

Rehabilitation strategy: assessment

Viaduct priority area

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 only 10-15% of the geometric deficiencies. Minor capacity improvements; only minor geometric improvements; replaces 38 of 39 bridges built prior to 1970. Access ramp eliminations may negatively impact key destinations. <p>Enhance Region-Wide Mobility:</p> <ul style="list-style-type: none"> Regional mobility is maintained with slight increase in vehicle miles traveled. This increased congestion may impact access to key destinations. Minor enhancements to alternative transportation modes at a few intersection locations; add lighting, sidewalks, crosswalks, and bike lanes. <p>Improve Public Safety:</p> <ul style="list-style-type: none"> Limited safety improvements (mostly improves various ramps along I-81). Some aesthetic treatments address safety concerns under the viaduct. 	<p>Maintain or Improve Economic Opportunities:</p> <ul style="list-style-type: none"> Elimination of 2 access ramps may affect adjacent businesses. Minor improvements to multi-modal access or connections. Perceived barrier remains but with aesthetic improvements. No noticeable improvement to system efficiency, reliability or reduced travel time or costs. <p>Exercise Fiscal Responsibility:</p> <ul style="list-style-type: none"> Not cost effective - significant investment to replace most bridges with little capacity, operational, or community benefits. 	<p>Support Community Quality of Life:</p> <ul style="list-style-type: none"> No change in impacts or benefits to community resources. Does not encourage sustainable land use patterns within city or county. Does not enhance connectivity between University Hill and Downtown. Perceived barrier remains. Little to no benefit to regional and local connectivity to encourage smart growth. Does not change visual built environment. No benefits to community character. Not consistent with 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 existing highway functionality and operations. Burden equally shared. 	<p>Preserve or Enhance Environmental Health:</p> <ul style="list-style-type: none"> Does not support 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 storm water or water quality.
Poor	Poor	Poor	Fair

Cost Range: \$480-600 million in viaduct priority area (3.5 miles), including \$30-50 million for roadways and \$450-550 million for bridges.

Recommendation/Feasibility: The rehabilitation strategy is *not feasible* in the viaduct priority area due to the high cost for bridge replacements with little to no improvements in capacity, safety, and reliability.