISE funding (71.13 percent). Other Federal Funds account for 8.87 percent (\$3,117,550). MaineDOT and nonprofit organization Initiative for Digital Engineering and Life Sciences (IDEALS) will equally split the non-Federal Project cost match of \$7,029,388 (20 percent), both contributing \$3,514,694.

MaineDOT has dedicated formula funding from FHWA. These funds and associated state match will go toward Construction costs. As noted in Section C.2 of the Notice of Funding Opportunity, Federal share of the costs may exceed 80 percent if the Project is located in a rural area, a Historically Disadvantaged Community (HDC), or an Area of Persistent Poverty (APP). The Project is located in a HDC and APP (Tracts 23 and 5).

Non-Federal funding for the Project comes from MaineDOT. MaineDOT is a cabinet-level state agency with primary responsibility for statewide transportation by all modes of travel. MaineDOT employs approximately 1,600 people and expends or disburses more than \$1 billion per year, including federal, state, and local funds. The primary sources of transportation funding in Maine are gas tax revenue (which by statute can only be used for highways and bridges), GARVEE Bonds, General Fund support, and various sales taxes.

MaineDOT and IDEALS have provided funding commitment letters, and the funds are readily available. There are no additional funding sources committed to the Project.

Tables 1a, 1b, and 1c detail the costs per component and funding source.

### **Contingency Amount**

A 15 percent contingency has been factored into the total Project budget. MaineDOT is very experienced working with the U.S. Department of Transportation to fund, construct, manage, and complete Federally funded infrastructure projects. Should there be additional cost overruns, MaineDOT and IDEALS are equipped to provide all additional funding.

### **Level of Design**

Preliminary design varies across project elements ranging from a minimum of 30 percent design level to 50 percent design level for most of the bicycle and pedestrian improvements.

### **Cost Estimates**

Cost estimates were completed by Vanasse Hangen Brustlin (VHB) in 2024 using a minimum of 30 percent design level, depending on the component.

### **Cost Share/Non-Federal Funding Match**

The Project will receive a 20-percent non-Federal funding match. MaineDOT and IDEALS are

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providing the non-Federal funding—the 20-percent match will be equally divided by both parties. Funding commitment letters are included in this application (see *Funding Commitment Documentation* section).

**Census Tract Spending**

Tables 2a and 2b detail the Project costs per Census Tract (2020 and 2010). Approximately 89 percent of Project costs will be spent in an Area of Persistent Poverty and Historically Disadvantaged Community (Tracts 23 and 5). All Project costs will be spent in an Urban area (Table 2c).

Because some Project components span more than one Census Tracts, the following breakdowns were used in Census Tract Spending calculations (see Tables 2a and 2b, using cost estimates from Table 3):

Tract 23	Tract 5	Tract 1
Modifications to I-295 Exit 8 New NB Off-Ramp	50% of Existing Tukey's Bridge Pathway Rehab	20% of New Bike/Ped Bridge across Back Cove
Bates, Baxter, I-295 Intersection Improvements	1% of CE, contingency, inflation adjustment based on tract's percentage of project elements of total construction costs	11.2% of CE, contingency, inflation adjustment based on tract's percentage of project elements of total construction costs
Washington Avenue Retrofit		
Sherwood Street Bike/Ped Improvements		
New Trail Connections under Tukey's Bridge to Back Bay Bike Network		
Shoreline Restoration and Resiliency with Campus Bike/Ped Trail		
80% of New Bike/Ped Bridge across Back Cove		
50% of Existing Tukey's Bridge Pathway Rehab		
87.8% of CE, contingency, inflation adjustment based on tract's percentage of project elements of total construction costs		

**Table 1a. Funding Source by Component in Dollars**

	Highway Elements Packet	Off-System Bicycle/Pedestrian Facilities	Shoreline Restoration and Resiliency with Campus Bike/Ped Trail	10% Construction Engineering	15% Contingency	4% Inflation Adjustment	Total Grant Project Costs
Funding Source	Funding Amount	Funding Amount	Funding Amount	Funding Amount	Funding Amount	Funding Amount	Funding Amount
RAISE Funds:	\$ 3,129,718	\$ 11,238,532	\$ 3,200,848	\$ 2,020,446	\$ 2,635,365	\$ 2,775,091	\$ 25,000,000
Other Federal Funds:	\$ 390,282	\$ 1,401,467	\$ 399,152	\$ 251,954	\$ 328,635	\$ 346,059	\$ 3,117,550
Non-Federal Funds:	\$ 880,000	\$ 3,160,000	\$ 900,000	\$ 568,100	\$ 741,000	\$ 780,288	\$ 7,029,388
<i>MaineDOT:</i>	\$ 440,000	\$ 1,580,000	\$ 450,000	\$ 284,050	\$ 370,500	\$ 390,144	\$ 3,514,694
<i>IDEALS/Roux Institute:</i>	\$ 440,000	\$ 1,580,000	\$ 450,000	\$ 284,050	\$ 370,500	\$ 390,144	\$ 3,514,694
<b>Total Project Cost:</b>	<b>\$ 4,400,000</b>	<b>\$ 15,800,000</b>	<b>\$ 4,500,000</b>	<b>\$ 2,840,500</b>	<b>\$ 3,705,000</b>	<b>\$ 3,901,438</b>	<b>\$ 35,146,938</b>

**Table 1b. Funding Source by Component in Percentages**

	Highway Elements Packet	Off-System Bicycle/Pedestrian Facilities	Shoreline Restoration and Resiliency with Campus Bike/Ped Trail	10% Construction Engineering	15% Contingency	4% Inflation Adjustment	Total Grant Funding Percentage
Funding Source	Percentage	Percentage	Percentage	Percentage	Percentage	Percentage	Percentage
RAISE Funds:	71.13%	71.13%	71.13%	71.13%	71.13%	71.13%	71.13%
Other Federal Funds:	8.87%	8.87%	8.87%	8.87%	8.87%	8.87%	8.87%
Non-Federal Funds:	20%	20%	20%	20%	20%	20%	20.00%
<i>MaineDOT:</i>	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
<i>IDEALS/Roux Institute:</i>	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
<b>Total:</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 1c. Percent of Total Project**

	Highway Elements Packet	Off-System Bicycle/Pedestrian Facilities	Shoreline Restoration and Resiliency with Campus Bike/Ped Trail	10% CE	15% Contingency	4% Inflation Adjustment	Total Grant Funding
<b>Total:</b>	13%	45%	13%	8%	11%	11%	100%

**Table 2a. Project Costs per 2020 Census Tracts**

2020 Census Tract(s):	Project Costs per Census Tract:	Percentage of Project Cost
23005002300	\$ 30,863,850	87.8%
23005000500	\$ 355,738	1.0%
23005000100	\$ 3,927,350	11.2%
<b>Total Project Cost:</b>	<b>\$ 35,146,938</b>	<b>100%</b>

**Table 2b. Project Costs per 2010 Census Tracts**

2010 Census Tract(s):	Project Costs per Census Tract:	Percentage of Project Cost
23005002300	\$ 30,863,850	87.8%
23005000500	\$ 355,738	1.0%
23005000100	\$ 3,927,350	11.2%
<b>Total Project Cost:</b>	<b>\$ 35,146,938</b>	<b>100%</b>

**Table 2c. Project Costs by Urban/Rural Areas**

Urban/Rural	Project Costs
Urban: (2020 Census data urban area with pop greater than 200,000)	\$ 35,146,938
Rural: (located outside of an Urban area as defined immediately above)	\$ -
<b>Total Project Cost:</b>	<b>\$ 35,146,938</b>

**Table 3. RAISE Grant Elements by Project Element**

		<b>RAISE Grant Elements</b>	<b>Estimated Costs</b>
Highway Elements Packet	<b>Modifications to I-295 Exit 8 New NB Off-Ramp</b>		\$ 3,000,000
		<i>Overhead Sign Structure</i>	
		<i>New Retaining Wall</i>	
	<b>Bates, Baxter, I-295 Intersection Improvements</b>		\$ 500,000
		<i>Eliminate Slip Lane for Bates to Baxter</i>	
		<i>Signalize T Intersection</i>	
	<b>Washington Avenue Retrofit</b>		\$ 100,000
<b>Sherwood Street Bike/Ped Improvements</b>		\$ 800,000	
		<b>Highway Elements Packet</b>	<b>\$ 4,400,000</b>
Off System Bicycle/ Pedestrian Facilities	<b>New Bike/Ped Bridge across Back Cove</b>		\$ 13,800,000
	<b>New Trail Connections under Tukey's Bridge to Back Cove Bike Network</b>		\$ 1,500,000
	<b>Existing Tukey's Bridge Pathway Rehab</b>		\$ 500,000
		<i>Relocate fencing to widen path</i>	
		<i>Bollard lighting along trail</i>	
		<i>Reconfigure approaches</i>	
		<b>Off System Bicycle/Pedestrian Facilities</b>	<b>\$ 15,800,000</b>
Shoreline Restoration and Resiliency with Campus Bike/Ped Trail	<b>Shoreline Restoration and Resiliency with Campus Bike/Ped Trail</b>		\$ 4,500,000
		<i>Restoration of shoreline</i>	
	<b>Shoreland Restoration and Resiliency</b>		<b>\$ 4,500,000</b>
Project Totals	<b>Total Estimated Costs</b>		<b>\$ 24,700,000</b>
	15% Contingency		\$ 3,705,000
	10% CE		\$ 2,840,500
	<b>Total Estimated Construction Cost</b>		<b>\$ 31,245,500</b>
	Inflation (4% per year) Assume Construction in 3 years		\$ 3,901,438
	<b>Total Estimated RAISE PROJECT COST with Inflation</b>		<b>\$ 35,146,938</b>
Match Commitment	Est. Funding Budget		
		RAISE Request	\$ 25,000,000
		Other Federal Funds	\$ 3,117,550
		<b>MaineDOT Match</b>	<b>\$ 3,514,694</b>
		IDEALS/Northeastern	\$ 3,514,694
		<b>Total Estimated RAISE PROJECT COST with Inflation</b>	<b>\$ 35,146,938</b>