

Alternative Name	Alternative Description	Key Purpose and Need Factors								Characteristics	Evaluation Comments
		Addresses Structural Deficiencies	Improves Multi-Modal Access Across River	Addresses Boating Clearance Deficiency	Accommodates City Riverwalk Plans	Magnitude of Environmental Impacts	Future Ownership	Closure Timeline for Construction	Relative Cost		
BASELINE ALTERNATIVES											
A	Do Nothing	NO	NO	NO	NO	LOW	STATE	-	LOW	No action except routine maintenance and necessary repairs.	Minimal environmental impacts. No cost. No traffic detour for construction except for maintenance actions.
B	Structure Rehabilitation	YES	NO	NO	NO	LOW	STATE	1 YEAR	LOW	Major rehabilitation of the existing structure with upgraded replacement of select components; 25 year expected lifespan.	Minimal environmental impacts. Low cost. Shorter term traffic detour for construction.
REPLACEMENT ALTERNATIVES											
C1	High Level Fixed Span (Marion Road)	YES	YES	YES	YES	HIGH	CITY	2 YEARS	MEDIUM	New fixed span bridge at existing bridge location; 23' minimum boating clearance; profile designed with desirable design standards; 75 year expected lifespan. Division Street realigned to Marion Road.	Extensive environmental impacts. Medium cost. build alternative. Longer term traffic detour for construction.
C2	REMOVED FROM CONSIDERATION: High Level Fixed Span (Cul-de-sac)	YES	YES	YES	YES	HIGH	CITY	2 YEARS	MEDIUM	New fixed span bridge at existing bridge location; 23' minimum boating clearance; profile designed with desirable design standards; 75 year expected lifespan. Division Street realigned to Marion Road.	Extensive environmental impacts. Medium cost. build alternative. Longer term traffic detour for construction.
C3	High Level Fixed Span (Marion Road, City Center Access)	YES	YES	YES	YES	HIGH	CITY	2 YEARS	MEDIUM	New fixed span bridge at existing bridge location; 42' minimum boating clearance; profile designed with desirable design standards; 75 year expected lifespan. Division Street realigned to Marion Road with City Center access directly from Jackson St.	Extensive environmental impacts. Medium cost. build alternative. Longer term traffic detour for construction.
D	REMOVED FROM CONSIDERATION: On-Alignment, Existing Clearance I-43 Shifted West (6-lane)*	YES	YES	NO	NO	MEDIUM	CITY	2 YEARS	HIGH	New movable bridge at existing bridge location; no change in boating clearance; 75 year expected lifespan.	Nominal environmental impacts. Longer term traffic detour for construction. Has same amount of wear and tear on a new bridge as existing bridge and provides similar delay for vehicular and navigational traffic due to frequent openings.
E	On-Alignment, Raised Clearance	YES	YES	YES	NO	MEDIUM	CITY	2 YEARS	HIGH	New movable bridge at existing bridge location; More than 2' of additional boating clearance; 75 year expected lifespan.	Nominal environmental impacts. Longer term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings.
F	On-Alignment, Raised Clearance with Both Riverwalks Underneath Bridge	YES	YES	YES	YES	HIGH	CITY	2 YEARS	HIGH	New movable bridge at existing bridge location; More than 2' of additional boating clearance; both riverwalks are underneath bridge; 75 year expected lifespan.	Substantial environmental impacts. Longer term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for both riverwalks
G	REMOVED FROM CONSIDERATION: On-Alignment, Raised Clearance with South Riverwalk Underneath Bridge	YES	YES	YES	PARTIAL	HIGH	CITY	2 YEARS	HIGH	New movable bridge at existing bridge location; More than 2' of additional boating clearance; south riverwalk is underneath bridge; 75 year expected lifespan.	Substantial environmental impacts. Longer term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for south riverwalk
H1	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Existing Clearance (Marion Road)	YES	YES	NO	NO	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; no change in boating clearance; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Has same amount of wear and tear on a new bridge as existing bridge and provides similar delay for vehicular and navigational traffic due to frequent openings.
H2	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Existing Clearance (Cul-de-sac)	YES	YES	NO	NO	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; no change in boating clearance; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Has same amount of wear and tear on a new bridge as existing bridge and provides similar delay for vehicular and navigational traffic due to frequent openings.
I1	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Raised Clearance (Marion Road)	YES	YES	YES	NO	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings.
I2	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Raised Clearance (Cul-de-sac)	YES	YES	YES	NO	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings.
J1	Off-Alignment to the West, Raised Clearance with Both Riverwalks Underneath Bridge (Marion Road)	YES	YES	YES	YES	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; both riverwalks are underneath bridge; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for riverwalks.
J2	Off-Alignment to the West, Raised Clearance with Both Riverwalks Underneath Bridge (Cul-de-sac)	YES	YES	YES	YES	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; both riverwalks are underneath bridge; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for riverwalks.
K1	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Raised Clearance with South Riverwalk Underneath Bridge (Marion Road)	YES	YES	YES	PARTIAL	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; south riverwalk is underneath bridge; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageway under bridge for south riverwalk.
K2	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Raised Clearance with South Riverwalk Underneath Bridge (Cul-de-sac)	YES	YES	YES	PARTIAL	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; south riverwalk is underneath bridge; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for riverwalks.
L1	REMOVED FROM CONSIDERATION: Off-Alignment to the West, Raised Clearance with Both Riverwalks Underneath Bridge, Revised Impacts (Marion Road)	YES	YES	YES	YES	HIGH	CITY	2 YEARS - BRIDGE CLOSURE 1 YEAR	HIGH	New movable bridge shifted to west of existing; More than 2' of additional boating clearance; both riverwalks are underneath bridge; 75 year expected lifespan. Division Street realigned to Marion Road.	Substantial environmental impacts. Shorter term traffic detour for construction. Reduces wear and tear on bridge and provides less delay for vehicular and navigational traffic due to fewer openings. Provides passageways under bridge for riverwalks.
M1	New 2022 Alternative: High Level fixed partial offset (Marion Road)	YES	YES	YES	YES	HIGH	CITY	2 YEARS	MEDIUM	New fixed span bridge partially shifted to west of existing; 23' minimum boating clearance; profile designed with desirable design standards; 75 year expected lifespan. Division Street realigned to Marion Road.	Extensive environmental impacts. Medium cost. build alternative. Longer term traffic detour for construction.
M2	New 2022 Alternative: High Level fixed partial offset (Marion Road, City Center Access)	YES	YES	YES	YES	HIGH	CITY	2 YEARS	MEDIUM	New fixed span bridge partially shifted to west of existing; 23' minimum boating clearance; profile designed with desirable design standards; 75 year expected lifespan. Division Street realigned to Marion Road with City Center access directly from Jackson St.	Extensive environmental impacts. Medium cost. build alternative. Longer term traffic detour for construction.