



# TIER 1 ANALYSIS - ALTERNATIVE SCREENING

ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/ SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION?	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
ONE ADDITIONAL LANE	N/A	N/A	MODERATE CAPACITY	MAJOR	LOW	LOW	MODERATE	YES	YES	Interchange modification will be required to add additional lane. Additional lane concept excludes adding lane to the bridge.	YES
MULTI-LANE ADDITION	N/A	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	YES	YES	Requires MRB modification or construction of new bridge to include additional lane in both directions. Recommend removal from study due to high right of way impacts and extreme cost.	NO
NEW ADJACENT BRIDGE	N/A	N/A	HIGH CAPACITY	MAJOR	MODERATE	HIGH	HIGH	NO	YES	Reconfiguration of I-10/I-110 interchange required. Requires at least 1 but likely 2 or more additional lanes in each direction on I-10 from I-110 to Split. Recommend removal from study due to high cost and constructability issues.	NO
HIGH PASS	N/A	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	NO	YES	ROW Impacts high at 10/110 merge. Visual impacts to the adjacent communities are extreme. Significant cost and inability to be phased all contribute to removing from study.	NO
MOVABLE BARRIER	N/A	N/A	LOW CAPACITY	NONE	NONE	LOW	LOW	NO	NO	PM volumes are very balanced. AM volumes tend to be a better alternative, but cost/benefit is low. Potential maintenance issues. Traffic benefit is low. Recommend for removal.	NO
I-110 WESTBANK CONNECTION	N/A	N/A	MODERATE CAPACITY	MODERATE	MODERATE	MODERATE	HIGH	NO	YES	Moderate benefit to traffic. Would require either a new bridge or adding a lane on outside of existing bridge either side. Inability to be phased. Recommend for removal due to high cost, only moderate traffic benefit and not being able to phase.	NO
LA1/LA30 DIRECT CONNECTION	N/A	N/A	LOW CAPACITY	MODERATE	LOW	MODERATE	HIGH	NO	YES	High cost. Requires additional lane to be added on the northern side of the bridge to balance. Low traffic benefit. Recommend for removal.	NO
FRONTAGE ROADS	N/A	N/A	MODERATE CAPACITY	MODERATE	MODERATE	HIGH	LOW	YES	NO	Provide frontage roads connecting Government St and Dalrymple utilizing existing infrastructure as much as possible. Would continue 9th and 10th. Reconfigure traffic signals to treat frontage as major movement.	YES
LA 415	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply for 4 legged interchange.	NO
LA 415	DIAMOND	N/A	LOW CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Current configuration.	NO
LA 415	CLOVERLEAF	N/A	HIGH CAPACITY	MAJOR	HIGH	LOW	MODERATE	N/A	YES	Right of way impacts extremely high	NO
LA 415	PARTIAL_CLOVERLEAF	PAR CLO-A	HIGH CAPACITY	MAJOR	MODERATE	LOW	LOW	N/A	YES	Potentially required for south side only. Diamond ramps on north.	YES
LA 415	DIRECTIONAL	N/A	HIGH CAPACITY	MAJOR	LOW	LOW	MODERATE	N/A	YES	Current needs are SB to EB for directional ramp. With 415 connector, the NB to EB have to converge at I-10.	YES
HWY. 1	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
HWY. 1	DIAMOND	N/A	LOW CAPACITY	NONE	LOW	LOW	HIGH	N/A	YES	Less capacity than existing.	NO
HWY. 1	PARTIAL_CLOVERLEAF	N/A	MODERATE CAPACITY	NONE	HIGH	LOW	MODERATE	N/A	YES	Less capacity than existing.	NO
HWY. 1	CLOVERLEAF	CLOVERLEAF WITH C-D ROADS	MODERATE CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Limited by railroad	NO
HWY. 1	DIRECTIONAL	ALL-DIRECTIONAL	HIGH CAPACITY	NONE	LOW	LOW	HIGH	N/A	YES	Consider reconfiguration. One option is to eliminate the I-10 EB ramp and force traffic to use LA 415 connector.	YES
HIGHLAND/NICHOLSON	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
HIGHLAND/NICHOLSON	DIAMOND	N/A	LOW CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Half diamond exist. Full diamond proximity to other interchanges violates spacing creating unsafe conditions.	NO
HIGHLAND/NICHOLSON	PARTIAL_CLOVERLEAF	N/A	MODERATE CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Violates spacing creating unsafe conditions.	NO
HIGHLAND/NICHOLSON	CLOVERLEAF	N/A	HIGH CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Violates spacing creating unsafe conditions.	NO
HIGHLAND/NICHOLSON	DIRECTIONAL	N/A	HIGH CAPACITY	NONE	N/A	N/A	N/A	N/A	N/A	Violates spacing creating unsafe conditions.	NO
HIGHLAND/NICHOLSON CLOSURE	N/A	N/A	N/A	MAJOR	N/A	N/A	N/A	N/A	N/A	Interchange not currently affecting capacity of mainline.	NO
HIGHLAND/NICHOLSON RAMP MODIFICATION	N/A	N/A	MODERATE CAPACITY	NONE	LOW	LOW	LOW	N/A	YES	Adding additional lane for I-10 EB Nicholson. Extend WB acceleration lane to overhead truss portion of the bridge.	YES
I-110 FLATTEN CURVES	T_AND_Y	DIRECTIONAL-Y	HIGH CAPACITY	MODERATE	HIGH	HIGH	HIGH	N/A	YES	Alternative proposed to reconfigure interchange to provide 50 mph design speed for ramps. Cost/benefit low High right of way impacts and costs.	NO
I-110	DIAMOND	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
I-110	PARTIAL_CLOVERLEAF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
I-110	CLOVERLEAF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
I-110	DIRECTIONAL	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
WASHINGTON MODIFICATION 1	N/A	N/A	MODERATE CAPACITY	MODERATE	NONE	LOW	MODERATE	N/A	YES	Move EB exit for Washington Street to left exit off of I-110.	YES
WASHINGTON MODIFICATION 2	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
WASHINGTON MODIFICATION 2	DIAMOND	N/A	LOW CAPACITY	NONE	HIGH	HIGH	HIGH	N/A	YES	Current configuration split diamond. Modification to full diamond would worsen current interchange spacing creating an unsafe condition.	NO
WASHINGTON MODIFICATION 2	PARTIAL_CLOVERLEAF	N/A	MODERATE CAPACITY	MODERATE	HIGH	HIGH	HIGH	N/A	YES	High row impact. Interchange spacing violation.	NO
WASHINGTON MODIFICATION 2	CLOVERLEAF	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Interchange spacing violation.	NO
WASHINGTON MODIFICATION 2	DIRECTIONAL	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Interchange spacing violation.	NO
DALRYMPLE MODIFICATION - DIRECT	DIAMOND	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	Alternative provides direct access ramp for Dalrymple across lakes to I-10 EB. High social impact for adding ramp. High right of way costs for acquisition on east side of lakes.	NO
DALRYMPLE MODIFICATION	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
DALRYMPLE MODIFICATION	PARTIAL_CLOVERLEAF	N/A	MODERATE CAPACITY	MODERATE	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
DALRYMPLE MODIFICATION	CLOVERLEAF	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
DALRYMPLE MODIFICATION	DIRECTIONAL	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
DALRYMPLE MODIFICATION - BRAIDED	DIAMOND	SPLIT DIAMOND	HIGH CAPACITY	MAJOR	LOW	MODERATE	HIGH	N/A	YES	Provide an EB on ramp for Dalrymple. Route entering traffic to use current WB on ramp at Dalrymple and continue with a frontage road to Washington St. where a U-turn will be located. Entrance ramp would then be introduced and be braided with current EB Dalrymple exit.	YES
DALRYMPLE MODIFICATION - BRAIDED, NO FRONTAGE	DIAMOND	SPLIT DIAMOND	HIGH CAPACITY	MODERATE	LOW	MODERATE	HIGH	N/A	YES	Provide an EB on ramp for Dalrymple. Route entering traffic to use existing Washington Street. Entrance ramp would then be introduced and be braided with current EB Dalrymple exit.	YES
DALRYMPLE/WASHINGTON CONSOLIDATED INTERCHANGE	DIAMOND	SPLIT DIAMOND	HIGH CAPACITY	MAJOR	HIGH	LOW	MODERATE	N/A	YES	Reconfigured interchange would serve both Washington and Dalrymple. Restrict EB exit at Washington to I-10 only. This would now serve Washington and Dalrymple. I-110 would use relocated Washington exit. Traffic destined for Dalrymple would then continue via frontage road to Dalrymple. Frontage roads would be constructed for both directions along I-10. Traffic wanting to use EB on ramp from Dalrymple would use existing WB Dalrymple on ramp but continue on frontage. U-turn location at Washington. EB on ramp located off of frontage. Current EB exit at Dalrymple would be closed to accommodate EB on ramp. Washington Street WB on ramp would be closed and traffic would be rerouted to use existing Dalrymple on ramp.	YES
PERKINS - EXISTING	DIAMOND	SPLIT DIAMOND	LOW CAPACITY	NONE	NONE	N/A	N/A	N/A	NO	Leave current configuration. Would not allow an improvement to Acadian. Would keep an unsafe acceleration lane on improved I-10.	NO
PERKINS - CLOSURE	N/A	N/A	N/A	MODERATE	N/A	N/A	N/A	N/A	N/A	Closure of both WB on and EB off ramps. Would allow Acadian entrance to extend the necessary distance required for safe acceleration.	YES
PERKINS FULL ACCESS INTERCHANGE	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
PERKINS FULL ACCESS INTERCHANGE	DIAMOND	N/A	LOW CAPACITY	NONE	HIGH	HIGH	LOW	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
PERKINS FULL ACCESS INTERCHANGE	PARTIAL_CLOVERLEAF	N/A	MODERATE CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
PERKINS FULL ACCESS INTERCHANGE	CLOVERLEAF	N/A	HIGH CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
PERKINS FULL ACCESS INTERCHANGE	DIRECTIONAL	N/A	HIGH CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
ACADIAN MODIFICATION	T_AND_Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
ACADIAN MODIFICATION	DIAMOND	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	NONE	LOW	LOW	N/A	NO	Current configuration	YES
ACADIAN MODIFICATION - RAMP LENGTHENING	DIAMOND	TIGHT URBAN DIAMOND	MODERATE CAPACITY	MODERATE	LOW	LOW	LOW	N/A	NO	Lengthen acceleration/deceleration lengths of the current ramps to provide a safe merging distance. This would require the closure of the Perkins road interchange.	YES
ACADIAN MODIFICATION	DIAMOND	SINGLE-POINT DIAMOND	MODERATE CAPACITY	MODERATE	NONE	LOW	LOW	N/A	YES	Would be considered if the closure of Perkins interchange occurs.	YES
ACADIAN MODIFICATION	DIAMOND	DDI	HIGH CAPACITY	MODERATE	LOW	LOW	LOW	N/A	YES	Potentially require moving southern ramp terminals.	YES
ACADIAN MODIFICATION	DIAMOND	Displaced Left	HIGH CAPACITY	MODERATE	MODERATE	LOW	LOW	N/A	YES	Available right of way and proximity of railroad underpass makes this option difficult to construct.	NO
ACADIAN MODIFICATION	PARTIAL_CLOVERLEAF	PAR CLO-A	HIGH CAPACITY	MODERATE	HIGH	HIGH	MODERATE	N/A	YES	Right of way impacts and associated costs are high	NO
ACADIAN MODIFICATION	CLOVERLEAF	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	MODERATE	N/A	YES	Right of way impacts and associated costs are high	NO
ACADIAN MODIFICATION	DIRECTIONAL	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	MODERATE	N/A	YES	Right of way impacts and associated costs are high	NO
COLLEGE MODIFICATION	T_AND_Y	N/A	N/A	MAJOR	N/A	N/A	N/A	N/A	N/A	Does not apply.	NO
COLLEGE MODIFICATION	DIAMOND	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	NONE	N/A	LOW	N/A	NO	Current configuration with 2 quad par clo on north half.	YES
COLLEGE MODIFICATION	DIAMOND	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	MODERATE	LOW	LOW	N/A	YES	Provide WB on ramp in standard diamond fashion. Would move WB off ramp closer to I-10. Would require right of way in the NW quadrant. Would require braided ramps with Acadian Interchange to not violate spacing. This would increase impacts to right of way dramatically. If no braid, would create the same weave issue present on EB lanes and create a safety issue.	NO
COLLEGE MODIFICATION	DIAMOND	SINGLE-POINT DIAMOND	LOW CAPACITY	MODERATE	HIGH	LOW	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
COLLEGE MODIFICATION	DIAMOND	DDI	LOW CAPACITY	MODERATE	HIGH	MODERATE	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
COLLEGE MODIFICATION	DIAMOND	Displaced Left	MODERATE CAPACITY	MODERATE	HIGH	MODERATE	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
COLLEGE MODIFICATION	PARTIAL_CLOVERLEAF	PAR CLO-A	HIGH CAPACITY	MODERATE	HIGH	HIGH	MODERATE	N/A	YES	Right of way impacts and associated costs are high	NO
COLLEGE MODIFICATION	CLOVERLEAF	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	Right of way impacts and associated costs are high	NO
COLLEGE MODIFICATION	DIRECTIONAL	N/A	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	Right of way impacts and associated costs are high	NO
COLLEGE/ACADIAN FRONTAGE	DIAMOND	TIGHT URBAN DIAMOND	HIGH CAPACITY	MAJOR	MODERATE	HIGH	MODERATE	N/A	YES	Construct frontage roads connecting College and Acadian for EB/WB. Construct braided ramps to accommodate EB on ramp from Acadian and WB on ramp from College. Addresses current weave issue.	YES
I-10 I-12 SPLIT COLLEGE - DIRECT RAMPS	N/A	N/A	HIGH CAPACITY	MAJOR	NONE	LOW	MODERATE	N/A	YES	Provide dedicated exit lanes to College Drive and separate from I-10/I-12 WB prior to 10/12 merge. This would eliminate current weaving issue at merge.	YES