



**Gannett Fleming**

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000391

December 6, 2011

Ms. Judy Lindsey  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333-0016

Re: Revised Cost Estimate for the Build Alternatives  
I-395 / Route 9 Transportation Study

Dear Judy:

Attached please find a copy of the latest cost estimate for the build alternatives retained for further consideration and detailed analysis for your review and consideration. We are working to complete both the property acquisition and utility relocation technical memoranda; the memoranda will reflect the costs shown in the attached estimates.

This cost estimate for the build alternatives was prepared using the DOT's freeway criteria. We understand the DOT would like, following the conclusion of the NEPA process, for the preferred alternative to be developed using rolling criteria. Developing the preferred alternative using rolling criteria would reduce the cost to construct it. Based on the DOT's experience with similar projects, we ask that the DOT let us know the anticipated percent reduction in cost that would result from this change in criteria; we will apply this percent reduction to the cost to construct the build alternatives that is shown in the DEIS/Section 404 Permit Application.

We appreciate the opportunity to be of service on this important study. Please contact either Dave Hamlet or myself if you have questions.

Sincerely,

Gannett Fleming, Inc.

William M. Plumpton, CEP  
Project Manager

WMP/  
Attachment  
Pc: D. Hamlet  
File 048570

Gannett Fleming, Inc.

### ***Cost Estimate Summary for Range of Alternatives***

| <i>Alternative</i> | <i>Construction</i> | <i>Utility Relocation</i> | <i>Engineering &amp; Inspection</i> | <i>Right of Way</i> | <i>Mitigation</i> | <i>Total</i>             |
|--------------------|---------------------|---------------------------|-------------------------------------|---------------------|-------------------|--------------------------|
| <b>2B-2</b>        | \$ 75,491,276.60    | \$ 1,578,100.00           | \$ 12,078,600.00                    | \$ 4,084,912.41     | \$ -              | <b>\$ 93,240,000.00</b>  |
| <b>5A2B-2</b>      | \$ 97,629,921.84    | \$ 3,130,600.00           | \$ 15,620,780.00                    | \$ 5,205,118.05     | \$ -              | <b>\$ 121,590,000.00</b> |
| <b>5B2B-2</b>      | \$ 79,879,364.36    | \$ 9,345,600.00           | \$ 12,780,700.00                    | \$ 9,659,718.99     | \$ -              | <b>\$ 111,670,000.00</b> |