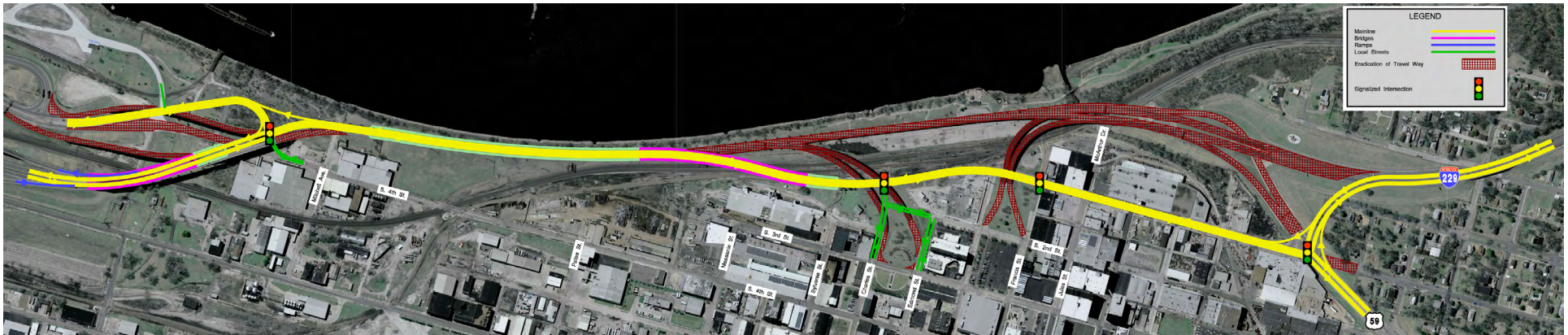


# Alternative A

## MAIN STREET CORRIDOR



In this alternative, the double-decker bridge is removed. A two- to four-lane arterial road would be constructed at grade (elevated as necessary for compliance with floodplain and stormwater drainage requirements) in generally the same location as the existing double-decker bridge between the railroad tracks and the Missouri River, except for the section between U.S. Route 59 and Messanie Street. This alternative would require the designation of I-229 as an interstate.

### PROS

- ▶ Minimal impacts to travel times and access.
- ▶ Provides open space along the riverfront for access and/or development.
- ▶ Provides an open view of the river along the riverfront.
- ▶ Provides additional space downtown for development.
- ▶ Provides better connectivity to 4th Street at the south end of the project.
- ▶ No displacement of homes or businesses.
- ▶ No direct impact to high-risk hazmat sites.
- ▶ Fewer bridges mean less ongoing maintenance costs.

### CONS

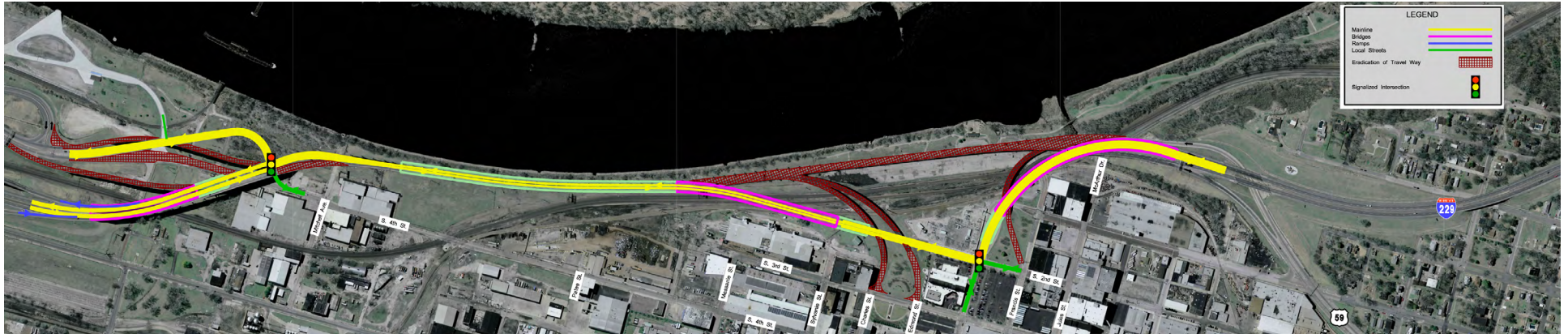
- ▶ Potential floodplain impacts due to placement of new fill.
- ▶ Removal and mitigation of brick pavers along Main Street.
- ▶ May require the acquisition of railroad right-of-way.
- ▶ Potential need to acquire small parcels of unoccupied land near St. Joseph Ave.

**Recommendation:** This alternative is being considered in its entirety.



# Alternative B

## 2ND STREET CORRIDOR



In this alternative, the double-decker bridge is removed and a two- to four-lane arterial constructed. The arterial would be constructed at grade (elevated as necessary for compliance with floodplain and stormwater drainage requirements) in the same location as the existing double-decker bridge between the railroad tracks and the Missouri River, except for a section between Messanie Street and Francis Street. This alternative would require the de-designation of I-229 as interstate.

### PROS

- ▶ Minimal impacts to travel times and access.
- ▶ Provides open space along the riverfront for access and/ or development.
- ▶ Provides additional space downtown for development.
- ▶ Provides better connectivity to 4th Street at the south end of the project.
- ▶ No direct impacts to historic sites.
- ▶ No direct impacts to high-risk hazmat sites.
- ▶ No displacement of homes or businesses.

### CONS

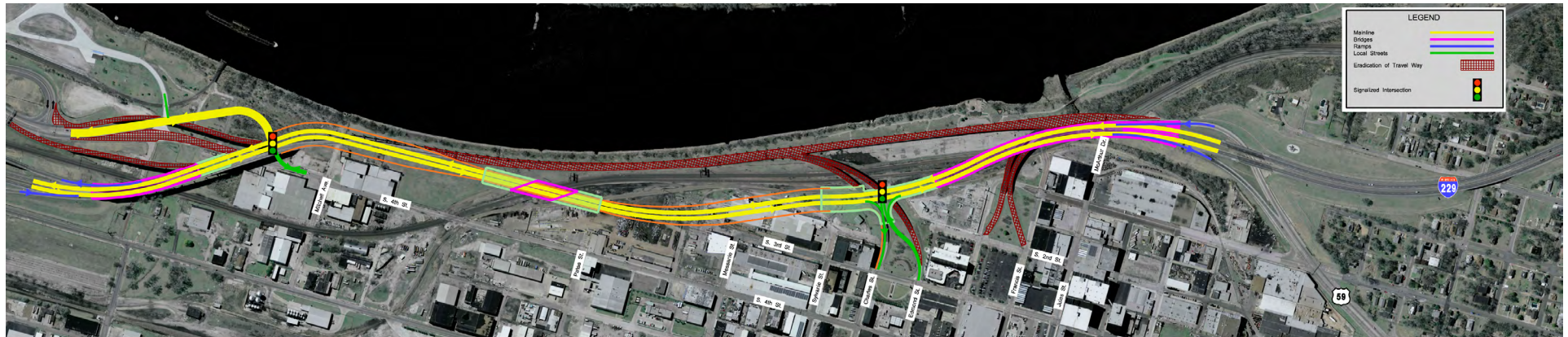
- ▶ Potential floodplain impacts due to placement of new fill.
- ▶ Additional bridge on the north end may impact future riverfront and downtown development.
- ▶ May require the acquisition of railroad right-of-way.
- ▶ North-end bridge impedes the view of the river along the riverfront.
- ▶ Steep grades on the north-end bridge would be a concern for heavy trucks.

**Recommendation:** This alternative is being considered in its entirety.



# Alternative C

## RAILROAD TRACKS EAST CORRIDOR



In this alternative, the double-decker bridge is removed and is replaced with a new four-lane boulevard constructed at-grade (elevated as necessary for compliance with floodplain and storm requirements) east of the railroad tracks. The new structure would connect I-229 with downtown St. Joseph via a signalized intersection at Charles and Edmond streets and ramps at St. Joseph Avenue. This alternative would require the de-designation of I-229 as an interstate.

### PROS

- ▶ Minimal impacts to travel times and access.
- ▶ Provides open space along the riverfront for access and/or development.
- ▶ Provides better connectivity to 4th Street at the south end of the project.
- ▶ Provides potential for southern trail access to the riverfront.
- ▶ Most feasible option for a four-lane roadway on the south end.

### CONS

- ▶ Direct impacts to a potential historic site (HPI).
- ▶ Direct impacts to three high-risk hazmat sites.
- ▶ Costly relocation of two existing businesses.
- ▶ May require the acquisition of railroad right-of-way.
- ▶ North end bridge impedes the view of the river along the riverfront.
- ▶ Large bridge on the north end may impact future riverfront and downtown development.

**Recommendation:** This alternative is being considered in its entirety. However, for this alternative to be recommended, MoDOT will require the liabilities associated with the haz-mat sites to be resolved before they can support this option.



# Alternative D

## EXISTING CORRIDOR



In this alternative the double-decker bridge is removed and replaced it with a new four-lane arterial road constructed at-grade (elevated as necessary for compliance with floodplain and stormwater requirements) in generally the same location as the existing double-decker bridge between the railroad tracks and the Missouri River. This alternative would require de-designation of I-229 as interstate.

### PROS

- ▶ Additional access at St. Joseph Avenue.
- ▶ Provides better connectivity to the port and 4th Street at the south end of the project.
- ▶ Good travel times.
- ▶ Low impact to private property.
- ▶ Provides additional space downtown for development.
- ▶ No direct impacts to high-risk hazmat sites.

### CONS

- ▶ No direct access into downtown.
- ▶ Impedes potential riverfront development in the downtown.
- ▶ Additional traffic through 4th Street at-grade railroad crossing.
- ▶ Mostly built in the floodplain.
- ▶ North-end bridge impedes the view of the river along the riverfront.

Rendering Coming Soon

**Recommendation:** This alternative is being considered in its entirety.