

ALTERNATIVES							
Item	1	2	3 Preferred	4	5	6	7
	New Alignment 475' Upstream	New Alignment 150' Upstream of Existing Bridge	New Alignment 44' Upstream of the Existing Bridge	New Alignment 70' Downstream	New Alignment 350' Downstream	Renovate Existing Bridge	No Build Option
Roadway Length (ft)	355	290	350	350	350	n/a	n/a
Bridge Length (ft)	300	350	350	350	350	n/a	n/a
Total Length (ft)	655	640	700	700	700	n/a	n/a
Commerical Properties Required	1	1	1	1	0	0	n/a
Residents Required	3	1	1	2	3	0	n/a
Construction Cost	\$4,801,000	\$581,100	\$5,965,000	\$6,336,000	\$5,695,000	\$6,293,000	n/a
Engineering Cost	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$300,000	n/a
Railroad	\$350,000	\$80,000	\$350,000	\$350,000	\$350,000	n/a	n/a
Environmental (Site Clean-up)	\$300,000	n/a	n/a	\$160,000	n/a	n/a	n/a
Right-of-Way Cost	\$485,000	\$860,000	\$430,000	\$1,280,000	\$735,000	n/a	n/a
Utility/Railroad Cost	\$50,000	\$90,000	\$65,000	\$85,000	\$70,000	n/a	n/a
Total	\$6,586,000	\$7,441,000	\$7,410,000	\$8,806,000	\$7,450,000	\$6,593,000	n/a
Design Concerns	Substantial Right of Way Involvement Potential for Hazardous Waste Natural Resource Concerns Historical Impacts	Moderate Right of Way involvement Natural Resource Concerns Historical Impacts	Right of Way Involvement Natural Resource Concerns Historical Impacts	Right of Way Involvement Potential for Hazardous Waste Natural Resource Concerns Historical Impacts	Right of Way Involvement Natural Resource Concerns Historical Impacts	After Rehabilitation the bridge would be classified as functionaly obsolete under FHWA criteria due to the 20'0" roadway width.	The no build option would eventually lead to the closure of the bridge at sometime in the future. A feasible existing detour route does not exist. This is a dead end route to which there is no other access that would permit closure of CR 12/4 at this site.