

Eight MassDOT proposed alternatives to the New Bedford – Fairhaven Bridge

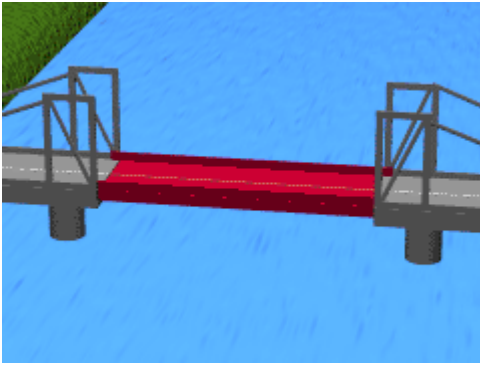
In 2014, the Massachusetts Department of Transportation (MassDOT) began a **corridor study of the New Bedford – Fairhaven bridge** that included alternatives to the current structure. MassDOT is currently spending \$60 million to increase the lifespan of the bridge that was completed in 1903.

The current bridge provides 95-foot-wide navigational clearance on either side. The replacements would provide 200-270 feet of navigational clearance. The alternative costs would be \$45 – \$170 million and would shut down the bridge from two weeks to two years depending on the options funded.

Here are the eight recommended long-term alternatives to the current New Bedford – Fairhaven bridge:

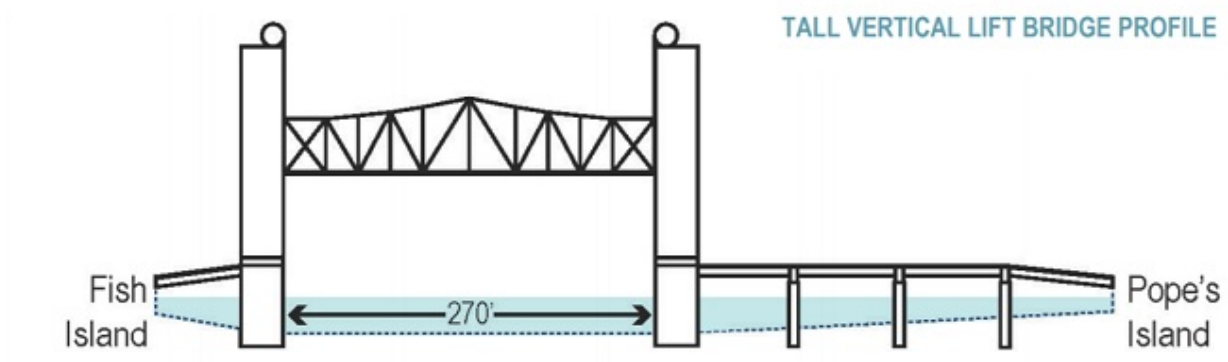
1. No Build Alternative. Repair Existing Swing Bridge. Removal and replacement of the existing swing span truss structure. The newly constructed structure would be in the same configuration as the existing swing span. The 95-foot-wide navigational clearance is maintained. The estimated capital cost is \$45 million and the construction phase would take 18 months. A two-week-long roadway closure would be required.

2. Vertical Lift Bridge (110-135 feet vertical clearance).



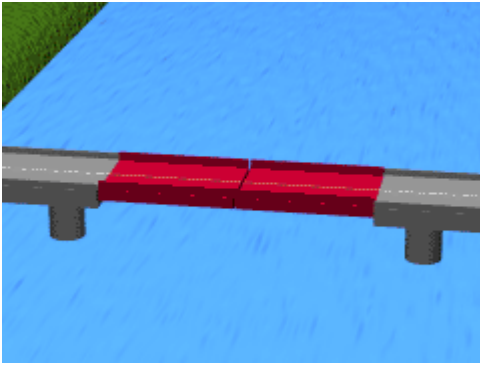
Construction of a new vertical lift bridge with 270 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$90 to \$120 million and the construction phase would last 33 to 36 months. A two-week-long roadway closure would be required.

3. Tall Vertical Lift Bridge (150 feet vertical clearance)



Construction of a new vertical lift bridge with 270 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$100 to \$130 million and the construction phase would last 33 to 36 months. A two-week-long roadway closure would be required.

4. Double-leaf Bascule Bridge (Standard).



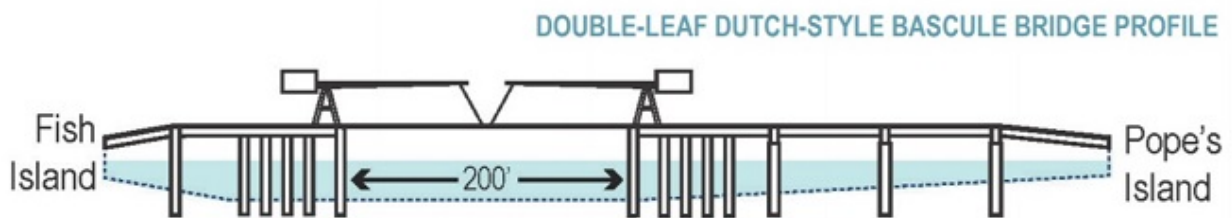
Construction of a new double-leaf bascule bridge (standard type) with 150 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$85 to \$100 million and the construction duration is 37 months. A two-year-long roadway closure would be required.

5. Wide Double-leaf Bascule Bridge (Standard). Construction of a new double-leaf bascule bridge (standard type) with 220 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$130 to \$160 million and the construction duration is 37 months. A two-year-long roadway closure would be required.

6. Single-leaf Rolling Bascule Bridge. Construction of a new single-leaf rolling bascule bridge with 150 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$50 to \$170 million and the construction duration is approximately 26 to 28 months. A three-month-long roadway closure would be required.

7. Double-leaf Rolling Bascule Bridge. Construction of a new double-leaf rolling bascule bridge with 220 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$90 to \$110 million and the construction duration is approximately 26 to 28 months. A three-month-long roadway closure would be required.

8. Double-leaf Dutch-Style Bascule Bridge



Construction of a new double-leaf Dutch-style bascule bridge with 200 feet of horizontal clearance in place of the existing swing span. The estimated capital cost is \$100 to \$125 million and the construction duration is approximately 26 to 28 months. A three-month-long roadway closure would be required.

According to the MassDOT corridor study, "all of the long-term alternatives, except the No Build Alternative, would all allow for a wider bridge with a 64-foot-wide right-of-way (ROW). As part of this additional bridge width, four 11-foot-wide vehicular travel lanes, two five-foot-wide bike lanes, and two five-foot-wide sidewalks would be constructed. The addition of bike lanes across the New Bedford-Fairhaven Bridge would provide a key link in the proposed 50-mile continuous South Coast Bikeway between Cape Cod and Rhode Island."