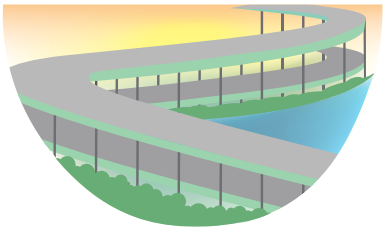
ST. JOSEPH



I-229

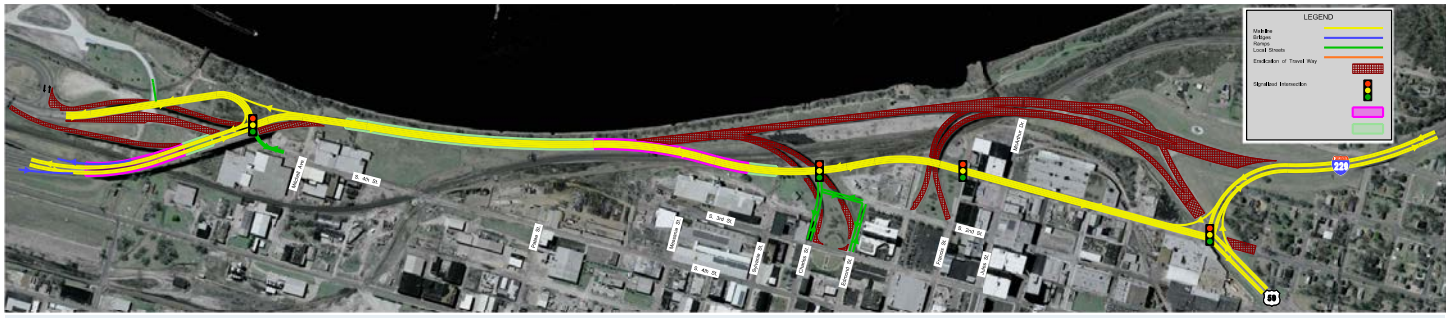
MOVING FORWARD

ALTERNATIVES NO LONGER CONSIDERED

Based on stakeholder feedback and the relative advantages and disadvantages as outlined in the matrix, the study team recommended these alternatives be eliminated from further consideration.

		No-Build	Alt A - Main Street Corridor	Alt B - 2nd Street Corridor	Alt C - Railraod Tracks East Corridor
Address Bridge Condition		1	5	5	5
Connectivity	**Freight**				
	Travel Time to North from Stockyards (change in min.)	7.0	2.3	1.3	1.2
	Ease of Access for Trucks Downtown	1	3	3	4
	Vehicular Accessibility				
	Travel Time to Downtown (change in min.)	0.0	0.0	0.0	0.0
	Travel Time for Major Movements (change in min.)	3.5	2.0	1.1	1.0
	Bike/Ped				
	Enhanced Bike/Ped Connectivity	1	4	2	3
	Railroad Impacts				
	Additional Traffic on 4th St. At-Grade Railroad Crossing	7400	1700	1800	1600
	Vertical Clearance over Tracks (in ft.)	20.9	23.5	20.9 - 23.5	20.9 - 23.5
	Port Impacts				
	Port Access (from the North)	Worse	Better	Better	Better
Compatible with Land Use	**Riverfront Development**				
	Riverfront Access (Veh, Ped, and Bike)	3	3	3	3
	New Land in Riverfront (acres)	0.0	10.9	10.6	14.0
	Potential Southern Riverfront Access (Vehicular)	1	1	1	4
	Downtown Revitalization				
	Compatable w/ Downtown Revitalization Plans	1	4	3	3
	Discourages Heavy Trucks Downtown	5	2	2	3
	New Potentially Developable Land Downtown (acres)	0.0	18.9	3.1	1.7
Engineering Considerations	**Costs**				
	New Construction (millions) (includes bridge demo if pertinent)	$0.0	$45.3	$51.4	$71.4
	Non-Routine Maintenance on New Construction (millions)	$0.0	$11.3	$8.1	$11.5
	Routine Maintenance on New Construction (millions)	$0.0	$2.3	$3.2	$5.3
	Environmental Mitigation (millions)	$0.0	$0.1 - $0.5	$0.0	$0.8 - $5.0
	Right of Way Costs (millions)	$0.0	$0.1	$0.1	$7.3
	Total Cost (millions) (50-year life cycle)	$0.0	$59.3	$62.8	$98.4
	Other Engineering Considerations				
	Constructability	5	4	4	3
	Burden on Travelers during Construction	5	4	3	3
	Potential CSO Impact	5	2	2	3
	Siltation Removal Access (Main Street)	5	1	5	5
	Four-Lane Boulevard Compatible	1	3	3	5
	Additional Traffic on Local City Streets	Yes	Minimal	Minimal	Minimal
	Total Crashes / FI Crashes (Number/Year)	230	232 / 88	232 / 89	235 / 89
Environmental Considerations	**Natural Environmental**				
	Wetlands (acres)	0	0	0	0
	Threatened/endangered species (number)	0	0	0	0
	Visual (positive/neutral/negative)	Neg	Positive +	Neutral	Positive ++
	Acres of Floodplain Disturbed	0	3.5	3.7	0
	Section 4(f) / 6(f) public parks/lands	No	Yes	Yes	No
	Cultural | Historic Resources				
	Number of NHRP Listed/Eligible (indirect/direct impacts)	100 / 0	5 / 1	2 / 0	1 / 1
	Hazardous Materials				
	Number of High Risk Hazmat Sites (indirect/direct impacts)	0 / 0	5 / 0	5 / 0	2 / 3
	Displacements (Relocations/Property w/ Buildings)				
	Residential Relocations (number)	0	0	0	0
	Business Relocations (number)	0	0	0	2
	Displacements (Properties)				
	Full Property Impacts (number/assessed value)	0/$0	2/$7.5k	0/$0	5/$316.9k
	Partial Property Impacts (number/assessed value)	0/$0	14/$41.6k	9/$109.9k	7/$54.7k

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 de-designation of I-229 as an interstate.

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.

Alternative C: Railroad Tracks East

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.