

PRELIMINARY ALTERNATIVES SCREENING

ALTERNATIVES	APPROX. LENGTH IN MILES	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)		CHANGE IN I-10 TOTAL VEHICLE HOURS IN 2042 (LA 415 to I-10/12) (VHT)		PROPERTY IMPACTS ¹					BRIDGE/ CONSTRUCT- ABILITY ISSUES ^{2,3}	PRELIMINARY ESTIMATED COST TO CONSTRUCT ⁴ (millions)	PRELIMINARY ESTIMATED 50-YEAR TOLL NET PRESENT VALUE ⁵ (millions)	ENVIRONMENTAL ^{6,7,8}				
			AM	PM	AM	PM	Acres	Structures							PIPELINES/ POWER LINES (linear feet)	LDEQ PERMITTED FACILITIES	ESSENTIAL FISH HABITAT PRESENT (acres)	WETLANDS (acres)	
								R	B	P	I								O
C-5-II	8.0	20,500	-1.36%	-2.7%	1.0%	-8.0%	M	0	1	0	1	0	L	MODERATE	\$ 1,596	\$206	1	0	H
C-6-III	7.8	23,100	-1.51%	-2.4%	-6.1%	-12.9%	M	0	1	0	1	0	L	MODERATE	\$ 1,577	\$233	1	0	H
E-11-IV	7.7	24,600	-0.08%	-1.1%	2.7%	2.6%	L	14	3	0	0	10	L	MINOR	\$ 1,300	\$262	0	0	L
F-12-IV	8.3	23,400	-0.23%	-1.6%	2.6%	8.1%	H	12	3	0	4	9	H	MODERATE	\$ 1,554	\$251	1	0	H
F-13-IV	7.6	25,100	0.19%	-2.0%	2.9%	4.1%	L	14	3	0	5	10	M	MAJOR	\$ 1,430	\$269	1	0	M
F-14-V	6.9	23,300	-0.16%	-1.4%	-1.5%	3.9%	L	7	0	0	6	5	H	MAJOR	\$ 1,409	\$250	2	0	M
H-19-VII	8.5	22,200	0.35%	0.7%	2.0%	17.2%	H	0	0	0	0	3	H	MODERATE	\$ 1,940	\$240	0	0	M
K-22-VII	9.1	21,600	0.83%	1.7%	7.3%	13.3%	H	2	0	0	0	1	M	MINOR	\$ 1,399	\$246	0	0	M
K-23-VII	8.2	23,200	0.34%	1.7%	3.4%	21.2%	M	0	0	0	0	5	M	MODERATE	\$ 1,364	\$263	0	0	L
M-25-IX	8.1	24,500	4.18%	2.2%	3.7%	10.5%	M	5	0	0	0	2	M	MODERATE	\$ 1,293	\$281	1	30	L

TABLE NOTES:
 ADT – Average Daily Traffic, VHT – Vehicle Hours traveled, H – High, M-Moderate, L – Low, R-Residential, B-Business, P-Public, I-Industrial, O-Other, NPV – Net Present Value, LDEQ – Louisiana Department of Environmental Quality,
 Green represents the highest benefit, Yellow is of moderate benefit, Red is the least benefit or most problematic.

2042 Travel Demand (with toll):	ADT:	NPV (in millions):	Travel time change/VHT AM:	Travel time change/VHT PM:	I-10 travel time change/VHT AM:	I-10 travel time change/VHT PM:
	L = < 22,425	L = < \$242	L = 0.35% to 4.18%	L = 1.5% to 2.2%	L = 3.3% to 7.3%	L = 12.6% to 21.2%
	M = 22,426 to 24,224	M = \$243 to \$262	M = -0.2% to 0.34%	M = -1.8% to 1.4%	M = 1.4% to 3.2%	M = 3.0% to 12.5%
	H = > 24,225	H = >\$263	H = -1.51% to 0.21%	H = -2.7% to -1.9%	H = -6.1% to 1.3%	H = -12.9% to 2.9%

Other Values:	Acres:	Pipeline/Power Lines (ft):	Wetlands (acres):	Preliminary Estimated Cost to Construct (in millions):
	L = <580	L = <3,256	L = <194	L = <\$1,359
	M = 581 to 617	M = 3,257 to 10,374	M = 195 to 345	M = \$1,360 to \$1,554
	H = >618	H = >10,375	H = >346	H = >\$1,555

FOOTNOTES:
¹Acres are for mainline and interchange areas combined using a 300-foot buffer outside a 300-foot footprint for approximately 600 feet of ROW. This overall area also applies to pipeline/power line and wetland totals. Number of structures is shown.
²Constructability Issues are minor, moderate, or major (relative to the alternatives listed) and consider the number of piers in the water, complexity of span arrangements, temporary access required, and exposure of temporary access to navigation traffic.
³Impacts to Navigation were addressed in Table 4-1, ten alternatives presented with high impacts to navigation and were removed from Round 2 Screening.
⁴Preliminary construction cost reflects the estimated cost to construct the bridge and roadway, estimated cost to acquire ROW acreage and structures, including the buffered areas, and estimated wetland mitigation cost, also including the buffered areas. The cost is based on 2022 dollars with a 2% inflation rate through 2030, representing either the construction midpoint date under a public private partnership/design build or a design-bid-build letting date. Cost does not reflect engineering design, operation and maintenance costs, financing cost, construction project management, noise mitigation, structure relocation, or utility relocation.
⁵Net Present Value represents the value of the entire toll revenue stream over a 50-year period in current dollars.
⁶ROW for Alternatives C-5 and 6 affect a pipe rack and infringe on Dow Chemical property. ROW for Alternatives F-12, 13, and 14 may affect Shintech’s entry, substation, and pipe rack between two of their facilities. ROW for Alternative F-14 may affect a tank farm at Willow Glen on the east bank. M-25-IX is a property only impact to Rubicon.
⁷All alternatives involve a bridge over the Mississippi River, which supports the endangered pallid sturgeon.
⁸Environmental Justice (EJ) screening for all alternatives did not result in observation of impacts to EJ communities.