

Screening “Many to Some”

**Screening Criteria Category: Engineering-Fundamentals-Performance**

**Screening Criteria Name: Navigation Performance-Clearance**

***Brief Description of Importance:***

Providing the bridge with the best possible navigation performance will be critically important for satisfying the River Users and for receiving USCG Permit for Construction.

If all other factors were considered equal, the bridge with the most vertical clearance would be considered the best.

All bridge types under consideration would provide a minimum of 75’ of vertical clearance for the middle 150’ of main span. Some bridge types, because they have thinner decks, can provide more, or may require less cost for landside approaches to provide 75’.

**Metrics:**

- A. Deck depth
- B. Need for profile change to provide 75’ minimum clearance

**Evaluation Methodology:**

Best Score = thinnest deck

Intermediate Score = least/no profile change to provide 75’ of clearance; intermediate deck thickness

Worse Score = most profile change to provide 75’ of clearance; thickest decks

**Scoring:**

Ranking from 1-15. 15 = best, 1 = worst

Scoring is based on comparative ranking of the 15 bridge types considered.