

Fourth Street Bridge

Marion County

S225-FAI/RM-1

BR-2000(027)E

	Alternative											
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>5-A</u>	<u>6</u>	<u>6-A</u>	6-B (Preferred)	<u>7</u>	<u>7-A</u>	<u>8</u>
Description	Two-lane replacement at current location.	Two-lane replacement at current location with temporary bridge 20' west.	Two-lane replacement at current location with temporary bridge 20' east.	Two-lane replacement approximately 100' west of existing location connecting Fourth St. and Emerson St.	Four-lane replacement approximately 380' east connecting Third Street and Locust Ave/4th St. intersection	Two-lane replacement approximately 370' east connecting Third Street and Locust Ave/4th St. intersection	Four-lane replacement approximately 375' east extending Third Street to Locust Ave. (US 19)	Two-lane replacement approximately 375' east extending Third Street to Locust Ave. (US 19)	Two-lane replacement approximately 375' east with curve to connect to Fourth St./Locust Ave. (US 19) intersection.	Four-lane replacement approximately 480' east connecting Third Street to Locust Ave. at Rhea Terrace	Two-lane replacement approximately 480' east connecting Third Street to Locust Ave. at Rhea Terrace	Two-lane replacement approximately 115' east connecting Third Street to Fourth Street
Roadway Length (ft)	100	100	100	1,510	1,340	1,340	1,215	1,215	1,440	860	860	400
Bridge Length (ft)	250	250	250	300	340	340	315	315	315	320	330	435
Total Length (ft)	350	350	350	1,810	1,680	1,680	1,530	1,530	1,755	1,180	1,190	835
Design Speed (mph)	40	40	40	40	40	40	40	40	40	40	40	40
Traffic Maintenance	0.9 mi detour on existing roads	Temporary bridge 20' west of existing	Temporary bridge 20' east of existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing
Building Takes	0	0	4 residences (for temporary bridge)	25 residences	21 residences	16 residences	8 residences	3 residences	6 residences; 2 apartments; 1 business; 1 garage	10 residences	8 residences	8 residences
Right of Way Cost	\$0	\$1,100,000	\$475,000	\$3,935,000	\$4,725,000	\$5,715,000	\$2,326,000	\$991,000	\$2,902,000	\$1,682,000	\$1,544,000	\$1,413,000
Construction Cost	\$2,945,200	\$4,199,200	\$4,073,200	\$6,057,500	\$8,878,000	\$6,492,800	\$8,220,800	\$5,720,400	\$5,971,000	\$6,978,500	\$5,183,100	\$5,775,800
Total Cost	\$2,945,200	\$5,299,200	\$4,548,200	\$9,992,500	\$13,603,000	\$12,207,800	\$10,546,800	\$6,711,400	\$8,873,000	\$8,660,500	\$6,727,100	\$7,188,800
Potential effects to historic structures or district	Removal of historic bridge.	Removal of historic bridge.	Removal of historic bridge.	Removal of historic bridge. Possible removal of 1-2 historic resources.	Removal of historic bridge. Removal of 7-8 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 7-8 historic resources.	Removal of historic bridge. Removal of 4-5 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 1-2 historic resources.	Removal of historic bridge. Removal of 3-4 historic resources.	Removal of historic bridge. Removal of 5-6 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 3-4 historic resources.	Removal of historic bridge. Removal of 1-2 historic resources.