

## PROPOSED BRIDGE OPTIONS EVALUATION MATRIX

Study Parameter	No Build (do nothing)	Repair for continued use	Repair for use as a one-way scenic bypass and construct new structure on new alignment	Repair for one-way use and construct new adjacent one-way structure	Find a new owner, convert to a pedestrian bridge and construct new structure on new alignment	Close and convert to a monument and build new structure on new alignment	Demolish and construct new structure on existing alignment	Demolish and build new structure on new alignment
Construction Cost	N/A <sup>(1)</sup> (ongoing maintenance costs)	\$2,135,780	\$22-\$70 million	\$22-\$70 million	\$22-\$70 million	\$20-\$68 million	\$20-\$68 million	\$20-\$68 million
Existing Bridge Remains "On System"	Yes	Yes	Yes	Yes	No	No	No	No
New Vehicular River Crossing	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Length of New Alignment (miles)	N/A <sup>(1)</sup>	N/A <sup>(1)</sup>	4.0	1.5	4.0	4.0	0	4.0
Stream Migration Risk	High <sup>(2)</sup>	High <sup>(2)</sup>	High <sup>(2)</sup>	High <sup>(2)</sup>	High <sup>(2)</sup>	Low	High <sup>(2)</sup>	Low
Functionally Obsolete	Yes	Yes	No	Yes	No	No	No	No
Structurally Deficient	No	No	No	No	No	No	No	No
Construction-related Impacts	N/A <sup>(1)</sup> (requires bridge closure and temporary detour during repairs)	N/A <sup>(1)</sup> (requires bridge closure and temporary detour during repairs)	Temporary delays to roadways at tie-in points	Temporary delays to roadways at tie-in points	Temporary delays to roadways at tie-in points	Temporary delays to roadways at tie-in points	Requires bridge closure and temporary detour (42 miles)	Temporary delays to roadways at tie-in points

**Note:**

1) N/A means "not applicable"

2) River migration model estimates that the western bank of Sabine River will be within the limits of the existing bridge for the next 25 years. After this period, it is estimated the western bank will migrate beyond the western abutment.