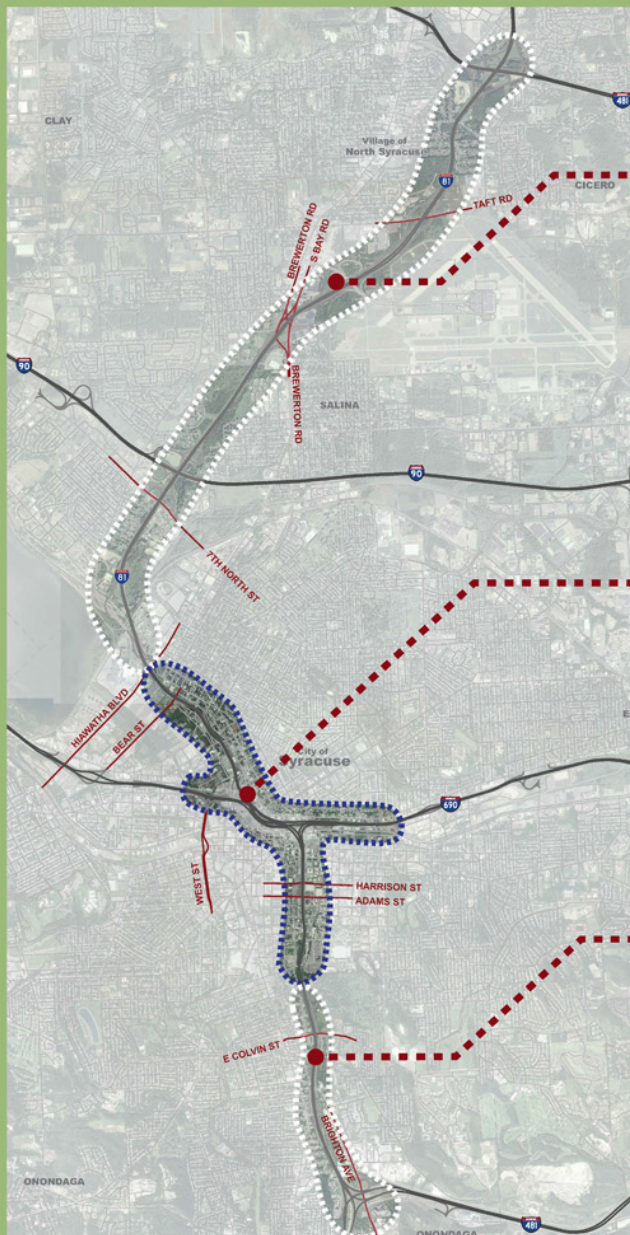


Rehabilitation strategy: elements

Rehabilitation was considered for the entire 12-mile I-81 corridor between the two I-481 interchanges. Bridge conditions, pavement conditions, and traffic conditions were examined to determine whether the Rehabilitation Strategy is feasible for each segment of the corridor.



HIAWATHA BLVD TO I-481

- 10 bridges can be rehabilitated, 7 bridges need to be replaced
- Pavement is in good condition
- Minor traffic capacity issues
- Minor accident remediation

Rehabilitation Strategy
IS FEASIBLE for this section

VIADUCT PRIORITY AREA

- The most cost effective solution is to replace 38 out of 39 bridges
- Bridges to be replaced are functionally obsolete and have reached their useful service life, as they were built prior to 1970
- Long-term geometric, safety and capacity needs cannot be addressed within existing layout
- Extensive cost investment with no significant geometric, capacity, or safety improvements; limited to no economic, environmental, and community benefits

Rehabilitation Strategy
IS NOT FEASIBLE for this section

I-481 TO VIADUCT

- 2 bridges can be rehabilitated, 5 bridges need to be replaced
- Pavement is in good condition
- No future capacity issues
- Minor accident remediation

Rehabilitation Strategy
IS FEASIBLE for this section

WHAT DOES A BRIDGE REHABILITATION INCLUDE?

Bridge rehabilitation repairs all the deficient elements associated with the bridge (e.g., deck, railings, bearings, abutment, etc.) to improve their individual conditions to an acceptable level and extend the service life of the bridge to the design year of 2040. Where it is determined that rehabilitation of a bridge is not cost effective (as compared to replacement costs), the bridge will be replaced.