

Rehabilitation strategy: assessment

Outer segments

Rehabilitation restores the current bridges and pavement to a “state of good repair” that will last for the next 30-40 years.

Transportation Assessment	Economic Competitiveness	Social Equity/Quality of Life	Environmental Stewardship
<p>Enhance the Transportation Network:</p> <ul style="list-style-type: none"> Addresses 3% of the geometric deficiencies. Maintains current infrastructure (bridges/pavement) in a state of good repair. Some safety improvements on elevated surfaces. Replaces 12 of 24 bridges. No capacity improvements needed. No enhancements to alternative transportation modes. <p>Enhance Region-Wide Mobility:</p> <ul style="list-style-type: none"> Regional mobility is maintained, similar to no-build. This increase in congestion may impact access to key destinations. No change in access to key destinations and no improvements to connectivity of alternative transportation. <p>Improve Public Safety:</p> <ul style="list-style-type: none"> Limited safety enhancements to provide advance warning on curves and elevated surfaces to minimize accident occurrences. No improvements to the safety of alternative modes of transportation (pedestrian, bicycle, transit). 	<p>Maintain or Improve Economic Opportunities:</p> <ul style="list-style-type: none"> Maintains current access to adjacent businesses. Maintains current multi-modal access and connections. Slight improvement to system efficiency, reliability or reduced travel time or costs. <p>Exercise Fiscal Responsibility:</p> <ul style="list-style-type: none"> The most cost-effective method to address the pavement, bridge, and safety needs in these areas. 	<p>Support Community Quality of Life:</p> <ul style="list-style-type: none"> No impacts or benefits to community resources. Little to no benefit to regional and local connectivity. Does not encourage smart growth. Maintains current visual built environment. No impacts to community character. Does not promote city or county long term vision and preferred future land use patterns. <p>Share Burdens and Benefits:</p> <ul style="list-style-type: none"> No benefits to stakeholders as there are limited enhancements to the existing highway. Burden equally shared. 	<p>Preserve or Enhance Environmental Health:</p> <ul style="list-style-type: none"> Does not affect local, regional, or state environmental initiatives. Relatively no change in air quality. No improvement to existing noise levels. No change in benefits or impacts on designated community landmarks or historic resources. No change in stormwater or water quality.
Good	Good to Fair	Fair	Fair

Cost Range: \$300-400 million in north and south outer segments (8.5 miles), including \$100-150 million for roadways and \$200-250 million for bridges.

Recommendation/Feasibility: The rehabilitation strategy *is feasible* in the northern and southern outer segments of the corridor (8.5 miles). Therefore, the rehabilitation strategy is retained in the outer segments.