



N) Please provide any additional information you feel is necessary.

From the Nevada state line to the Utah state line, I-15 traverses Arizona for 29.4 miles. Approximately 0.8 of those miles occur over bridges, mostly crisscrossing the Virgin River. Over the next 2 decades, Arizona anticipates the following upgrades and repairs will be needed to keep the I-15 corridor safe and reliable for its users for many decades to come.

Bridge Rehabilitations – This scope item is estimated to cost ***\$180M***, and ***the need is fairly immediate***. All eight of the I-15 Virgin River bridge crossings exhibit structural problems and have been a maintenance concern for many years for ADOT. Replacement of the bridge superstructure (while reusing the substructure) is the preferred alternative for the necessary rehabilitations, though this is expected to be challenging given the terrain constraints within the Virgin River Gorge, where most of these bridges are located. Environmental concerns and maintenance of traffic requirements will also pose a significant challenge in this setting.

Pavement Preservation – The 28.6 miles of asphalt pavement on I-15 consists of four lanes with inside and outside shoulders. This pavement will need one major preservation/overlay effort over the next decade. It is estimated that this work will cost approximately ***\$54M***.

Signing Rehabilitations – The sign panels will need to be replaced within the next decade within the entire corridor. Cost is estimated at about ***\$3M***.

Roadway Safety Upgrades – Sections of I-15 still utilize old and/or outdated roadway safety devices including guardrail end treatments, attenuators, roadway barrier, and culvert end sections. In addition, right of way fencing needs to be rehabilitated to minimize wildlife intrusions onto the roadway (especially in the Virgin River Gorge) and rock fall containment measures should be maintained and/or enhanced within the Virgin River Gorge section to improve safety. Cost for this item is estimated at ***\$14M***.

Toll Infrastructure Installation – Installation of the infrastructure to collect tolls, including ductbank, fiber, gantries and, possibly, toll booths or changeable message signs for variable pricing. ***\$15M***.

All of the costs noted above are in 2011 dollars and include project cost items, including project development. It is assumed that no new right of way is needed in the corridor (however, the attached schedule does depict acquiring new right of way or temporary easements, just in case it may be needed). Total capital cost for all five items of work is ***\$266M***.