**Brighton Approach Bridge Alternative Comparison**

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| **Alt 1: Maintain Existing Bridge** |
| **Positives** | **Negatives** |
| Maintains direct connection | Structural deficiency remains |
| No impact to historically eligible bridge | Poor pedestrian and bike access on Central Parkway |
| No construction cost | Poor vertical clearance for trucks on Central Parkway |
|  | High life-cycle costs for maintenance of deteriorating bridge |
|  | Remaining lifespan: 5 to 15 years |
|  |  |
| **Alt 2: Replace with New Bridge for Vehicles & Pedestrians** |
| **Positives** | **Negatives** |
| Fixes structural deficiencies | Adverse impact to historically eligible bridge |
| Maintains direct pedestrian and vehicle connection | High construction costs |
| Improves pedestrian and bike access on Central Parkway |  |
| Improves vertical clearance for trucks on Central Parkway |  |
| Low life-cycle costs for new bridge  |  |
|  |  |
| **Alt 3: Replace with New Pedestrian-Only Bridge** |
| **Positives** | **Negatives** |
| Fixes structural deficiencies  | Adverse impact to historically eligible bridge |
| Maintains direct pedestrian connection | Mid to high construction cost |
| Improves pedestrian and bike access on Central Parkway | Lose vehicle connection at Brighton Approach |
| Improves vertical clearance for trucks on Central Parkway | Reroutes existing traffic but volume is low |
| Low life-cycle costs |  |
|  |  |
| **Alt 4: Remove Existing Bridge & Build ADA Pathway** |
| **Positives** | **Negatives** |
| Fixes structural deficiencies  | Adverse impact to historically eligible bridge |
| Creates ADA-friendly pedestrian connection at Brighton Place | Mid to high cost |
| Improves pedestrian and bike access on Central Parkway | Lose vehicle connection at Brighton |
| Improves vertical clearance for trucks on Central Parkway |  |
| Low construction cost |  |
| Low life-cycle costs |  |

