



## **APPENDIX G**

# **BACKUP DETAIL FOR ROUND 1 SCREENING**



**APPENDIX G**  
**MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR (SPN H.013284)**  
**ROUND 1 PRELIMINARY ALTERNATIVE SCREENING TABLE BACK UP DATA**

ALTERNATIVE	BRIDGE CONSTRAINTS	MRB TRAVEL DEMAND		I-10 CONGESTION RELIEF	LA 1 CONGESTION RELIEF	KNOWN SECTION 4(f) RESOURCE	PROTECTED SPECIES CRITICAL HABITAT
		ADT	VHT	VHT	VHT		
A-1-I	Main span 2,100ft	M/33,500	M/-1.1%	H/-5.6%	L/-5.8%	None	None
A-1-II	Main span 2,100ft	M/31,000	M/-1.1%	M/-5.0%	L/-4.6%	None	None
B-2-I	Main span 1,700ft	M/35,200	M/-1.0%	H/-5.5%	M/-9.3%	None	None
B-2-II	Main span 1,700ft	M/34,400	M/-1.2%	H/-5.4%	M/-8.9%	None	None
C-3-I	Main span 1,900ft	H/38,100	M/-1.1%	H/-5.6%	M/-11.5%	None	None
C-3-II	Main span 1,900ft	H/36,700	H/-1.2%	H/-5.5%	M/-10.5%	None	None
C-4-I	Main span 1,400ft	M/34,200	H/-1.5%	H/-5.2%	H/-16.0%	None	None
C-5-II	Main spans 1,100ft	H/35,600	H/-1.7%	H/-5.4%	H/-15.8%	None	None
C-6-III	Main span 1,400ft	H/37,700	H/-1.6%	H/-5.5%	H/-16.0%	None	None
<del>C-7-IV</del>	<del>Main span 1,700ft</del>	<del>L/25,900</del>	<del>H/-1.5%</del>	<del>M/-3.9%</del>	<del>M/-12.0%</del>	<del>None</del>	<del>None</del>
<del>C-8-IV</del>	<del>Main span 1,900ft</del>	<del>L/24,600</del>	<del>H/-1.4%</del>	<del>M/-3.7%</del>	<del>M/-11.8%</del>	<del>None</del>	<del>None</del>
<del>C-9-IV</del>	<del>Main span 2,100ft</del>	<del>L/25,100</del>	<del>H/-1.4%</del>	<del>M/-3.8%</del>	<del>M/-11.9%</del>	<del>None</del>	<del>None</del>
<del>D-10-IV</del>	<del>Main span 1,900ft</del>	<del>H/36,200</del>	<del>M/-1.1%</del>	<del>M/-4.8%</del>	<del>H/-13.3%</del>	<del>Numerous historic structures known</del>	<del>None</del>
E-11-IV	Main span 1,900ft	H/36,800	M/-1.2%	M/-4.8%	H/-13.4%	None	None
F-12-IV	Main span 2,000ft	M/35,400	M/-1.2%	M/-4.6%	H/-13.7%	None	None
F-13-IV	Main spans 1,600ft	H/37,600	H/-1.2%	M/-4.8%	H/-13.9%	None	None
F-14-V	Main span 1,500ft	M/34,700	M/-1.1%	M/-4.4%	H/-12.1%	None	None
<del>F-15-VI</del>	<del>Main span 1,700ft</del>	<del>L/29,300</del>	<del>M/-0.9%</del>	<del>M/-3.5%</del>	<del>M/-9.4%</del>	<del>None</del>	<del>None</del>
<del>F-16-VII</del>	<del>Main span 1,800ft</del>	<del>L/28,900</del>	<del>M/-0.9%</del>	<del>M/-3.4%</del>	<del>M/-9.4%</del>	<del>None</del>	<del>None</del>
<del>F-17-VII</del>	<del>Main span 1,400ft</del>	<del>L/27,700</del>	<del>L/-0.9%</del>	<del>L/-3.4%</del>	<del>M/-9.2%</del>	<del>None</del>	<del>None</del>
<del>G-18-VII</del>	<del>Main span 1,700ft</del>	<del>L/28,300</del>	<del>M/-0.9%</del>	<del>L/-3.4%</del>	<del>M/-8.8%</del>	<del>None</del>	<del>None</del>
H-19-VII	Main span 2,150ft	M/31,200	L/-0.6%	M/-3.5%	L/-7.8%	None	None



ALTERNATIVE	BRIDGE CONSTRAINTS	MRB TRAVEL DEMAND		I-10 CONGESTION RELIEF	LA 1 CONGESTION RELIEF	KNOWN SECTION 4(f) RESOURCE	PROTECTED SPECIES CRITICAL HABITAT
		ADT	VHT	VHT	VHT		
I-20-VII	Main span 1300ft	M/31,700	L/-0.7%	M/-3.5%	M/-8.9%	None	None
J-21-VII	Main span 1,500ft	M/34,200	L/-0.8%	M/-3.7%	M/-11.1%	None	None
K-22-VII	Main span 1,400ft	M/31,600	L/-0.7%	M/-3.4%	M//-8.3%	None	None
K-23-VII	Main span 1,400ft	M/33,400	L/-0.8%	M/-3.6%	M/-8.0%	None	None
<del>K-24-VIII</del>	<del>Main spans 1,450ft</del>	<del>M/31,700</del>	<del>L/-0.7%</del>	<del>L/-3.4%</del>	<del>L/-6.8%</del>	<del>Lies between potential historic St. Mary Church and Cemetery</del>	None
<del>L-27-X</del>	<del>Main span 1,850ft</del>	<del>L/24,200</del>	<del>L/-0.8%</del>	<del>L/-1.6%</del>	<del>L/-6.4%</del>	None	None
<del>M-24-VIII</del>	<del>Main spans 1,450ft</del>	<del>M/33,300</del>	<del>M/-1.0%</del>	<del>L/-3.1%</del>	<del>L/-6.6%</del>	<del>Lies between potential historic St. Mary Church and Cemetery</del>	None
M-25-IX	Main span 1,300ft	M/34,600	M/-0.9%	L/-2.9%	L/-6.1%	None	None
<del>M-26-X</del>	<del>Main span 1,400ft</del>	<del>M/31,700</del>	<del>M/-1.0%</del>	<del>L/-1.5%</del>	<del>L/-6.7%</del>	Adjacent or over an existing site	None
N-28-X	Main spans 1,150ft, 1,400ft	H/43,700	M/-1.1%	L/-2.0%	M/-8.4%	None	None

**TABLE NOTES:**

Preliminary Alternatives shown with cross-through text and highlighted have been screened out for the following reasons:

1- **Pink highlight reflects low ADT on the new bridge**

2- **Blue highlight reflects Section 4(f) resource potential impact**

**Bridge Constraints**

Marginal if main span length slightly exceeds approximate reasonable length of 2,000 ft

**MRB Travel Demand (all MRB, I-10, LA 1, and LA 30 are Year 2042 traffic):**

**Average Daily Traffic (ADT)**

Low (L) = 24,200-29,700  
 Moderate (M) = 30,000-35,400  
 High (H) = >35,500

**Vehicle Hours of Travel (VHT) ("-" is a reduction):**

L = <-0.90%  
 M = -0.91% to -1.19%  
 H = -1.20% to -1.74%

**I-10 Congestion Relief ("-" is a reduction):**

**VHT**  
 L = -1.52% to -3.39%  
 M = -3.40% to -4.99%  
 H = >-5.00%

**LA 1 Congestion Relief ("-" is a reduction):**

**VHT**  
 L = -4.60% to -7.89%  
 M = -7.90% to -12.04 %  
 H = >-12.05%