

NH DOT
General Sullivan Bridge
RAISE Grant
Benefit Cost Analysis
Narrative Summary (2021 \$)

Benefit Description	Benefit Value (7% Discount Rate*)
Travel Time Savings	
Time Savings	\$3,978,740
Category subtotal	\$3,978,740
Quality of Life	
Cycling Facility Improvement	\$642,401
Active Transportation	\$6,025,229
Category subtotal	\$6,667,629
Residual Value	
Residual Value	\$3,627,270
Category subtotal	\$3,627,270
Total Project Benefits	\$14,273,640
Costs	
Total Costs	\$27,205,689
Total Project Costs	\$27,205,689
Net Present Value	\$12,932,049
Benefit Cost Ratio	0.52

*Note: Outcome assumes a 7% discount rate for all factors except CO₂ which is discounted at a 3% rate.

Updated Jan 2023

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	TOTAL		
Non-Discounted																																		
Cycling Facility Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$77,315	\$1,932,883	
Active Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$725,158	\$18,128,962
Time Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$478,856	\$11,971,401	
Residual Value																															\$27,611,707	\$27,611,707		
Total Value of Benefits (Non-Discounted)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$1,281,330	\$28,893,037	\$59,644,953
	0.00%	7.00%	14.49%	22.50%	31.08%	40.26%	50.07%	60.58%	71.82%	83.85%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.03%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%			
Discounted																																		
Cycling Facility Improvement	7%	\$0	\$0	\$0	\$0	\$0	\$51,518	\$48,148	\$44,998	\$42,054	\$39,303	\$36,732	\$34,329	\$32,083	\$29,984	\$28,023	\$26,189	\$24,476	\$22,875	\$21,378	\$19,980	\$18,673	\$17,451	\$16,309	\$15,242	\$14,245	\$13,313	\$12,442	\$11,628	\$10,868	\$10,157	\$642,401		
Active Transportation	7%	\$0	\$0	\$0	\$0	\$0	\$483,204	\$451,592	\$422,049	\$394,438	\$368,634	\$344,518	\$321,979	\$300,915	\$281,229	\$262,831	\$245,636	\$229,567	\$214,548	\$200,512	\$187,395	\$175,135	\$163,678	\$152,970	\$142,963	\$133,610	\$124,869	\$116,700	\$109,065	\$101,930	\$95,262	\$6,025,229		
Time Savings	7%	\$0	\$0	\$0	\$0	\$0	\$319,082	\$298,207	\$278,699	\$260,466	\$243,426	\$227,501	\$212,618	\$198,708	\$185,709	\$173,559	\$162,205	\$151,594	\$141,676	\$132,408	\$123,746	\$115,650	\$108,084	\$101,013	\$94,405	\$88,229	\$82,457	\$77,062	\$72,021	\$67,309	\$62,906	\$3,978,740		
Residual Value	7%																														\$3,627,270	\$3,627,270		
Total Value of Benefits (Discounted)	\$0	\$0	\$0	\$0	\$0	\$0	\$853,804	\$797,948	\$745,746	\$696,959	\$651,363	\$608,751	\$568,926	\$531,706	\$496,922	\$464,413	\$434,031	\$405,636	\$379,099	\$354,298	\$331,120	\$309,458	\$289,213	\$270,293	\$252,610	\$236,084	\$220,639	\$206,205	\$192,715	\$180,107	\$3,795,595	\$14,273,640		

NH DOT
 General Sullivan Bridge
 RAISE Grant
 Benefit Cost Analysis
 Cost Analysis (2021\$)

		2.50% Federal Reserve Bank of Philadelphia - Inflation Forecasts																																
		Annual Inflation Discount																																
Year	Discount @ 7%	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	
Category	Totals	0.00%	7.00%	14.49%	22.50%	31.08%	40.26%	50.07%	60.58%	71.82%	83.85%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.05%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%	714.51%	
Capital Costs				0.1	0.35	0.35	0.20																											
Construction Cost	\$ 35,600,000	\$ 3,560,000	\$ 12,460,000	\$ 12,460,000	\$ 7,120,000																													
Capital Cost Total	\$ 35,600,000	\$ 3,560,000	\$ 12,460,000	\$ 12,460,000	\$ 7,120,000																													
Capital Cost Total in 2021\$	\$ 34,731,707	\$ 3,473,171	\$ 12,156,098	\$ 12,156,098	\$ 6,946,341																													
Discounted Capital Cost in 2021\$	\$ 27,183,073	\$ 3,033,602	\$ 9,922,997	\$ 9,273,829	\$ 4,952,645																													
Operation and Maintenance																																		
Operation Cost Total	\$ 69,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ 2,790.00	\$ -	
Operation Cost Total in 2021\$	\$ 68,049	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ -	
Discounted Operation Cost in 2021\$	\$ 22,616	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,813.75	\$ 1,695.09	\$ 1,584.20	\$ 1,480.56	\$ 1,383.70	\$ 1,293.18	\$ 1,208.58	\$ 1,129.51	\$ 1,055.62	\$ 986.56	\$ 922.02	\$ 861.70	\$ 805.33	\$ 752.64	\$ 703.40	\$ 657.39	\$ 614.38	\$ 574.19	\$ 536.62	\$ 501.52	\$ 468.71	\$ 438.04	\$ 409.39	\$ 382.61	\$ 357.57	\$ 0.00	\$ 0.00		
Total																																		
Total Cost (Capital + O&M) in 2021\$	\$ 34,799,756.10	\$ 3,473,170.73	\$ 12,156,097.56	\$ 12,156,097.56	\$ 6,946,341.46	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ 2,721.95	\$ -	
Discounted Total Cost (Capital + O&M) in 2021\$	\$ 27,205,688.81	\$ 3,033,601.83	\$ 9,922,996.63	\$ 9,273,828.63	\$ 4,952,645.46	\$ 1,813.75	\$ 1,695.09	\$ 1,584.20	\$ 1,480.56	\$ 1,383.70	\$ 1,293.18	\$ 1,208.58	\$ 1,129.51	\$ 1,055.62	\$ 986.56	\$ 922.02	\$ 861.70	\$ 805.33	\$ 752.64	\$ 703.40	\$ 657.39	\$ 614.38	\$ 574.19	\$ 536.62	\$ 501.52	\$ 468.71	\$ 438.04	\$ 409.39	\$ 382.61	\$ 357.57	\$ -	\$ -		



NH DOT
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Benefit Cost Analysis
Operation and Maintenance Costs

Inflation [2.50% Federal Reserve Bank of Philadelphia - Inflation Forecasts](#)

Notes
 Assumes a minimum 18' wide structure
 Assumes a 1,550' long structure
 Based on NH Guidance for a girder type bridge, Tier 6 (almost HIB due to area, but still <30,000)

Concept/Bridge Type	Area (SF)	Maintenance - Cleaning		Bridge Inspection - Routine		Preservation - Crack Seal Pavement		Bridge Rehabilitation	
		Unit Cost/SF	Frequency	Unit Cost/SF	Frequency	Unit Cost/SF	Frequency	Unit Cost/SF	Frequency
9-Span Girder with Concrete Deck	27900	\$ 0.10	Annual	\$ 2.50	Bi-Annual	\$ 75.00	20 Years	\$ 150.00	60 Years

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051
Discount @ 7%	14.49%	22.50%	31.08%	40.26%	50.07%	60.58%	71.82%	83.83%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.05%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%		
Non-discounted Total O&M Costs	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	\$ 2,790	
Non-discounted Total O&M Costs (20215)	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	\$ 2,722	
Discounted Total O&M Costs	\$1,859.09	\$1,737.47	\$1,623.81	\$1,517.58	\$1,418.29	\$1,325.51	\$1,238.79	\$1,157.75	\$1,082.01	\$1,011.22	\$945.07	\$883.24	\$825.46	\$771.46	\$720.99	\$673.82	\$629.74	\$588.54	\$550.04	\$514.06	\$480.43	\$449.00	\$419.62	\$392.17	\$366.51	\$342.17	\$318.77	\$296.31	\$274.78	\$254.17	
Discounted Total O&M Costs (20215)			\$1,584.20	\$1,480.56	\$1,383.70	\$1,293.18	\$1,208.58	\$1,129.51	\$1,055.62	\$986.56	\$922.02	\$861.70	\$805.33	\$752.64	\$703.40	\$657.39	\$614.38	\$574.19	\$536.62	\$501.52	\$468.71	\$438.04	\$409.39	\$382.61	\$357.57						

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Benefit Cost Analysis
Travel Time Savings

Average Detour Distance Reduced	20 miles
Average Speed - Pedestrians	3 mph
Average Speed - Bikers	10 mph
Fraction of Pedestrians to Total Users	25%
Fraction of Bikers to Total Users	75%
Average Annual Users	187787
Average Annual Pedestrians	46947
Average Annual Bikers	140840
Percent of Users taking Detour	0.05
Average Annual Pedestrians (Detour)	2347
Average Annual Bikers (Detour)	7042
Hourly Time Savings-Cycling (\$2021)	\$ 34.00

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	
Discount @ 7%	0.00%	7.00%	14.49%	22.50%	31.08%	40.26%	50.07%	60.58%	71.82%	83.85%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.05%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%	
Number of Bikers							7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	7,042	
Number of Pedestrians							2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	
Total Dist. Reduced (Bike)	0	0	0	0	0	0	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	140,840	
Total Dist. Reduced (Ped)	n/a																															
Time Savings in Hours (Bike)	0	0	0	0	0	0	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	14,084	
Time Savings in Hours (Ped)	n/a																															
Time Savings (\$2021)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	\$ 478,856	
Time Savings (\$2021)	n/a																															
Discounted Time Savings	\$3,978,740	\$0	\$0	\$0	\$0	\$0	\$319,082	\$298,207	\$278,699	\$260,466	\$243,426	\$227,501	\$212,618	\$198,708	\$185,709	\$173,559	\$162,205	\$151,594	\$141,676	\$132,408	\$123,746	\$115,650	\$108,084	\$101,013	\$94,405	\$88,229	\$82,457	\$77,062	\$72,021	\$67,309	\$62,906	

NH DOT
General Sullivan Bridge
RAISE Grant
Benefit Cost Analysis
Mortality Benefits From Induced Active Transportation

Percent of Trips Assumed to be Induced **0.95**
 Induced Annual Walking Trips 44599
 Induced Annual Biking Trips 133798

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051				
Discount @ 7%	0.00%	7.00%	14.49%	22.30%	31.08%	40.26%	50.07%	60.58%	71.82%	83.85%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.05%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%				
Annual Induced Trip - Walking							44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599	44599				
Induced Walking Trips in relevant age range							0	0	0	0	0	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003	30327.55003			
Value of induced walking trips	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36	\$218,358.36				
Discounted Value of induced walking trips	\$	1,814,305					\$0.00	\$0.00	\$0.00	\$0.00	\$145,501.40	\$135,982.61	\$127,086.55	\$118,772.48	\$111,002.32	\$103,740.48	\$96,953.72	\$90,610.96	\$84,683.14	\$79,143.12	\$73,965.53	\$69,126.66	\$64,604.36	\$60,377.91	\$56,427.95	\$52,736.40	\$49,286.36	\$46,062.02	\$43,048.61	\$40,232.35	\$37,600.33	\$35,140.49	\$32,841.58	\$30,693.07	\$28,685.11
Annual Induced Trip - Biking							133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798	133798			
Induced Biking Trips in relevant age range							0	0	0	0	0	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	78940.82876	
Value of induced biking trips	\$	12,670,003					\$	\$	\$	\$	\$	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	\$506,800.12	
Discounted Value of induced biking trips	\$	4,210,923					\$0.00	\$0.00	\$0.00	\$0.00	\$337,702.32	\$315,609.64	\$294,962.28	\$275,665.69	\$257,631.48	\$240,777.09	\$225,025.31	\$210,304.03	\$196,545.82	\$183,687.69	\$171,670.74	\$160,439.94	\$149,943.87	\$140,134.46	\$130,966.78	\$122,398.86	\$114,391.46	\$106,907.91	\$99,913.93	\$93,377.51	\$87,268.70	\$81,559.53	\$76,223.86	\$71,237.25	\$66,576.87

From the USDOT BCA Guidance
 Table A-13 : Mortality Reduction Benefits of Induced Active Transportation

Mode	Applicable Age Range	Recommnded Value per Induced Trip	Percent of total trips in the age range
Walking	Age 20-74	\$ 7.20	68%
Cycling	Ages 20-64	\$ 6.42	59%

NH DOT
 General Sullivan Bridge
 RAISE Grant
 Benefit Cost Analysis
 Benefit Of Cycling Facility Improvement

Annual Cyclers 140840
 Distance of Bridge 0.29356 miles
 Annual Cycle Miles 41345

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	
Discount @ 7%	0.00%	7.00%	14.49%	22.50%	31.08%	40.26%	50.07%	60.58%	71.82%	83.85%	96.72%	110.49%	125.22%	140.98%	157.85%	175.90%	195.22%	215.88%	237.99%	261.65%	286.97%	314.06%	343.04%	374.05%	407.24%	442.74%	480.74%	521.39%	564.88%	611.43%	661.23%	
Improved Cycling Miles							41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345	41345
Value of Cycling Facility Improvement (\$2021)			\$ -	\$ -	\$ -	\$ -	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315	\$ 77,315
Discounted Value of Cycling Facility Improvement (\$2021)	\$	-	\$	-	\$	-	\$51,518.45	\$48,148.08	\$44,998.21	\$42,054.40	\$39,303.18	\$36,731.94	\$34,328.92	\$32,083.10	\$29,984.21	\$28,022.62	\$26,189.37	\$24,476.04	\$22,874.81	\$21,378.32	\$19,979.74	\$18,672.66	\$17,451.08	\$16,309.42	\$15,242.45	\$14,245.28	\$13,313.35	\$12,442.38	\$11,628.39	\$10,867.66	\$10,156.69	

Table A-9: Cycling Facility Improvement Revealed Preference Values

Facility Type	Recommended Value per Cycling Mile (2021 \$)
Cycling Path with At-Grade Crossing	\$ 1.49
Cycling Path with no At-Grade Crossings	\$ 1.87
Dedicated Cycling Lane	\$ 1.77
Cycling Boulevard/"Sharrow"	\$ 0.28
Separated Cycle Track	\$ 1.77

2022 Trip Count on Temporary Crossing on Little Bay Bridges

Period July 7th, 2022 08:00 pm → July 14th, 2022 09:45 am

Time	Little Bay Bridge Northbound	Little Bay Bridge Southbound	
07-07-2022 20:00:00	1	0	
07-07-2022 21:00:00	3	0	
07-07-2022 22:00:00	1	0	
07-07-2022 23:00:00	3	0	
<hr/>			
08-07-2022 00:00:00	2	0	
08-07-2022 01:00:00	1	0	
08-07-2022 02:00:00	0	0	
08-07-2022 03:00:00	1	0	
08-07-2022 04:00:00	3	1	
08-07-2022 05:00:00	8	2	
08-07-2022 06:00:00	20	0	
08-07-2022 07:00:00	21	6	
08-07-2022 08:00:00	52	13	
08-07-2022 09:00:00	69	16	
08-07-2022 10:00:00	74	17	
08-07-2022 11:00:00	88	16	
08-07-2022 12:00:00	74	23	
08-07-2022 13:00:00	60	20	
08-07-2022 14:00:00	51	6	
08-07-2022 15:00:00	50	2	
08-07-2022 16:00:00	32	6	
08-07-2022 17:00:00	25	3	
08-07-2022 18:00:00	14	5	
08-07-2022 19:00:00	7	1	
08-07-2022 20:00:00	6	3	
08-07-2022 21:00:00	1	0	
08-07-2022 22:00:00	2	0	
08-07-2022 23:00:00	1	0	
<hr/>			
Total	662	140	802
<hr/>			
09-07-2022 00:00:00	1	0	
09-07-2022 01:00:00	1	0	
09-07-2022 02:00:00	1	0	
09-07-2022 03:00:00	2	0	
09-07-2022 04:00:00	6	3	
09-07-2022 05:00:00	7	1	
09-07-2022 06:00:00	21	3	
09-07-2022 07:00:00	31	6	
09-07-2022 08:00:00	38	11	
09-07-2022 09:00:00	44	17	
09-07-2022 10:00:00	40	17	
09-07-2022 11:00:00	41	16	

09-07-2022 12:00:00	35	8	
09-07-2022 13:00:00	28	4	
09-07-2022 14:00:00	28	6	
09-07-2022 15:00:00	14	4	
09-07-2022 16:00:00	21	3	
09-07-2022 17:00:00	21	2	
09-07-2022 18:00:00	11	1	
09-07-2022 19:00:00	6	6	
09-07-2022 20:00:00	6	0	
09-07-2022 21:00:00	10	1	
09-07-2022 22:00:00	2	0	
09-07-2022 23:00:00	1	0	
Total	416	109	525
10-07-2022 00:00:00	91	0	
10-07-2022 01:00:00	16	0	
10-07-2022 02:00:00	0	0	
10-07-2022 03:00:00	1	1	
10-07-2022 04:00:00	2	1	
10-07-2022 05:00:00	2	2	
10-07-2022 06:00:00	8	3	
10-07-2022 07:00:00	12	0	
10-07-2022 08:00:00	16	10	
10-07-2022 09:00:00	18	8	
10-07-2022 10:00:00	32	11	
10-07-2022 11:00:00	37	6	
10-07-2022 12:00:00	40	13	
10-07-2022 13:00:00	27	7	
10-07-2022 14:00:00	30	10	
10-07-2022 15:00:00	27	4	
10-07-2022 16:00:00	23	2	
10-07-2022 17:00:00	8	0	
10-07-2022 18:00:00	11	6	
10-07-2022 19:00:00	8	7	
10-07-2022 20:00:00	6	1	
10-07-2022 21:00:00	2	1	
10-07-2022 22:00:00	3	2	
10-07-2022 23:00:00	3	0	
Total	423	95	518
11-07-2022 00:00:00	7	0	
11-07-2022 01:00:00	9	0	
11-07-2022 02:00:00	8	1	
11-07-2022 03:00:00	9	3	
11-07-2022 04:00:00	14	3	
11-07-2022 05:00:00	25	5	
11-07-2022 06:00:00	50	12	
11-07-2022 07:00:00	98	16	

11-07-2022 08:00:00	88	27	
11-07-2022 09:00:00	77	15	
11-07-2022 10:00:00	85	23	
11-07-2022 11:00:00	88	26	
11-07-2022 12:00:00	61	12	
11-07-2022 13:00:00	57	19	
11-07-2022 14:00:00	62	19	
11-07-2022 15:00:00	70	6	
11-07-2022 16:00:00	52	6	
11-07-2022 17:00:00	34	5	
11-07-2022 18:00:00	7	6	
11-07-2022 19:00:00	6	0	
11-07-2022 20:00:00	9	1	
11-07-2022 21:00:00	5	0	
11-07-2022 22:00:00	1	0	
11-07-2022 23:00:00	4	0	
Total	926	205	1131
12-07-2022 00:00:00	2	0	
12-07-2022 01:00:00	2	0	
12-07-2022 02:00:00	2	0	
12-07-2022 03:00:00	2	0	
12-07-2022 04:00:00	5	1	
12-07-2022 05:00:00	4	0	
12-07-2022 06:00:00	43	10	
12-07-2022 07:00:00	29	3	
12-07-2022 08:00:00	18	2	
12-07-2022 09:00:00	58	17	
12-07-2022 10:00:00	66	17	
12-07-2022 11:00:00	59	14	
12-07-2022 12:00:00	43	11	
12-07-2022 13:00:00	44	6	
12-07-2022 14:00:00	38	6	
12-07-2022 15:00:00	22	2	
12-07-2022 16:00:00	25	1	
12-07-2022 17:00:00	11	2	
12-07-2022 18:00:00	9	0	
12-07-2022 19:00:00	0	0	
12-07-2022 20:00:00	0	0	
12-07-2022 21:00:00	0	0	
12-07-2022 22:00:00	0	0	
12-07-2022 23:00:00	1	0	
Total	483	92	575
13-07-2022 00:00:00	0	0	
13-07-2022 01:00:00	0	0	
13-07-2022 02:00:00	0	0	
13-07-2022 03:00:00	0	0	

13-07-2022 04:00:00	0	1	
13-07-2022 05:00:00	1	0	
13-07-2022 06:00:00	6	5	
13-07-2022 07:00:00	4	4	
13-07-2022 08:00:00	47	13	
13-07-2022 09:00:00	74	27	
13-07-2022 10:00:00	64	17	
13-07-2022 11:00:00	58	16	
13-07-2022 12:00:00	44	15	
13-07-2022 13:00:00	70	19	
13-07-2022 14:00:00	89	17	
13-07-2022 15:00:00	63	14	
13-07-2022 16:00:00	53	8	
13-07-2022 17:00:00	18	11	
13-07-2022 18:00:00	22	5	
13-07-2022 19:00:00	14	2	
13-07-2022 20:00:00	11	3	
13-07-2022 21:00:00	1	1	
13-07-2022 22:00:00	2	0	
13-07-2022 23:00:00	2	0	
Total	643	178	821
14-07-2022 00:00:00	1	0	
14-07-2022 01:00:00	0	0	
14-07-2022 02:00:00	1	0	
14-07-2022 03:00:00	0	0	
14-07-2022 04:00:00	0	0	
14-07-2022 05:00:00	0	0	
14-07-2022 06:00:00	9	4	
14-07-2022 07:00:00	34	4	
14-07-2022 08:00:00	37	7	
14-07-2022 09:00:00	57	7	

Daily Totals

Friday, July 08, 2022	802
Saturday, July 09, 2022	525
Sunday, July 10, 2022	518
Monday, July 11, 2022	1131
Tuesday, July 12, 2022	575
Wednesday, July 13, 2022	821

average weekday	832
average weekend	521.5
average weekly	5,204.25

To Monthly Volumes

Number of Weeks in a month	4.33
Average Monthly	22,534.40

To Annual Totals

Assuming Moderate Climate	
For month of July	12%
Yearly Volume	187,787