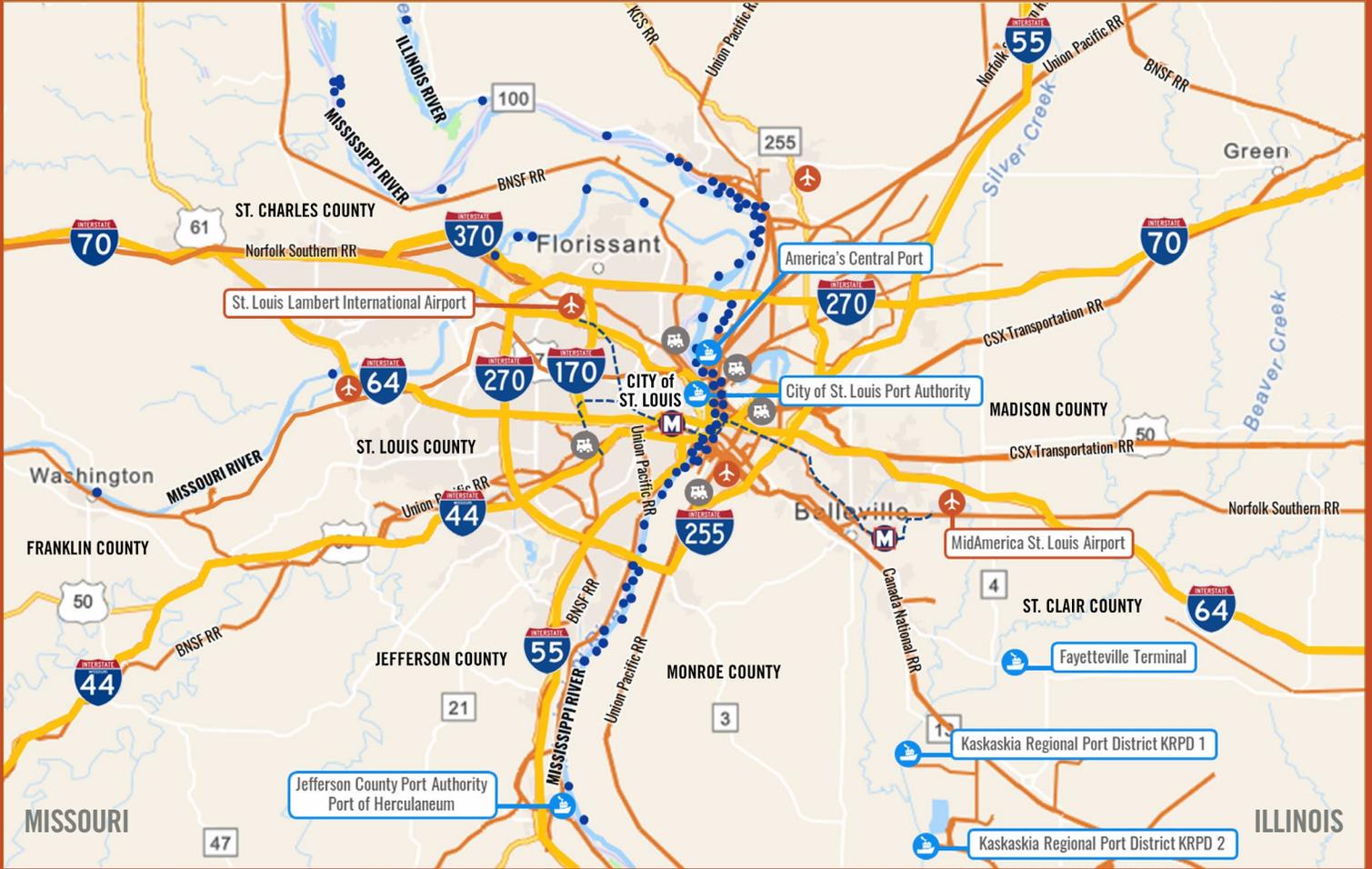


# Priority Freight Projects

▪ 2025 ▪



A Bi-State Development Enterprise

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# 2025 Priority Projects



**THE 2025 PRIORITY PROJECTS LIST** includes 27 projects representing a total investment topping \$8 billion. As of May 2024, more than \$500 million in projects on the list had been completed and almost \$2.3 billion in additional projects had been fully funded with many of those under construction or soon to be. Those numbers, which continue to grow year over year, underscore the tremendous commitment to improving freight infrastructure in the bi-state St. Louis region.

The annual release of the Priority Projects List reveals the progress being made advancing major projects through the development pipeline. Completed projects include the \$222 million replacement of the Merchants Bridge, a vital rail link connecting Missouri and Illinois near Downtown St. Louis. It had been the region's highest priority infrastructure project since 2016.

A \$278 million project to improve Interstate 270 (I-270) from James S. McDonnell Blvd. to Bellefontaine Rd.

also wrapped up in 2023, while several smaller projects round out the completed projects list.

Meanwhile, the \$496 million project to replace the Chain of Rocks Bridge is well underway, work continues on the \$62 million improvement project on Interstate 70 (I-70) from Fairgrounds Rd. to Cave Springs Rd. and construction began this spring on \$246 million in improvements to Interstate 55 (I-55) from Rte. Z to U.S. Rte. 67.



*The multimodal connectivity advantages of the St. Louis region are numerous*



The largest single project on the 2025 list is the New Terminal at St. Louis Lambert International Airport, which will be a \$2.8 billion investment and is partially funded. Other landmark investments being made in the region's freight network will advance \$550 million in improvements to I-70 from Wentzville Parkway to Warren County in Missouri and more than \$300 million in improvements on I-270 in Madison County, along with the new Illinois Rte. 3 Connector, rehabilitation of the MacArthur Bridge, I-64 improvements from Greenmount Rd. to Illinois Rte. 158 and the relocation of Illinois 158 (Air Mobility Drive) from Rte. 161 to Rte 177.

“Fueled by historic partnership between MoDOT and IDOT, necessary upgrades are being made along the I-270 corridor, and these projects are a testament to the strength of the continued collaboration that is

helping to add capacity and redundancy to the St. Louis region's world-class freight network,” said Brent Wood, President of Terminal Railroad Association of St. Louis (TRRA) and chair of the St. Louis Regional Freightway's Freight Development Committee.

Compiled annually by the St. Louis Regional Freightway's Freight Development Committee, the Priority Projects List is a valuable tool used to align and amplify advocacy for support and funding for critical infrastructure improvements.

The following fact sheets provide more details on all the projects and how they are supporting multimodal connectivity and adding capacity to our freight network, so we can continue providing global access to shippers and carriers. ■



# 2025 Priority Freight Projects

## Section I: Completed Projects

- Merchants Bridge (TRRA) Replacement Over the Mississippi River (MO-IL) \$222 Million
- Union Pacific Railroad Lenox Tower and Track Realignment (IL) \$10.1 Million
- 10 Earth City Access Improvements (MO) \$4.1 Million
- North Park Access Improvements (MO) \$3 Million
- J.S. McDonnell Connector Access Improvements (MO) \$2.4 Million



## Section II: Fully Funded

- I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO) \$246 Million – **UNDER CONSTRUCTION**
- Illinois Rte. 3 Connector (IL) \$104 Million
- MacArthur Bridge Improvements over the Mississippi River \$57.6 Million
- I-64 Improvements from Green Mount Rd. to Illinois Rte. 158 (Air Mobility Dr.) (IL) \$36 Million
- Illinois Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL) \$26 Million



## Section III: Partially Programmed for Construction

- I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (IL) \$1.35 Billion – **PARTIALLY FUNDED**
  - A. I-270 from James S. McDonnell Blvd. to Bellefontaine Rd. (MoDOT): \$278M – **COMPLETED Dec. 2023**
  - B. I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) \$42M (FY26) – **FUNDED**
  - C. I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): \$496M – **FUNDED UNDER CONSTRUCTION**
  - D. Chain of Rocks Canal in Granite City to .1 mi E. of St. Thomas Rd. – Interchange Reconstruction and add lanes (IDOT): \$68.9M – **FUNDED**
  - E. IL Rte 3 in Granite City and St. Thomas Rd. – Bridge Replacement (IDOT): \$33M – **FUNDED**
  - F. St. Thomas Rd. to IL 111 (IDOT): \$3M for engineering – FUNDED; Approximate construction cost \$325M – **UNFUNDED**
  - G. IL 111 at Chain of Rocks Rd. in Pontoon Beach intersection reconstruction (IDOT): \$20.5M – **FUNDED**
  - H. .2 mi E. of IL 111 in Pontoon Beach to .5 mi E of I-55/70 – Bridge repair and ramp replacement (IDOT): \$86.7M – **FUNDED**
- I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) \$1.032 Billion – **PARTIALLY FUNDED**
  - A. I-70 Wentzville Parkway to Warren County \$550M FUNDED Includes several project elements:
    - Widening – Provides a minimum 3 lanes in each direction of I-70 from MO-47 Warrenton interchange to the 70/64/40/61 interchange in Wentzville



I-70 Wentzville Parkway to Rte. Z – Interstate widening, curve improvements and railroad bridge replacement

I-70/I-64/U.S. 40/61 Interchange – Interchange redesign to improve functionality and capacity

I-64 Widening – Capacity improvements with an additional I-64 lane in each direction between Rte. K and the I-70/I-64/U.S. 40/61 Interchange

B. I-70 Interchange, Outer Rd. and Mainline Improvements from Bryan Rd. to Zumbuhl Rd. \$74M – **UNFUNDED**

C. I-70 Improvements from Fairgrounds Rd. to Cave Springs Rd. \$62M – **FUNDED UNDER CONSTRUCTION**

D. I-70 Improvements from the Missouri River to North Hanley Rd. \$178M – **UNFUNDED**

E. I-70 St. Louis City Limit to Benton St. \$168M – **UNFUNDED**

- Interstate 55/Interstate 70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL) \$400 Million – **PARTIALLY FUNDED**
- America's Central Port Intermodal Improvements (IL) \$371.2 Million – **PARTIALLY FUNDED**
- Illinois Rte. 3 Access Improvements (IL) \$325.5 Million – **PARTIALLY FUNDED**
- St. Louis Multimodal Freight Yard Expansion at Madison Yard & Rail Improvements St. Clair Co. (IL) \$98M – **PARTIALLY FUNDED**
- I-255/Davis Street Ferry Rd. Interchange (IL) \$61.3 Million – **PARTIALLY FUNDED**
- Mississippi River Port Development Projects (MO) \$59 Million+ – **PARTIALLY FUNDED**
- St. Louis Lambert International Airport Cargo Improvements (MO) \$49.1 Million – **PARTIALLY FUNDED**
- Kaskaskia Regional Port District Improvements (IL) \$45.5 Million – **PARTIALLY FUNDED**
- North Riverfront Commerce Corridor Improvements (MO) \$34 Million – **PARTIALLY FUNDED**
  - A. Hall St. And Riverview Dr. Improvements \$27.1M – **PARTIALLY FUNDED**
    - a. Hall St. from Grand Ave. to Adelaide Ave. \$4.3M – **COMPLETED**
    - b. Hall St. from Adelaide Ave. to Riverview Dr. \$17M – **PARTIALLY FUNDED**
    - c. Riverview Dr. from Hall St. to I-270 - \$5.8M – **COMPLETED**
  - B. Branch St. Improvements \$5M – **UNFUNDED**
  - C. I-70 Westbound Off-Ramp to North Broadway Relocation \$1.6M – **COMPLETED**



#### **Section IV: Concept Development or Planning**

- New Terminal for St. Louis Lambert International Airport (MO) \$2.8 Billion – **PARTIALLY FUNDED**
- Martin Luther King (MLK) Bridge Replacement over the Mississippi River \$629 Million – **PARTIALLY FUNDED**
- MidAmerica St. Louis Airport Distribution Improvements (IL) \$45 Million – **UNFUNDED**
- St. Louis Lambert International Airport Access Improvements (MO) \$37.5 Million – **UNFUNDED**
- I-255/Fish Lake (Ramsey Rd.) Interchange (IL) \$27 Million – **UNFUNDED**
- Studies to Reconstruct Connecting Bridges over the Mississippi River Interchanges in the Downtown St. Louis Area (COST TBD)



# Section I Completed Projects



ST LOUIS REGIONAL  
**FREIGHTWAY**



ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# Merchants Bridge (TRRA) Replacement Over the Mississippi River (MO-IL)

**Completed**

**LOCATION**

Mississippi River  
 Mile Marker 183  
 St. Louis, Missouri and  
 East St. Louis, Illinois

**ESTIMATED COST**

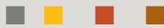
\$222 million

**OWNER**

Terminal Railroad Association  
 of St. Louis (TRRA)

**CONTACT**

Eric Fields  
 Chief Engineer  
 Terminal Railroad Association  
 of St. Louis  
 (618) 451-8428



**PROJECT FUNDING**

In 2020, TRRA was awarded \$21.5 million in CRISI funding to assist with approximately 10% of the total project cost. TRRA funded the balance. Construction was completed in September 2022.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and was considered the **highest priority** for the region until its completion in fall 2022.

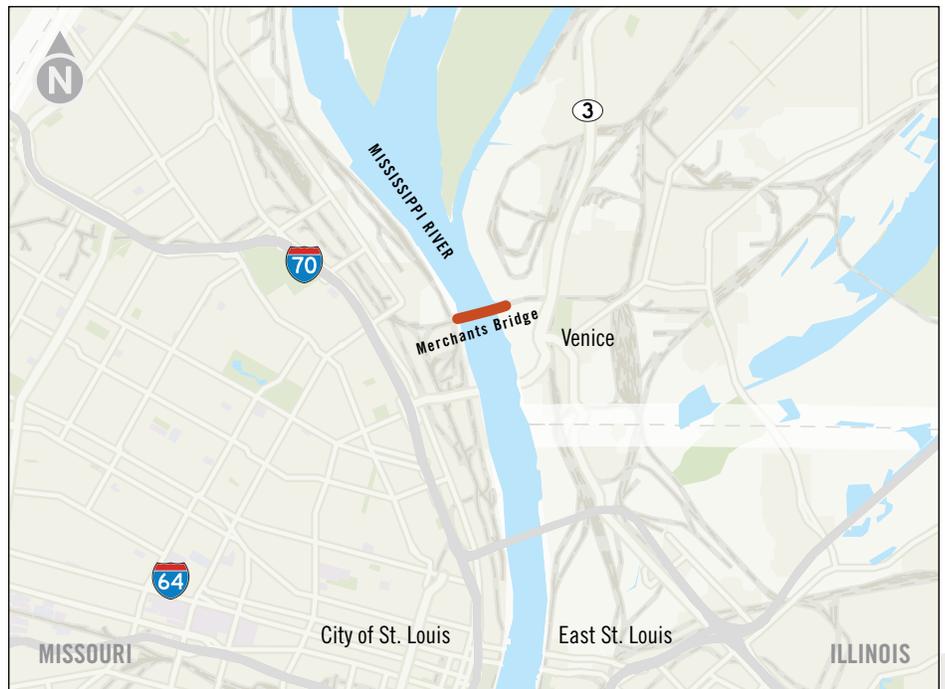


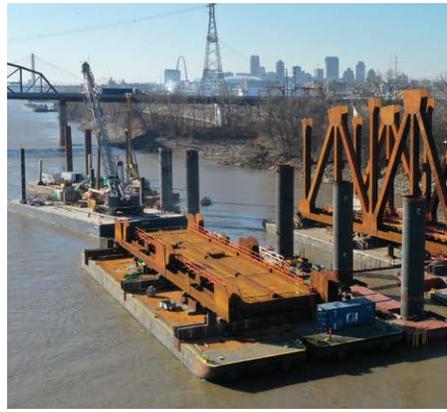
**T**he Merchants Bridge over the Mississippi River in America’s heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

The Merchants Bridge serving the St. Louis region:

- Links America’s eastern and western freight rail networks
- Carries more than 40 million gross tons annually
- Serves the six Class I Railroads and Amtrak

The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.





**CONSTRUCTION** Reconstruction of the Merchants Bridge, which dates to 1890, began in 2018. The bridge, which spans the Mississippi River between St. Louis, Missouri, and Venice, Illinois, is owned by the Terminal Railroad Association of St. Louis (TRRA). The Merchants Bridge replacement included removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double-track structure is providing additional capacity for increased freight and passenger rail. The double track also provides more reliable movements and reduces grade delays for motorists and emergency vehicles. Here is a video of the conceptual construction: <https://www.youtube.com/watch?v=SiUTyQWZn6Y>.

A design-bid-build project, reconstruction of the bridge used innovative project delivery methods that improve safety and speed completion while limiting bridge and river traffic outages. New spans were constructed in Wisconsin and shipped to St. Louis for final assembly on the Missouri bank of the Mississippi River, before being floated into place immediately after the old spans were floated out. The process required three separate, 10-day rail and river channel outages. Two of the three were installed in September 2021 and March 2022, with the third set in September 2022. The east approach was reconstructed by encasing the existing trestle steel structure and using MSE wall and lightweight cellular concrete technology to widen the structure and provide additional load capacity that will lower future maintenance costs and create a more efficient rail river crossing. All the structural steel for the project was produced in the United States. Construction was completed in September 2022.

### **MODEL FOR PUBLIC-PRIVATE PARTNERSHIPS**

In Winter 2020, the Federal Railroad Administration (FRA) awarded TRRA a \$21.5M Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant toward replacement of the Merchants Bridge. TRRA provided 90% of the construction costs, making this project a model for public-private partnerships. The Freight Development Committee, consisting of freight-related industry leaders, Illinois and Missouri Departments of Transportation, and the East-West Gateway Council of Governments, selected this project as the St. Louis region's highest multimodal infrastructure project each year from 2016 to completion. Over a three-year period, industry leaders have submitted more than 80 letters of support to the U.S. Department of Transportation and Congress. Support letters recognized the adverse impacts that a non-functional bridge would have on the regional and national economy. These efforts also resulted in extensive regional and national media coverage and multimodal support from the barge, rail, airport, and trucking industries.

**Previous Restrictions:** Prior to construction, Merchants Rail Bridge had speed, clearance, and load restrictions. Load restrictions prevented the crossing of two trains

**“In terms of the Merchants Bridge, it’s one of the main east-west rail corridors in the region. It’s an absolute vital artery in order to maintain efficient rail movement across the Mississippi River.”**

Ryan Krull  
Commercial Manager  
Watco Terminal & Port Services



simultaneously, limiting the bridge to one track at all times. Since trains could not pass on the bridge, they came to a complete stop on or near the approach grades. Load restrictions did not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup. Completion of the bridge in September 2022 represents delivery of the #1 priority project for the St. Louis Regional Freightway.

**FREIGHT IMPACT** The Merchants Rail Bridge has rail connections to Amtrak’s St. Louis Station and to the six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Canadian Pacific Kansas City, Norfolk Southern and Union Pacific. The Class I railroads serve the St. Louis region’s manufacturing and logistics companies that are part of an interdependent supply chain requiring access to markets on both sides of the Mississippi River, across the United States, and internationally, including: U.S. Steel, Conoco Phillips, Cargill, Archer Daniels Midland (ADM) Company, World Wide Technologies, General Motors, Hershey’s, Unilever, Metro East Industries, Bunge, American Milling, Schneider Trucking, SCF Lewis & Clark Marine, FedEx, Boeing, and Kinder Morgan. This project specifically benefits several nearby rail-served industrial sites that have land available for future development and are featured in the Freightway’s list of [development ready rail-served land sites](#).

**“The new bridge is delivering tremendous benefits for the rail industry and for shippers, eliminating bottlenecks caused when two trains couldn’t pass on the old bridge at the same time due to load and speed restrictions.**

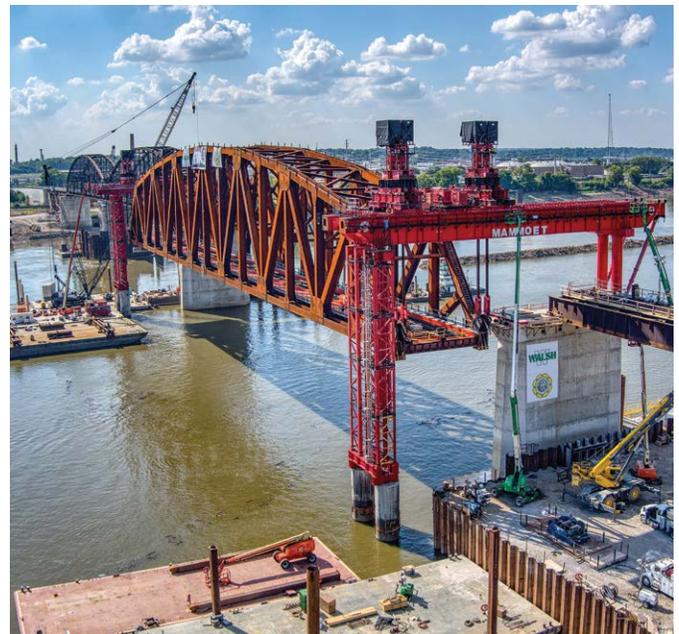
**“The Merchants Bridge is one of those few locations in the St. Louis area where rail can cross from one side of the Mississippi River to the other, so any delay in that vital link had a follow-on effect up and down the network. We are very excited about the completion of the Merchants Bridge, especially from the operations side.”**

Joe Torp  
Industrial Development Manager  
Norfolk Southern

**This project was the #1 priority for the St. Louis Regional Freightway from 2016 through completion.** The Merchant’s Bridge is the sixth busiest Mississippi River rail bridge in the country serving one of the nation’s largest rail hubs. As owner of the bridge, TRRA interfaces with the nation’s third largest inland port system, which also is the northern most year-round ice-free Mississippi River port, providing services to



*Constructing the bridge pilings*



*One of the three new trusses being installed*





*All Merchants Bridge photos courtesy of Walsh Construction and Trey Cambern Photography*

America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors — I-70, I-64, I-44 and I-55 — providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving \$63 million in roadway damage over 20 years.

**ECONOMIC IMPACT** TRRA spends an average of \$80.9 million per year in the St. Louis metropolitan statistical area for operation support, infrastructure repair and maintenance, and employee wages, which supports nearly \$237 million in overall economic activity for the region. With implementation of the project, TRRA estimates that the project impact will increase to generate more than \$456 million in local economic activity over a 20-year period. Construction of the project also supported nearly 1,100 jobs, including 150 direct jobs. ■





## Union Pacific Railroad Lenox Tower and Track Realignment (IL)

**Completed**

**LOCATION**

Mitchell, Illinois

**ESTIMATED COST**

\$10.1 million

**OWNER**

Union Pacific Railroad (UPRR)

**CONTACT**

Jerry Butler  
 Director of Construction  
 (314) 331-0663



**PROJECT FUNDING**

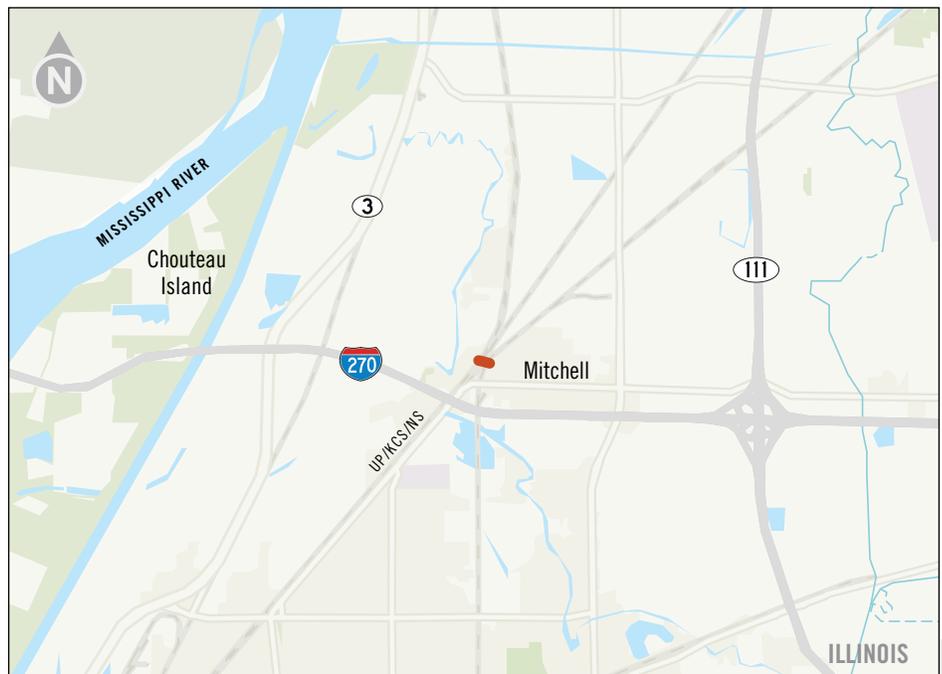
In addition to a 2019 CRISI Grant for \$5.1 million, the project received more than \$5 million in additional funds for track signal and switch improvements. Aside from FRA, the funding included contributions of \$1.3 million from IDOT, \$2 million from Union Pacific Railroad, \$1 million from Amtrak, \$440,000 from BNSF Railway, and \$300,000 from Canadian Pacific Kansas City Railway. This project was completed in Fall of 2022.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and was considered a **high priority** for the region.



**PROJECT NEED** Built in 1924, the Lenox Tower at the junction of Union Pacific rail corridors in Mitchell, Illinois, controlled a major railroad junction where five of the region’s railroads operate services: Union Pacific, BNSF Railway, Canadian Pacific Kansas City, Norfolk Southern, and Alton & Southern. An average of 66 trains pass through the interlocking junction daily. The junction included a complex system of signals and switches controlling freight and passenger rail routing. The existing tower and its associated switching equipment were obsolete and unable to accommodate the growth in rail traffic.

**PROJECT DESCRIPTION** Realigning the trackage through the Lenox Tower interlocking increased freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds





*The Lenox Tower's interior housed the operator's office and the interlocking equipment, which consisted of the interlocking machine and track model board. The Lenox Tower was one of the last three manually operated interlocking plants in the St. Louis area in Illinois.*

also increased from the 40-60 mph range to nearly 80 mph. Increased velocity reduced the existing bottleneck and increased the capacity and efficiency of the St. Louis region's rail network. In 2018, dispatching control was automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska.

This coordination optimizes local rail traffic and allows the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations, such as Chicago. In 2019, the project received approximately \$5.1 million in CRISI funding to reconfigure the Lenox Interlocking. Remaining costs were funded through a partnership with the railroads, Amtrak, and IDOT. In 2021, the project received an additional \$5 million for track, signal and switch improvements where four rail lines intersect at one of the most congested areas in the state of Illinois. This project was completed in Fall 2022. The project untangled a complex system of tracks, signals and switches where four lines intersect at one of the most congested areas in the state near Mitchell, streamlining railroad operations in the region.

**“Velocity, the ability to move equipment efficiently on a railroad, is vitally important. Time is money. The more efficient a railroad can be because of infrastructure, the higher the velocity they can have, and the more efficient and cost competitive they can be.”**  
 —Rick Ortyl  
 Vice President  
 Metro East Industries



**PROJECT IMPACT** This modernization project reduced freight train delays by 43 hours a week for combined freight, or more than 10 hours per day. The increase in velocity reduced delays at highway-rail grade crossings due to passing trains, thereby decreasing traffic delays for nearby communities and reducing emissions from idling vehicles. The project also consolidated six operator positions, eliminated tower facility expenses, and lowered track maintenance. Overall, the project enabled freight, including four Class I rail carriers, and passenger trains to travel through the region more safely and efficiently while allowing rail traffic to be better integrated into system-wide patterns. ■



*The 80-lever G pistol-grip electric interlocking machine was housed in a large wooden console. A track model board above the console showed the 80 switch locations on each of the railroad tracks.*



*An average of 66 trains pass through the Lenox Tower interlock, which is located at the intersection of four railroads: Union Pacific, Canadian Pacific Kansas City, Norfolk Southern, and Alton & Southern. Movements were restricted by diverging turnouts and a specialty track switch known as a single slip switch.*





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT  
**Earth City Access Improvements (MO)**

**Completed**

**LOCATION**

Earth City, Missouri

**ESTIMATED COST**

\$4.1 million

**OWNER**

St. Louis County Department of Transportation

**CONTACT**

Stephanie Leon Streeter  
 Director  
 (314) 615-8501



**PROJECT FUNDING**

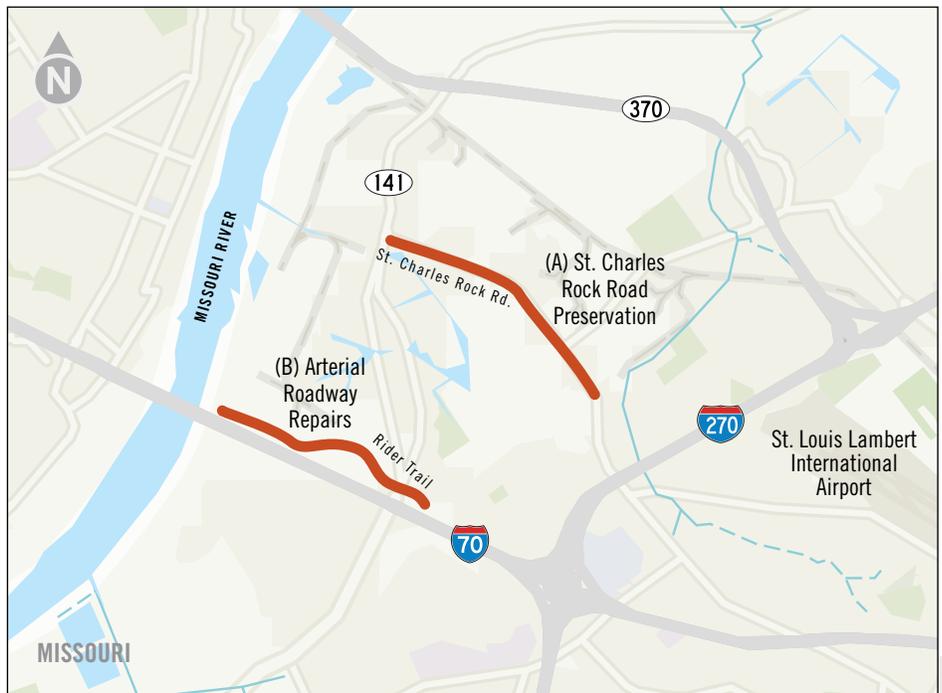
The fully funded project was completed in 2020.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** Earth City is one of the largest industrial areas in the St. Louis region. The site contains numerous industrial facilities, as well as office complexes, agricultural land, and entertainment venues. The 12,700-acre site also has approximately nine miles of river frontage along the Missouri River. Many arterial roadways serving the area, with connections to I-70 and I-270, require improvements to accommodate existing and future business access and traffic volumes.

**PROJECT IMPACT** The Earth City area serves the City of Bridgeton industrial and warehouse district, as well as major corporations including Walmart, Bassik Services, UPS, FedEx, 24 Seven MO, Alro Steel Corp, True Manufacturing, Trane, Spectrum Brands and Save-A-Lot.





### **PROJECT DESCRIPTION (A)**

**St. Charles Rock Rd. Preservation:** This project included critical preservation of the existing network by resurfacing the 1.3-mile St. Charles Rock Rd. corridor from Tausig Rd. to Earth City Expressway (Rte. 141). Additional intersection improvements to enhance safety and capacity were also incorporated. The importance of the St. Charles Rd. corridor, as well as the Rte. 141 corridor, as key non-interstate Freight Connectors is also described in the Freightway's most recent Non-Interstate Truck Corridor Study. Estimated cost was approximately \$2.35 million. Construction was completed in 2020.

### **PROJECT DESCRIPTION (B)**

**Arterial Roadway Repairs:** This project included additional pavement repairs in the Earth City area. Approximately \$1.75 million was programmed for repairs. All project phases were completed in 2019. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

## North Park Access Improvements (MO)

**Completed**

**LOCATION**

Berkeley, Missouri

**ESTIMATED COST**

\$3 million

**OWNER**

St. Louis County Department of Transportation

**CONTACT**

Stephanie Leon Streeter  
 Director  
 (314) 615-8501



**PROJECT FUNDING**

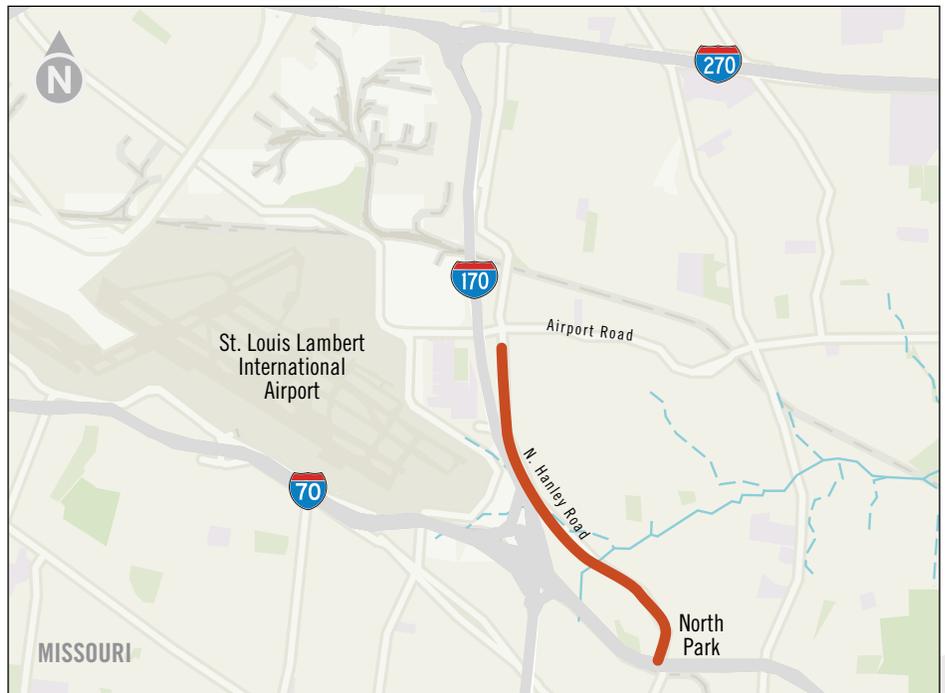
The fully funded project was completed in 2020.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** North Park is a premier 550-acre business park located east of St. Louis Lambert International Airport at the junction of I-70 and I-170. The development is capable of hosting more than 5 million square feet of building area within a Foreign Trade Zone and an Enhanced Enterprise Zone. North Park is the only urban redevelopment project in the nation located at the intersection of two major highways, an international airport, and a university. Hanley Rd., the major corridor serving North Park and other businesses, required improvements to accommodate existing and future businesses.

**PROJECT DESCRIPTION** This project included phased safety and capacity improvements along Hanley Rd. from I-70 to Madison Ave. This two-mile corridor provides direct connections to I-270, I-170, and I-70 and



links freight to North Park and other development zones east and west of the airport. The infrastructure improvements included repair and replacement of deteriorated roadway surface to improve drivability and drainage, as well as adding a new Superpave wearing surface. The roadway improvements improved traffic safety and access, increased pedestrian safety, and supported local businesses. Construction was completed in 2020.

**PROJECT IMPACT** North Park partners have invested over \$291 million dollars, creating more than 5,000 permanent jobs. Other nearby industrial areas include Aviator Business Park and Hazelwood Logistics Center. Several major corporations are located in North Park, including Express Scripts, Schnucks and SFR. The importance of the Hanley Rd. corridor as a key non-interstate Freight Connector is also described in the Freightway's most recent Non-Interstate Truck Corridor Study. ■





## J.S. McDonnell Connector Access Improvements (MO)

**Completed**

**LOCATION**

Berkeley, Missouri

**ESTIMATED COST**

\$2.4 million

**OWNER**

St. Louis County Department of Transportation

**CONTACT**

Stephanie Leon Streeter  
 Director  
 (314) 615-8501



**PROJECT FUNDING**

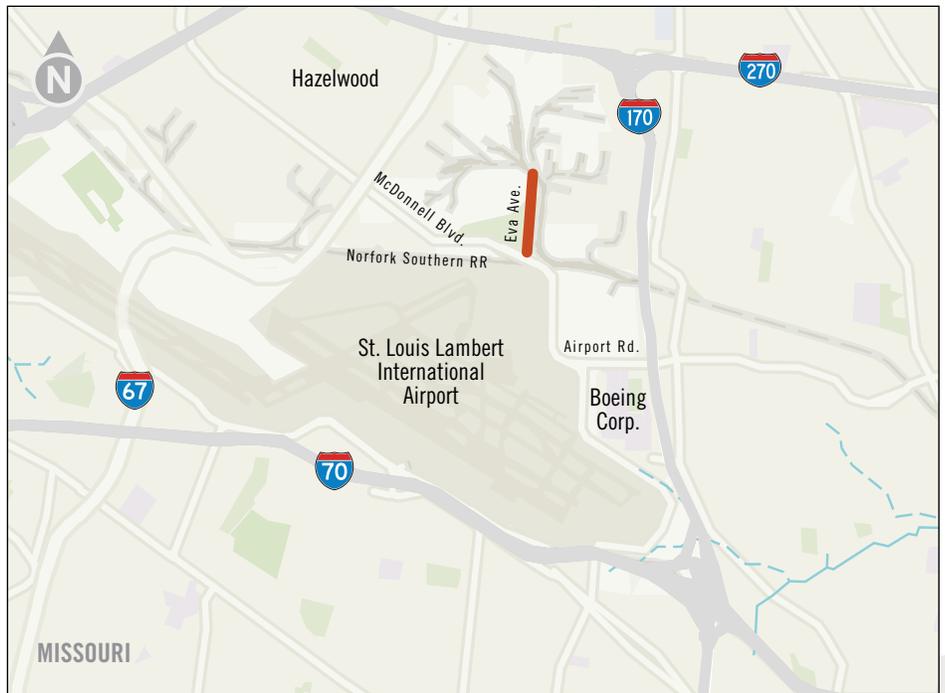
The \$2.4 million project was fully funded and construction was completed in 2020.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** One of the St. Louis region’s greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities were served by a deteriorated roadway that forms part of a route between J.S. McDonnell Boulevard and Hanley Rd., and forced manufacturers in the vicinity to use the I-170 on-ramp at Frost Ave. and the I-170 off-ramp at Airport Rd. to make this connection. This location supports portions of Boeing’s aircraft manufacturing operations — the largest regional manufacturer with more than 13,000 area employees.

**PROJECT DESCRIPTION** This project involved the reconstruction of a deteriorated roadway, Eva Ave., between Frost Ave. and McDonnell Boulevard.



The reconstruction improved truck access between J.S. McDonnell Boulevard and Hanley Rd., two important arterial corridors described in the Freightway's most recent Non-Interstate Truck Corridor Study, and eliminated the practice of using the I-170 ramp at Frost Ave. and the I-170 off-ramp at Airport Rd. to make this connection. In addition to roadway reconstruction, the deteriorated Norfolk Southern railroad crossing at Frost Ave. was replaced by the railroad. These improvements

enhanced access for multiple manufacturers in the vicinity. Construction was completed in 2020.

**PROJECT IMPACT** The project supports existing and new facilities by linking to the freight network. This provides additional flexibility for freight flows within the manufacturing cluster north of St. Louis Lambert International Airport. ■



# Section II Fully Funded



ST LOUIS REGIONAL  
**FREIGHTWAY**



## I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO)

**Fully Funded**

**LOCATION**

Jefferson County, Missouri

**ESTIMATED COST**

\$246 million

**OWNER**

Missouri Department of Transportation (MoDOT)

**CONTACT**

Tom Blair  
MoDOT District Engineer  
(314) 453-1800



**PROJECT FUNDING**

Approximately \$246 million for engineering and construction is included in the MoDOT STIP FY2024-2028. Construction began in March 2024.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



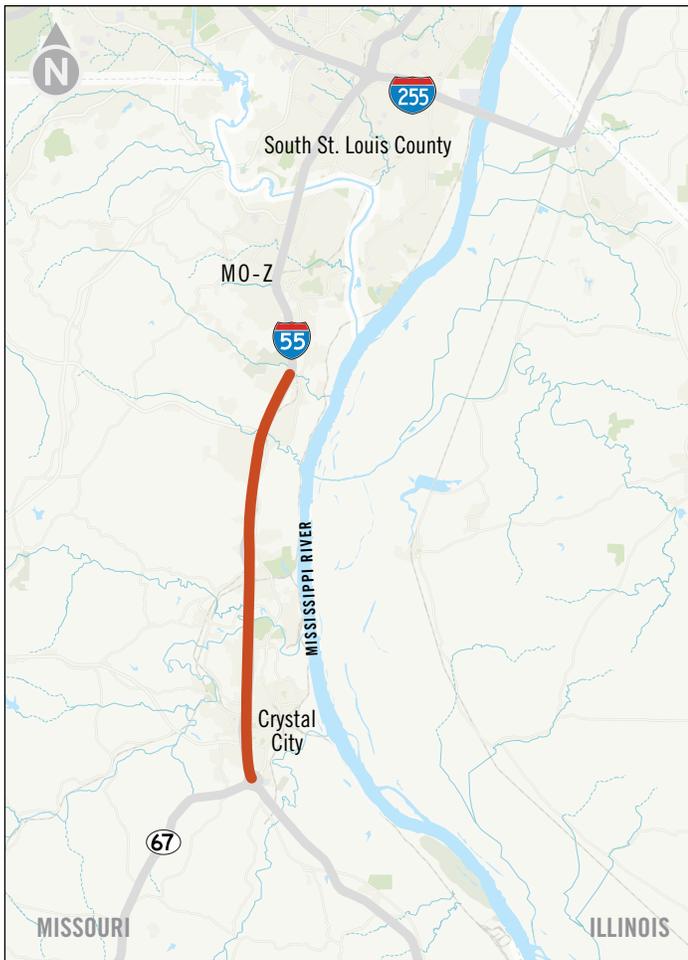
**PROJECT NEED** The I-55 corridor directly north of Rte. Z is generally a six-lane highway and serves approximately 71,000 vehicles per day. South of Rte. Z, I-55 is reduced to a four-lane highway yet still carries nearly 66,000 vehicles per day. In the St. Louis Regional Freight Study (2013), the trucking industry noted that northbound I-55 to eastbound I-70 is an area of notable congestion impacting movement of goods through the region.

The project cost was estimated in 1996 from a major Transportation Investment Study. Since that time, the corridor has been widened (from Rte. M to Rte. Z) and includes median guard cable. A new study is needed to determine the costs of the remaining improvement needs, which would include rehabilitation or replacement of some 20 bridges between Rte. Z and U.S. Rte. 67. A new study has not been programmed at this time.



*I-55 southbound approaching Rte. 67*





**“The location we chose is within 60 miles of nine million tons of cement capacity and also adjacent to a silicon mine, which ultimately results in a significant impact to the economic prosperity of the local businesses and reduces inbound transportation costs. Our research told us that there’s a robust labor market in and around Jefferson County. Finally, the incentives and commitment from the local, state and federal government agencies helped us ultimately choose Missouri. Our experience with working with the government officials in Missouri has been nothing but positive.”**

—Sean Parks  
 Senior Capacity Manager  
 James Hardie Building Products

**FUNDED PROJECT DESCRIPTION** This project will use a Design-Build method for project delivery. The project includes pavement and bridge rehabilitation, increased capacity by expanding from a four-lane highway to a six-lane highway for approximately six miles from Rte. Z to U.S. Rte. 67, and interchange improvements.

**PROJECT IMPACT** Intra-regional connector truck corridors connect to this segment of I-55 to access existing transportation-related industries. These corridors, such as Rte. Z and U.S. Rte. 67, are described in the Freightway’s most recent Non-Interstate Truck Corridor Study and provide access to and from significant manufacturing industries such as Dow Chemical and Doe Run Companies. I-55 also provides connectivity to the large River Cement quarry and intermodal (rail-road-barge) facility, and the growing port operations at Riverview Commerce Park. Other multimodal support services rely on access to I-55, including DeSoto Car Shop, one of the largest rail car repair and painting facilities owned and operated by Union Pacific Railroad. The project also supports the future Crystal City Port development, which requires a new I-55 interchange providing roadway access not only to the port, but planned inland freight development as well. The rail-served Herculaneum port site also will benefit from the enhanced stretch of I-55. When the region’s planned container-on-vessel port is operational, it will utilize this segment of I-55 to distribute containerized cargo that will be dispersed throughout the region and a two-state radius.

James Hardie, a world leader in fiber cement home siding and exterior design solutions, announced in Fall 2022 that it would build a new 1.25 million square foot manufacturing facility in Crystal City, which also will benefit from this project. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

## Illinois Rte. 3 Connector (IL)

**Fully Funded**

**LOCATION**

East St. Louis, Madison, and Fairmont City in St. Clair and Madison Counties, Illinois

**ESTIMATED COST**

\$104 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110



**PROJECT FUNDING**

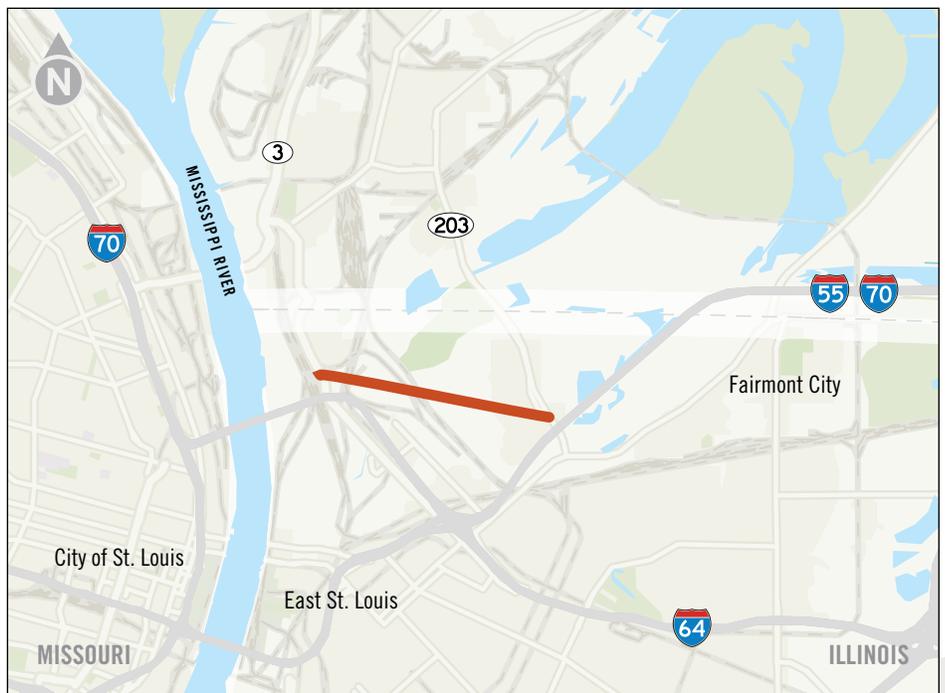
IDOT's FY2024-2029  
Proposed Highway  
Improvement Program  
includes \$104 million dollars.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact and product readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), studied the transportation needs between Illinois Rte. 3 and Illinois Rte. 203, and identified several changes that will improve mobility and connectivity. The project area encompasses a 1,950-acre area bounded roughly by Industrial Ave. and Eagle Park Rd. on the north, Ninth St./Collinsville Rd. on the south, part of Madison Rd. on the east, and Illinois Rte. 3, known locally as St. Clair Ave., on the west. Illinois Rte. 3 is the backbone of a 60-mile corridor spanning from north of Alton to Columbia, Illinois, supporting the manufacturing and logistics industries in southwestern Illinois.

**FUNDED PROJECT DESCRIPTION** The project entails new construction





Project area in Fairmont City, IL

of 1.4 miles from Collinsville Rd. to Illinois Rte. 3/203. The project aims to improve traffic flow and network connectivity by improving accessibility within the project area and between arterial routes, eliminating the reliance on circuitous local roads and short trips on the Interstate System, and improving travel time consistency.

**PROJECT IMPACT** Aside from improving traffic flow and connectivity, improving connections within the project limits to residential, industrial and business centers, and to the greater St. Louis metropolitan area may enhance economic development opportunities for existing and new businesses, as well as improve safety. The project positively impacts a corridor that is economically impactful and successful, features an accessible workforce with a skill concentration in manufacturing and distribution that far exceeds national averages, and is optimized for manufacturing and logistics.

Significant employers within the manufacturing, warehouse and logistics industries are located in close proximity of this project, including Beelman River Terminal, Feed Products & Service Co, Americold, Bunge-SCF/Ingram Grain, Midwest Systems, Bailey International and Quality Carriers Inc.

Terminal Railroad Association of St. Louis (TRRA) operates the Madison Yard intermodal (rail-to-road) facility northeast of this project. The CSX East St. Louis Intermodal Terminal in Fairmont City and Washington Park is also in close proximity. This project will benefit both rail yards by helping to increase freight reliability and efficiency benefiting Illinois Rte. 3 and Illinois Rte. 203.

The St. Louis Regional Freightway's most recent Non-Interstate Truck Corridor Study identified Illinois Rte. 203 between Interstate 55 and Illinois Rte. 162 as an Intra-Regional Connector. Intra-Regional Connectors are non-interstate segments of the St. Louis Region's roadway network that have existing multi-axle traffic providing access for freight and deliveries, primarily through truck traffic or for local deliveries that are not considered freight generators. Intra-Regional Connectors offer system redundancies providing alternate routes to freight movement inbound and outbound from the interstate system. The proposed Illinois Rte. 3 Connector will benefit freight movement to this truck corridor that provides access for freight and deliveries and/or linkages. ■





## MacArthur Bridge Improvements over the Mississippi River (MO-IL)

**Fully Funded**

**LOCATION**

Mississippi River, Mile Marker 179, St. Louis, Missouri and East St. Louis, Illinois

**ESTIMATED COST**

\$57.6 million

**OWNER**

Terminal Railroad Association (TRRA)

**CONTACT**

Eric Fields  
Chief Engineer  
Terminal Railroad Association of St. Louis  
(618) 451-8428



**PROJECT FUNDING**

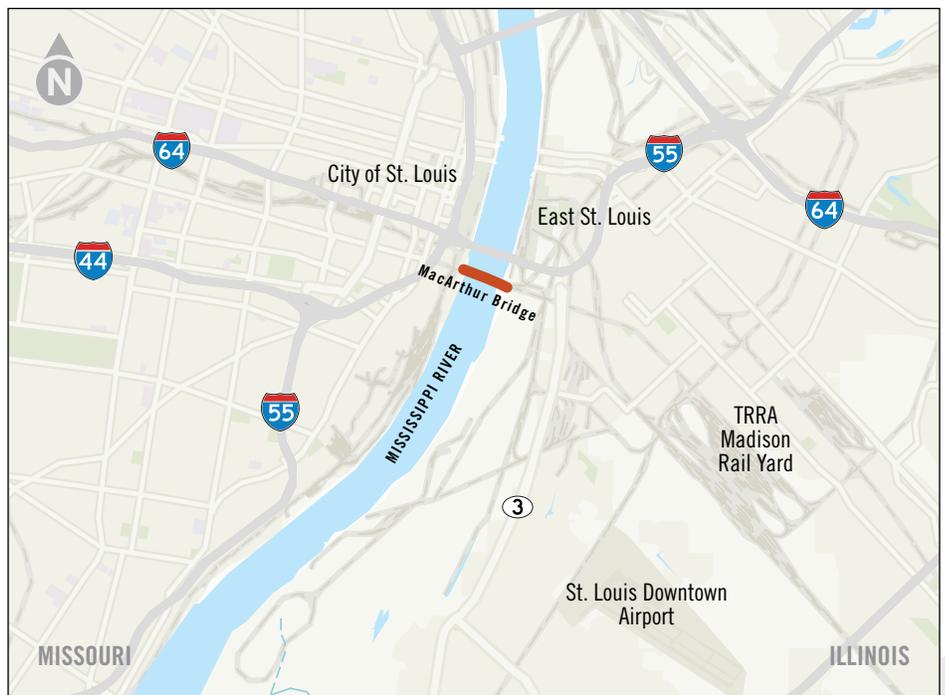
The project received \$28.8 million from the Consolidated Rail Infrastructure & Safety Improvements (CRISI) program. The remaining project costs are being covered by the TRRA.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



The MacArthur Bridge over the Mississippi River supports national freight movement and the future of farmers, manufacturers, and distributors who depend on it. This bridge helps link America’s eastern and western freight rail networks and serves six Class I Railroads and Amtrak. The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.

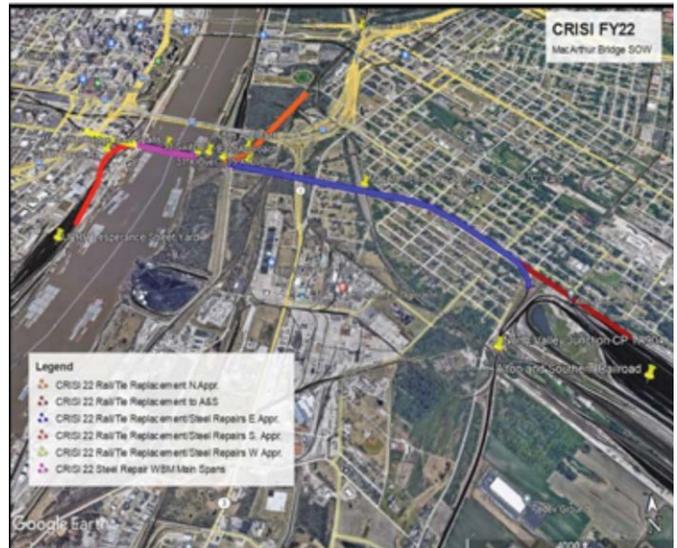
**PROJECT NEED** Construction on the original MacArthur Bridge was completed in 1912. Collectively, the MacArthur Bridge and Merchants Bridge represent the highest-volume rail crossing on the Mississippi River. While the replacement of the Merchant’s Bridge was completed in Fall 2022,



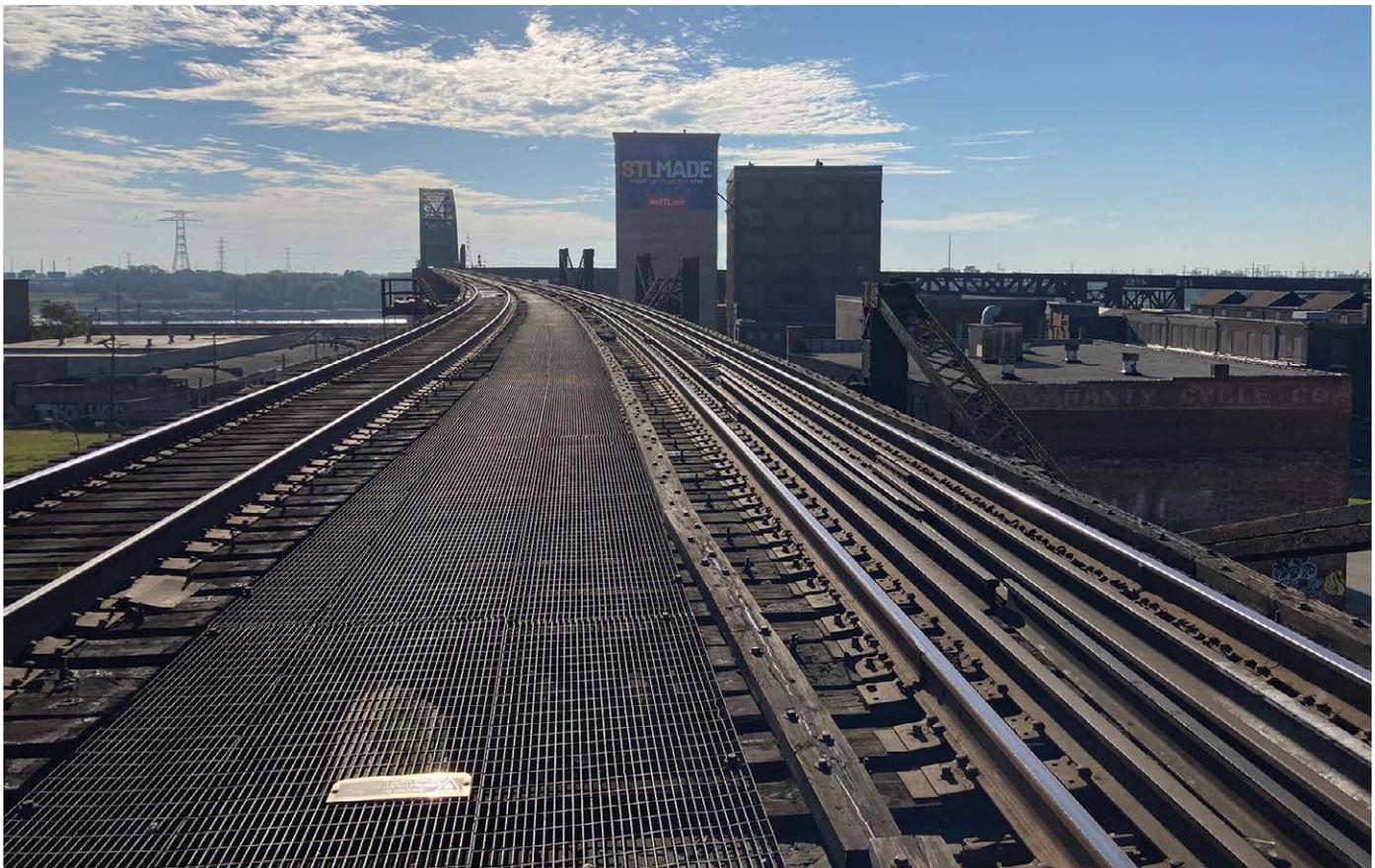
significant work is required to keep the MacArthur Bridge functioning effectively as part of the St. Louis region's freight network.

**FUNDED PROJECT DESCRIPTION** The project calls for the replacement of the truss over the Union Pacific Railroad, steel repair, and replacement of the existing rail track, except for the main spans and west approach.

**PROJECT IMPACT** The proposed improvements to the bridge will help lower shipping cost and ensure freight reliability and efficiency by avoiding adverse impacts of a non-functioning bridge. In addition to the lower shipping costs, this project will also help ensure schedule reliability for intercity passenger rail service on the Chicago-St. Louis Amtrak corridor. ■



*MacArthur Bridge aerial showing improvement projects*



*MacArthur Bridge just south of downtown St. Louis*





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# I-64 Improvements from Green Mount Rd. to Illinois Rte. 158 (Air Mobility Dr.) (IL)

**Fully Funded**

**LOCATION**

O'Fallon, Illinois

**ESTIMATED COST**

\$36 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110



**PROJECT FUNDING**

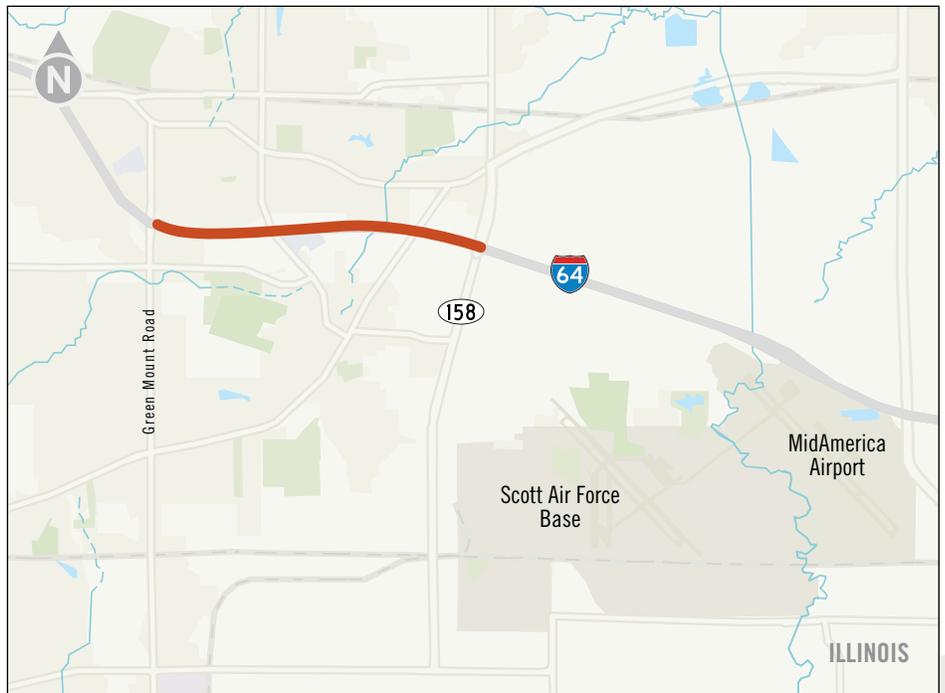
This project is funded and included in IDOT's FY 2023-2028 Proposed Highway Improvement Program.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** The I-64 corridor is an important link between businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), a commercial/cargo and passenger airport approximately 20 miles to the east of downtown St. Louis. The I-64 corridor is generally a minimum of six lanes from downtown St. Louis until the interchange with Green Mount Rd. in Illinois, which is located just west of MidAmerica St. Louis Airport. For the remaining three-mile corridor to the airport, I-64 is only a four-lane highway.

**FUNDED PROJECT DESCRIPTION** This project will widen I-64 to six lanes from Green Mount Rd. to west of Rte. 158 (Air Mobility Dr.). Other



safety and capacity improvements at the Green Mount Rd. interchange will be incorporated into the project as needed.

**PROJECT IMPACT** The interstate widening will increase capacity and access to MidAmerica St. Louis Airport and surrounding developments. The airport offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses. ■

**“From a truck perspective, we have a large number of interstates that converge in the St. Louis area, which is a major competitive advantage as it gives us a good outlet for trucks going [to] major cities that are within a half-day drive.”**

—Ryan Krull  
Commercial Manager  
Watco Terminal & Port Services



*IL-158 approaching Green Mount Rd.*





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

## Illinois Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL)

**Fully Funded**

**LOCATION**

Shiloh, Illinois

**ESTIMATED COST**

\$26 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110



**PROJECT FUNDING**

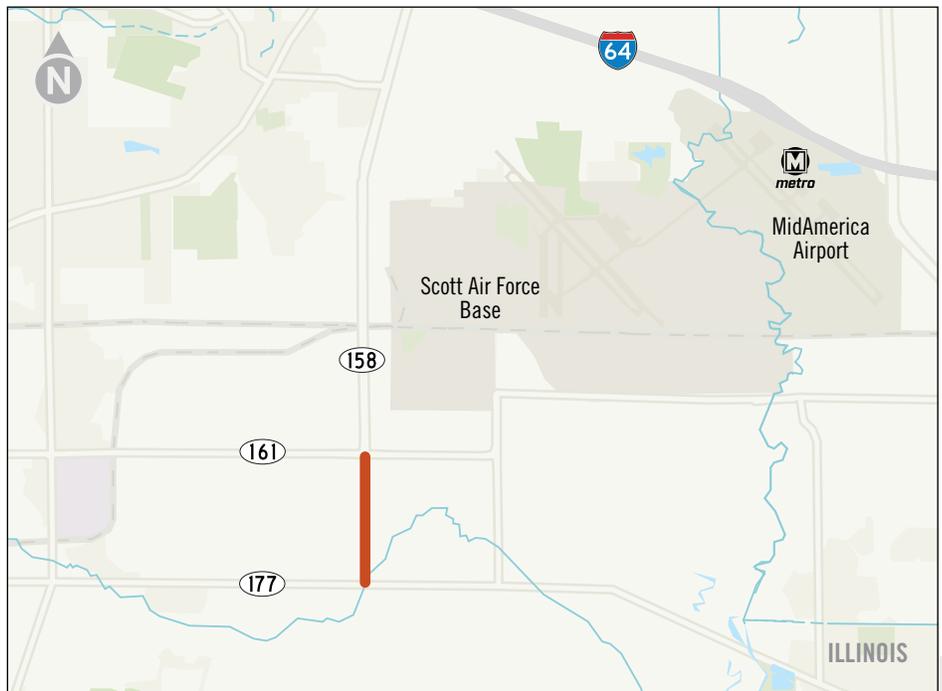
This project is funded and is included in IDOT's FY 2024-2029 Proposed Highway Improvement Program. Construction is anticipated during 2024.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica Airport offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs. To better accommodate growth and retain clustered manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

**FUNDED PROJECT DESCRIPTION** The project includes a one-mile extension of Illinois Rte. 158 (Air Mobility Dr.), the main gateway from I-64 to MidAmerica Airport and Scott Air Force Base. The extension from Rte. 161



(Carlyle Ave.) to Rte. 177 (Mascoutah Ave.) would extend a two-lane roadway along a growth corridor.

**PROJECT IMPACT** This location is one of the highest potential corridors for supporting industrial real estate development and freight transportation, and the roadway expansion would facilitate this future growth. In addition to growth at the airport, Scott Air Force Base also provides a \$3 billion annual impact on the regional economy, a 40 percent increase in the past decade. The base expansion has fueled business growth and available property for expansion around the base, and the airport has exceptional community support. The importance of the Illinois Rte. 158 (Air Mobility Dr.) corridor, as well as the intersecting Illinois Rte. 177 corridor, as key non-interstate Freight Connectors, is also described in the Freightway's most recent Non-Interstate Truck Corridor Study. ■



*Two-lanes along Rte.158*



*Current Illinois Rte. 161 and Illinois Rte. 158 intersection*



Section III  
Partially Programmed  
for Construction



ST LOUIS REGIONAL  
**FREIGHTWAY**



## I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (IL)

### Partially Programmed for Construction

#### LOCATION

St. Louis County, Missouri, and Madison County, Illinois

#### ESTIMATED COST

\$1.35 billion  
(Partially Funded)

#### OWNER

Illinois Department of Transportation (IDOT)

Missouri Department of Transportation (MoDOT)

#### CONTACT

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110

Tom Blair  
MoDOT District Engineer  
(314) 453-1800



The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** The St. Louis region is home to national and international manufacturers and logistics businesses that are part of the global supply chain. The I-270/I-255 outer belt is one of the most traveled freight corridors in the St. Louis region and is a link to the national freight network with connections to I-70, I-64, I-44, and I-55. Northern segments of I-270 in St. Louis County and Madison County were identified as severe freight bottlenecks in the East-West Gateway Regional Congestion Report (2016). The I-270/I-255 outer belt consists of a minimum of six lanes with the exception of a four-lane section of I-270 from Lilac Ave. in Missouri to Rte. 111 in Illinois.

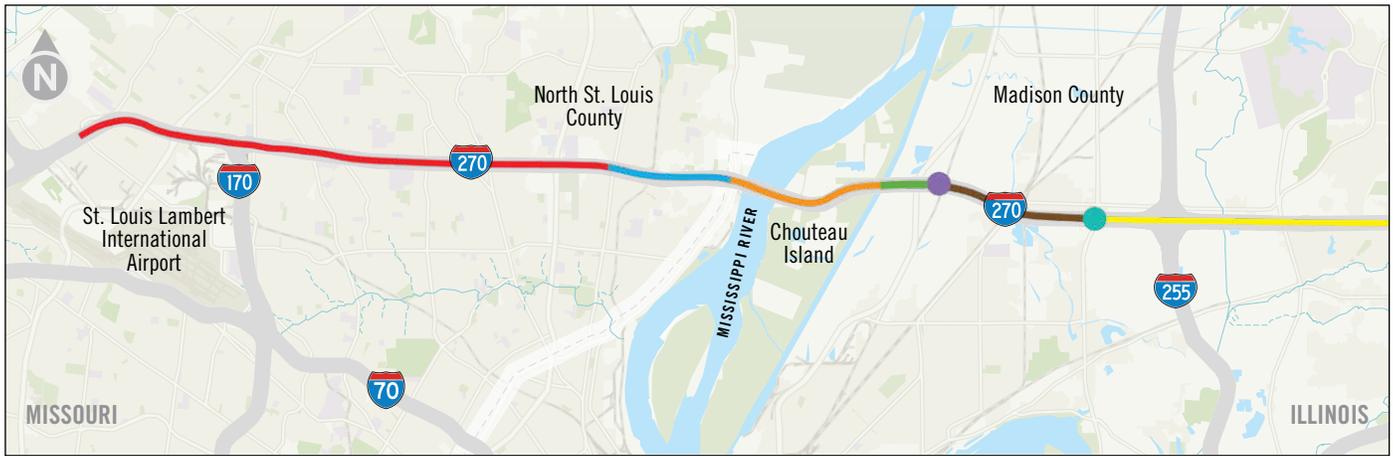
**PROJECT IMPACT** The 24-mile, I-270 corridor from I-70 to Rte. 157 is one of the most important regional freight corridors. In Missouri, it serves major freight generators, such as the Hazelwood Logistics Center, within and near St. Louis Lambert International Airport. In Illinois, I-270 feeds directly into the Lakeview Commerce Center, Gateway TradePort and Gateway Commerce Center, three of the region's largest and fastest growing logistics parks, and two of which have rail service and available land for development. The I-270 corridor offers easy access to major destinations in Illinois including the Conoco Phillips Refinery, America's Central Port, and



#### KEY LOGISTICS CORRIDOR

The St. Louis regional industrial market is amid a historic surge in new construction. Speculative building continues to be delivered to the market with large blocks of space available for lease, making it the perfect market for companies to expand production or enter the St. Louis regional market for the first time. More than 25 million square feet of new industrial space hit the market over the last five years. The epicenter of this construction boom is the northern I-270 corridor running from Missouri to Illinois. This is a major logistics corridor with national manufacturers, suppliers, and distributors.





**Map Key**

- I-270 from James S. McDonnell Blvd. to Bellefontaine Rd. (MoDOT): \$278M – **COMPLETED December 2023**
- I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) \$42M (FY26) – **FUNDED**
- I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): \$496M – **FUNDED Construction underway**
- Chain of Rocks Canal in Granite City to .1 mi E. of St. Thomas Rd. – Interchange Reconstruction and add lanes (IDOT): \$68.9M – **FUNDED**
- IL Rte 3 in Granite City and St. Thomas Rd. – Bridge Replacement (IDOT): \$33M – **FUNDED**
- St. Thomas Rd. to IL 111 (IDOT): \$3M for engineering – **FUNDED**; Approximate construction cost \$325M – **UNFUNDED**
- IL 111 at Chain of Rocks Rd. in Pontoon Beach intersection reconstruction (IDOT): \$20.5M – **FUNDED**
- .2 mi E. of IL 111 in Pontoon Beach to .5 mi E of I-55/70 – Bridge repair and ramp replacement (IDOT): \$86.7M – **FUNDED**

Terminal Railroad Association of St. Louis Madison Yard. The Freightway’s most recent Non-Interstate Truck Corridor Study identifies several intersecting arterial corridors (US-67, MO-67, IL-3, IL-111) that also rely on truck access to I-270. With freight forecasted to grow heavily in the next few decades, traffic around these freight generators and users will continue to increase. The ability the interstate has to absorb this traffic will play a major role in the speed, efficiency, and cost to move freight through the region. In addition, a portion of the corridor is in the top five percent of all locations in Illinois where a higher rate of crashes occur compared to roadways with the same physical characteristics. The following proposed improvements seek to improve safety, enhance efficiency, and meet future freight demands to positively impact multimodal access and economic development.

**PROJECT FUNDING UPDATES** Over the history of this project, the region’s unprecedented track record of bi-state unity resulted in more than \$600 million

in initial funding from both the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT), followed by an additional \$496 million from both state DOT’s for the Mississippi River Chain of Rocks Bridge Replacement (MO-IL) (FY 23-28 MYP). Funding for these projects is one of our region’s greatest examples of successful regionalism and support for infrastructure investment and contributes to our ability to garner support from the East-West Gateway Council of Governments’ Board of Directors.



**PARTIALLY FUNDED PROJECT (A)**

**Improvements from I-70 to Mississippi River (MO):** Improvements will include reconstruction of multiple interchanges, improved connections and reconstruction of selected segments of the outer road, and the addition of travel lanes in the most heavily traveled segments.





West Florissant interchange over I-270

In 2018, MoDOT announced funding from James S. McDonnell Blvd. to Bellefontaine Rd., a project MoDOT Director Patrick McKenna called the department's largest in the last decade. The accelerated design-build project schedule will allow freight volumes to travel through and to our region more safely. Consolidating this work into one construction project with an accelerated design-build schedule results in fewer delays and greater reliability, resulting in lower freight transportation costs and increasing global competitiveness.

Construction began in 2020, and the completion of the \$278 million I-270 North Project was celebrated on December 12, 2023. Construction of the four-year long project from James S. McDonnell Blvd. to Rte. 367 (Bellefontaine Rd.) contained nine miles of improvements that included the following:

- Reconstructed interchanges at North Lindbergh (Rte. 67), Hanley/Graham, New Florissant (Rte. N), Washington/Elizabeth, West Florissant, New Halls Ferry, Old Halls Ferry, and Lewis and Clark (Rte. 367)
- Additional driving lane in both directions on I-270 from North Lindbergh (Rte. 67) to Lewis and Clark (Rte. 367)
- Improved accessibility for bicyclists and pedestrians with a multi-use path from Lindbergh

(Rte. 67) to Breezy Point along Dunn, and from Hanley/Graham to Old Halls Ferry along Pershall

- Improved safety with an updated outer road system that includes removal of all cross over slip ramps
- Signal updates and replacements
- New and replaced bridges

I-270 from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) is \$42 million. For more information about the I-270 North Project, please visit [www.i270north.org](http://www.i270north.org).



### PROJECT DESCRIPTION (B)

#### Mississippi River Chain of Rocks Bridge Replacement (MO-IL):

This \$496 million project includes replacement of the existing structure, constructed in 1966, over the Mississippi River, reconstruction of the Riverview interchange, and capacity expansion from four lanes to six lanes with shoulders. Maintenance costs for the Chain of Rocks Bridge have continued to rise due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. The bridge has also experienced a significant increase in traffic— from 19,800 vehicles per day in 1975 to nearly 45,000 vehicles per day presently. Approximately 20% of these vehicles today are trucks. At four lanes wide,





the current bridge creates a severe freight bottleneck and is not equipped to handle the large freight flow increases forecasted for the region.

Construction began in early 2023. The mainline approaches and new bridge will accommodate six lanes with 10-foot shoulder, and the project also will accommodate 6 lanes between the Mississippi River bridge and the Chain of Rocks Canal. The new bridge will consist of dual structures. The first bridge will be built immediately south of the existing bridge. IDOT is committed to doing its best to keep two lanes of traffic open in each direction on I-270. IDOT is the lead agency with MoDOT sharing in the bridge replacement and engineering costs.

Riverview Dr. and I-270 interchange modifications are expected to impact traffic. Motorists will need to expect ramp closures at the Riverview interchange during construction with signed detours provided. Given the close proximity of Riverview to the Chain of Rocks Bridge, access to and from I-270 will be restricted throughout the approximately four-year-long construction program.

## PROJECT DESCRIPTION (C)

**I-270 Improvements from the Chain of Rocks Canal to I-55/70 and intersection reconstruction at IL Rte. 111 and Chain of Rocks Rd. in Pontoon Beach (IL):** IDOT's FY2024 – 2029 Highway Improvement Program includes the following funding:

- **FUNDED** Chain of Rocks Canal in Granite City to .1 mile E. of St. Thomas Rd. – interchange reconstruction and add lanes (IDOT): \$68.9M
- **FUNDED** IL Rte. 3 in Granite City and St. Thomas Rd. – bridge replacement (IDOT): \$33M
- **PARTIALLY FUNDED** St. Thomas Rd. to IL 111 (IDOT): approximate cost construction \$325M; **FUNDED** \$3M for engineering
- **FUNDED** 2 mile E. of IL 111 in Pontoon Beach to .5 mile E. of I-55/70 – bridge repair and ramp replacement (IDOT): \$86.7M
- **FUNDED** IL 111 at CORS Rd. in Pontoon Beach intersection reconstruction (IDOT): \$20.5M

The I-270 interchange reconstruction at IL Rte. 111 provides direct access to some of the region's largest and fastest growing logistics parks that includes the rail served Gateway Commerce Center and Lakeview Commerce Center, as well as Gateway Tradeport. IDOT is preparing plans for a near future letting. It is anticipated that the construction project will include a full closure of IL Rte 111 starting in the spring of a future fiscal year, with project completion anticipated later that same year. Local stakeholders will be kept aware of schedule updates and milestones as they become available. It's important to note the Freight Development Committee helped generate letters of support from manufacturing and logistics companies from both Missouri and Illinois. This example of regional collaboration was further enhanced by MoDOT submitting a letter of support for this project. ■



*Chain of Rocks Canal bridge replacement*





# I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)

**Partially Programmed for Construction**

**LOCATION**

St. Charles County, St. Louis County, and City of St. Louis

**ESTIMATED COST**

\$1.032 billion  
(Partially Funded)

**OWNER**

Missouri Department of Transportation (MoDOT)

**CONTACT:**

Tom Blair  
MoDOT District Engineer  
(314) 453-1800



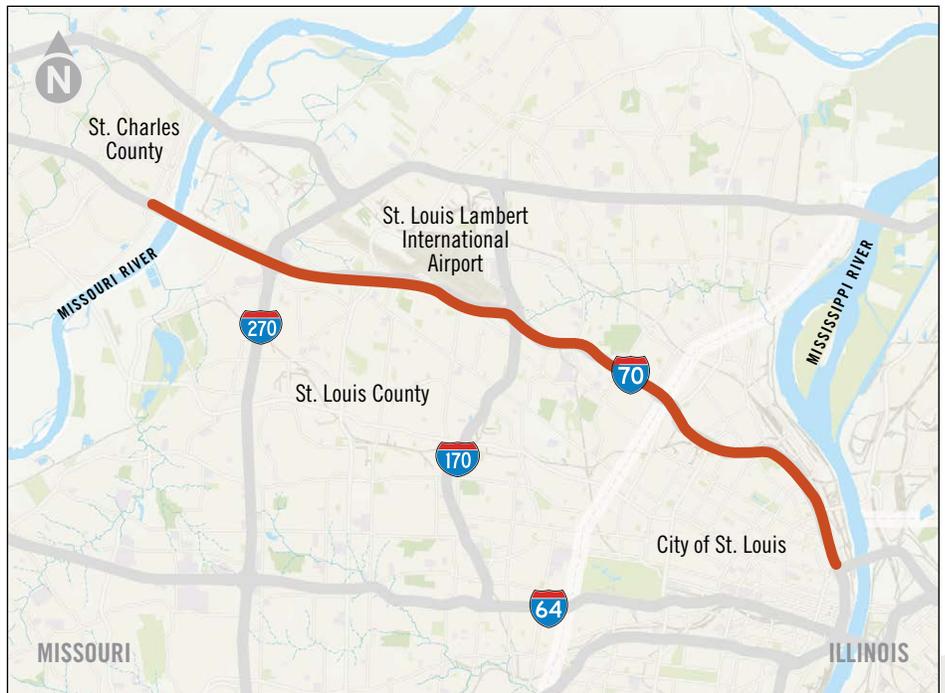
**PROJECT FUNDING**

Approximately \$612 million in funding has been identified for priority project areas. However, several priority projects remain unfunded.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** The I-70 corridor is a transcontinental highway stretching from Pennsylvania to Utah. In the St. Louis region, I-70 is an important link for freight due to the proximity of major corporations, industrial areas, hospitals, universities, and St. Louis Lambert International Airport. A majority of the 47-mile corridor through the St. Louis region also experiences moderate to heavy congestion during peak hours. This project is included in the I-70 from Sioux Falls, South Dakota, to St. Louis, Missouri, High-Volume Domestic Agriculture Highway corridor, one of 17 corridors recognized nationally by the U.S. Department of Agriculture. This corridor that includes the I-70 Improvements from Wentzville to the Stan Musial Veterans Memorial Bridge is one of the most important highways for investment to support the U.S. agriculture industry moving the largest volumes of agriculture freight.





I-70 at I-61

The I-70/I-64 interchange and curve at the Norfolk Southern Railroad bridge in St. Charles County was identified as one of the greatest freight bottlenecks in the St. Louis region in the East-West Gateway Regional Congestion Report (2016). Additionally, the 20-mile section west of the I-64 interchange, the segment from Wentzville to Warrenton, experienced an estimated user delay cost of \$12.7 million in 2016. On a per-mile basis, this cost is more than three times greater than the user delay cost for the remainder of rural I-70 combined (more than 170 miles).

**PROJECT IMPACT** The project will enhance east-west freight mobility by providing more capacity where it is needed most, reducing congestion and associated vehicle crashes. Several of the region’s highest activity industrial parks are located along this stretch of I-70, including a 1.1 million square foot General Motors 3PL Facility in the Wentzville Logistics Center. The Freightway’s most recent Non-Interstate Truck Corridor Study identifies several intersecting arterial corridors that rely on truck access to I-70 to serve six industrial zones and eight large industrial real estate sites. Overall,

improvement recommendations from the Envision I-70 planning study provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Based on this study, the project would address specific safety and congestion issues including interchange, bridge, geometric curve, and parallel road improvements.



### PROJECT DESCRIPTION

**Improvements from Wentzville to Stan Musial Veterans Memorial Bridge.** A Planning and Environmental Linkages study, Envision I-70, was completed for the I-70 corridor from the I-64 interchange in Wentzville, Missouri, to the Stan Musial Veterans Memorial Bridge. The study focused on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationship between community character and transportation.



The Freight Development Committee identified the following segments as the additional highest priority projects on I-70:

- a) **FULLY FUNDED \$550 M I-70 Wentzville to Warren County.** As a part of the subsequent “Improve I-70” program to provide at least 6 lanes on I-70 across the state, the easternmost section (project #2) will be a large design-build project between Warrenton and Wentzville. With this unexpected investment in place, MoDOT made the decision to “roll in” several large St. Louis district projects that were already funded in the STIP, including the bottleneck project at Norfolk Southern Railroad Bridge and I-64 widening, as well as the partially funded 70/64/40/61 interchange. In summary, several project elements are included in the Design Build Project (East Segment) to Improve I-70 Warrenton to Wentzville, with a total cost of \$550 million that is funded. Project procurement is ongoing with anticipated award in late 2024 and construction tentatively set to take place 2025-2028, and incorporates the following components:
- Widening – Provides a minimum 3 lanes in each direction of I-70 from MO-47 Warrenton interchange to the 70/64/40/61 interchange in Wentzville

**“The I-70 reconstruction and expansion between St. Louis and Kansas City is a game changer. The St. Louis region is a distribution metro, and distribution relies on trucks and those trucks rely on the smooth, safe movement of freight. Chicago is a big competitor and is fed by two major east-west interstates, I-80 and I-90. If we are going to remain relevant and competitive, we have to have good connections on I-70. It is our major east-west corridor. That project is crucial to the region and will be a big part of our future successes.”**

—David Branding  
Managing Director

St. Louis office of Jones Lang LaSalle (JLL)

- I-70 Wentzville Parkway to Rte. Z – Interstate widening, curve improvements and railroad bridge replacement
- I-70/I-64/U.S. 40/61 Interchange – Interchange redesign to improve functionality and capacity
- I-64 Widening – Capacity improvements with an additional I-64 lane in each direction between Rte. K and the I-70/I-64/U.S. 40/61 Interchange



*I-70 under Norfolk Southern Railroad bridge in St Charles Co.*



Close proximity to I-70 was a contributing factor for American Food Group's \$800 million beef processing facility that started construction Fall of 2023 in Foristell, Missouri (Warren County). Scott Willert, CTP, of America's Service Line, LLC/America's Logistics, indicates the company plans to employ 1,300 workers with good starting wages and compensation packages, and expects overall regional impact of the plant to be about one billion dollars. Improvements to this section of I-70 will continue to support economic projects like American Food Group while also benefiting the Interstate Commerce Center in Wentzville, one of 13 rail-served sites in the region with available land for future development.



**b) NOT FUNDED \$74M I-70 Interchange, Outer Rd. and Mainline Improvements from Bryan Rd. to Zumbahl Rd.** To address more than 260 hours of annual traffic queuing, the project will provide additional improvements from Mid Rivers Mall Drive to Bryan Rd.

**a) FUNDED \$62M I-70 Improvements from Fairgrounds Rd. to Cave Springs Rd.** The six-mile corridor, bridge improvement project is jointly funded by MoDOT and St. Charles County through a cost share agreement. This design-build project is actively under construction.

**d) NOT FUNDED \$178M I-70 Improvements from the Missouri River to North Hanley Rd.** (Tier 1 and 2\*) The project includes interchange improvements, roadway realignment, bridge replacements, and improves both interstate

and MetroLink access to St. Louis Lambert International Airport. The project is included in the Missouri High Priority Unfunded Needs List 2021 (with Tier 1\* including \$22.6 million and Tier 2\* including \$156 million) The planned \$1.8 billion investment by Boeing reinforces the need for improvements in the vicinity of St. Louis Lambert International Airport..

**e) NOT FUNDED \$168M I-70 St. Louis City Limit to Benton St. (Tier 2\*)** Interchange reconfiguration and safety enhancements

**e) New Partnership between Kansas City and the St. Louis region** highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor. Missouri Governor Mike Parson signed a budget bill June of 2023 for a \$2.8 billion program to add a third lane in each direction for nearly 200 miles of I-70 between Wentzville and the Kansas City suburb of Blue Springs. Statewide, I-70 carries 100 million tons of freight and supports 1.1 million jobs. ■

**“What I like to say as a site selector is, the 70s corridor, which includes Interstate 70 and portions of Interstates 170, 270 and 370 in the St. Louis region, is basically 70 miles of beachfront property.”**

—Doug Rasmussen  
CEO and Managing Principal  
Steadfast City Economic &  
Community Partners

\*Tier level of MoDOT's high priority unfunded transportation needs

\*\* The \$2.8B for I-70 is not counted toward our totals reported because much of the investment will be outside of the St. Louis region.





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# Interstate 55/Interstate 70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL)

**Partially Programmed for Construction**

**LOCATION**

Madison County, Illinois

**ESTIMATED COST**

\$400 million  
(Partially Funded)

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT:**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110



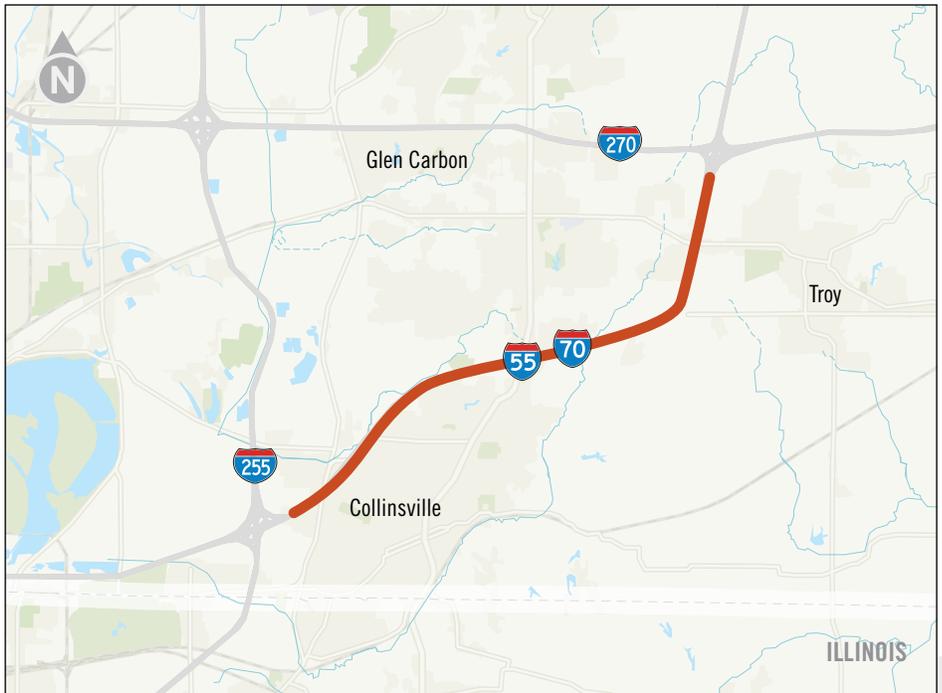
**PROJECT FUNDING**

Available funding as of early 2024 is \$12.5 million.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** The Interstate 55/Interstate 70 (I-55/I-70) corridor is located near the communities of Troy, Maryville and Collinsville in Illinois, and stretches approximately 10 miles. The proposed project would extend six lanes starting from Interstate 255 (I-255) to Interstate 270 (I-270). This location is considered a high-capacity regional crossroad that includes the convergence of I-55 and I-70 that provides connectivity to the region’s outer belt I-270/I-255. It is designated as a nationally significant freight corridor based on the moderate to heavy truck traffic, as well as the corridor connections with other major interstate freight corridors that include Interstate 44, Interstate 64, I-255 and I-270. The I-55 corridor is proximately parallel to the Mississippi and Illinois Rivers, which have been designated as a Marine Highway (M-55). This segment of I-55/70, along with the entire I-55 and I-70 alignments





*I-55/I-70 west of IL Rte.157*

throughout the bistate region is paralleled by Class I railroads and is considered a multimodal corridor.

The St. Louis Regional Freightway's most recent Non-Interstate Truck Corridor Study identified Illinois Rte. 111 between I-55 and Madison St. as a freight connector that helps provide access to the Gateway Commerce Center and Lakeview Commerce Center, and offers direct access to the Gateway Trade Port. The study also identified Illinois Rte. 143 and US Rte. 40 to/from I-70, both of which are in close proximity of the project, as intra-regional connectors.

These connectors include two segments that create a loop with direct connections between I-70 and a cluster of manufacturing and distribution industries within the City of Highland, such as Eaton and WestRock. This loop corridor provides alternatives for eastbound and westbound freight movement accessing the regional interstate system. Illinois Rte. 203, just east of this corridor, was identified as a non-interstate truck corridor that provides connections between the manufacturing and logistics industries along Illinois Rte. 3. The I-55/70 corridor will benefit freight movement to these truck corridors that provide access for freight and deliveries and/or linages.

**PROJECT DESCRIPTION** The project includes additional lanes that increase capacity by expanding a four-lane highway to a six-lane highway for approximately 10 miles from I-255 to I-270. This project is included in the Connected 2050 Long-Range Plan by the East-West Gateway Council of Governments.

**PROJECT IMPACT** The project will add capacity to a regionally significant freight corridor while also benefiting freight movement on various connectors that serve major industrial parks and manufacturing facilities in close proximity to the project area. These improvements will support continued growth in this corridor and surrounding areas while enhancing traffic flow and safety. ■



*I-55/70 at IL Rte. 157 in Collinsville*





# America's Central Port Intermodal Improvements (IL)

## Partially Programmed for Construction

### LOCATION

Granite City, Illinois

### ESTIMATED COST

\$371.2 million  
(Partially Funded)

### OWNER

America's Central Port

### CONTACT

Bill Stahlman  
Director of Engineering  
(618) 452-8450



### PROJECT FUNDING

**(C)** Construction is funded with \$1.59 million in funding assistance from the IDOT Competitive Freight Program (TIP 6894A-19). Construction is underway.

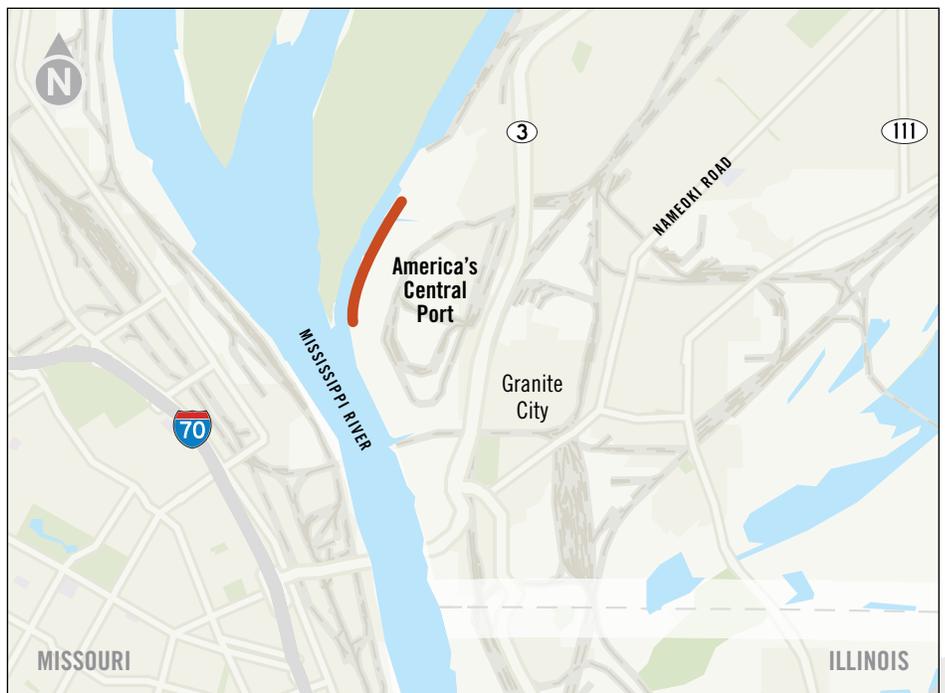
**(E)** The project is funded through a USDOT MARAD Port Infrastructure Development grant for \$4.5 million, and \$3.1 million secured for dock construction in March 2023 through IDOT's Competitive Freight Program.

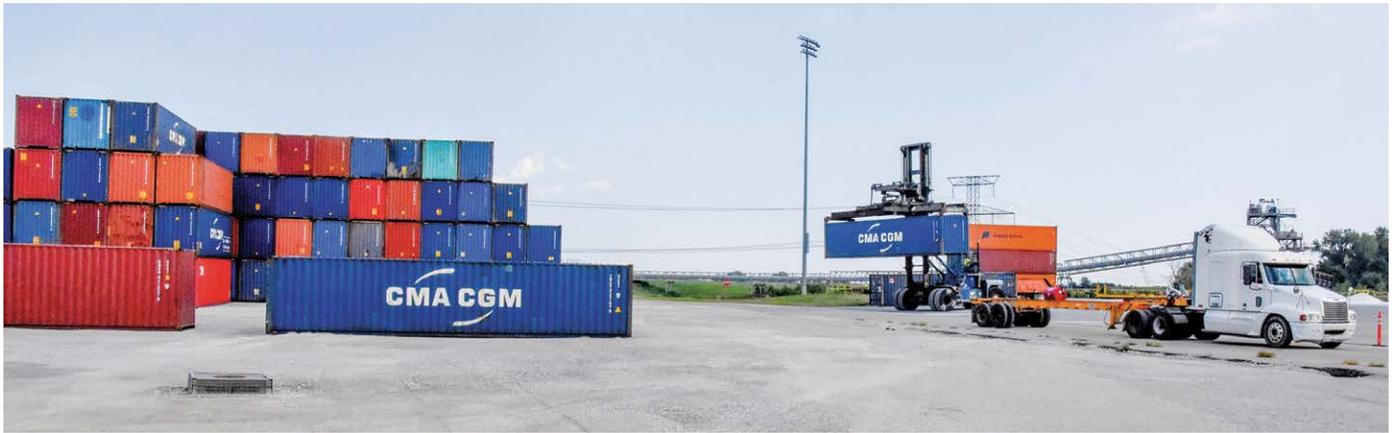
The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** America's Central Port (ACP) in Granite City, Illinois, is at the center of the multimodal freight transportation system in the United States with direct access to three major modes of transportation: river, rail, and road. The Port offers more than 2 million square feet of rail-served warehouse space located in secured industrial park settings within Foreign Trade Zone 31.

**PROJECT IMPACT** The Port opened the new Madison Harbor in 2016. The new harbor offers the northern-most lock-free and ice-free access to the Gulf of Mexico on the Mississippi River. It also offers additional opportunities for the container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.





America's Central Port multimodal freight transportation center

These improvements support recent alliances with the Port of New Orleans and the Port of Plaquemines, both located in Louisiana along the Gulf of Mexico, to promote international and inland trade routes along the Mississippi River. ACP is part of America's Agriculture Coast or the "Ag Coast of America" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity for agricultural products anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2021, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.



### COMPLETED PROJECT DESCRIPTION (A)

**Granite City Harbor Lead Track Revitalization:** This project includes upgrades to the rail track that serves the Granite City Harbor and its four main terminals, including U.S. Steel, with track capable of handling 286,000-pound rail cars delivered by unit trains. The track will be replaced with 115RE rail sections, new cross ties, and improved drainage. Approximately 9,800 feet of track, three at-grade crossings, and 14 turnouts will be upgraded. The project will allow tenants to operate more efficiently, reduce costs, and better compete in the global market. Estimated cost is approximately \$8 million. Through various means, this project has been funded and construction has been completed for many of the main portions of this track.



### PROJECT DESCRIPTION (B)

**Red Dock Rail Expansion:** This project consists of adding additional rail track to the Red Dock within the Granite City Harbor. This track would allow for additional capacity of handling 286,000-pound rail cars delivered by unit trains. A total of approximately 3,000 feet of track, five turnouts, and expansion of the track foundation grading would be constructed in this project. This will allow the Red Dock terminal to operate more efficiently, reduce costs, and better compete in the global marketplace. In addition, this expansion project opens up the Granite City Harbor for further rail infrastructure reconfiguration upgrades at other terminals. Estimated cost is approximately \$3.2 million. The project is not funded.

**"All this funding that's been coming for our port facilities has just been tremendous, and I just can't thank enough those who are now realizing the importance of ports throughout the country. The Port District, like many other ports in the region and throughout the country, are economic development generators. We are here for the purpose of creating jobs, and we do that through a lot of investment in our property that tries to attract companies."**

—Dennis Wilmsmeyer  
Executive Director  
America's Central Port





### FUNDED PROJECT DESCRIPTION (C)

**New Port Entrance at Illinois Rte. 3:** This project includes construction of a new right-in, right-out entrance to the Port industrial park and other associated roadway upgrades. The connection will provide for the safe movement and flow of traffic between Rte. 3 and the interior routes of E St. and 1st St. Approximately 3,900 feet of new concrete roadway will realign traveling vehicles along 1st Street away from the warehouse loading docks to enhance access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is approximately \$2.0 million. Construction is funded with \$1.59 million in funding assistance from the IDOT Competitive Freight Program. Construction is underway.



### PROJECT DESCRIPTION (D)

**Rail Center (Phase I):** This project will create a collective rail center for the movement and repositioning of intermodal containers. The region is perfectly positioned to

take advantage of rail movement in the country and to address the nation's supply chain issues. The construction of the rail center will allow for the effective and efficient movement of twenty- and forty-foot sea containers, with a focus on getting them to their destination more quickly. The project consists of land acquisition, grading and initial rail construction at an estimated cost of \$350 million. The project is not funded.



### FUNDED PROJECT DESCRIPTION (E)

**Granite City Harbor Improvements (former US Steel Dock):** This project will extend the existing sheet pile wall, create a new and larger working surface, allow for the movement of dry bulk products, extend the rail line and improve truck access to an area that today is limited by an obsolete rail trestle. The project is expected to significantly increase dry bulk operations and allow for the barge-to-rail or barge-to-truck transfer of certain commodities. The total project cost is \$8 million and is fully funded. ■



*America's Central Port connecting truck, railroad and barge commerce*





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT  
**Illinois Rte. 3 Access Improvements (IL)**

**Partially Programmed for Construction**

**LOCATION**

St. Clair County, Illinois

**ESTIMATED COST**

\$325.5 million  
 (Partially Funded)

**OWNER**

Illinois Department of Transportation (IDOT)  
 Village of Sauget

**CONTACT**

Kirk Brown  
 IDOT Region 5 Engineer  
 (618) 346-3110

Richard Sauget  
 Village of Sauget Mayor  
 (618) 274-2990



**PROJECT FUNDING**

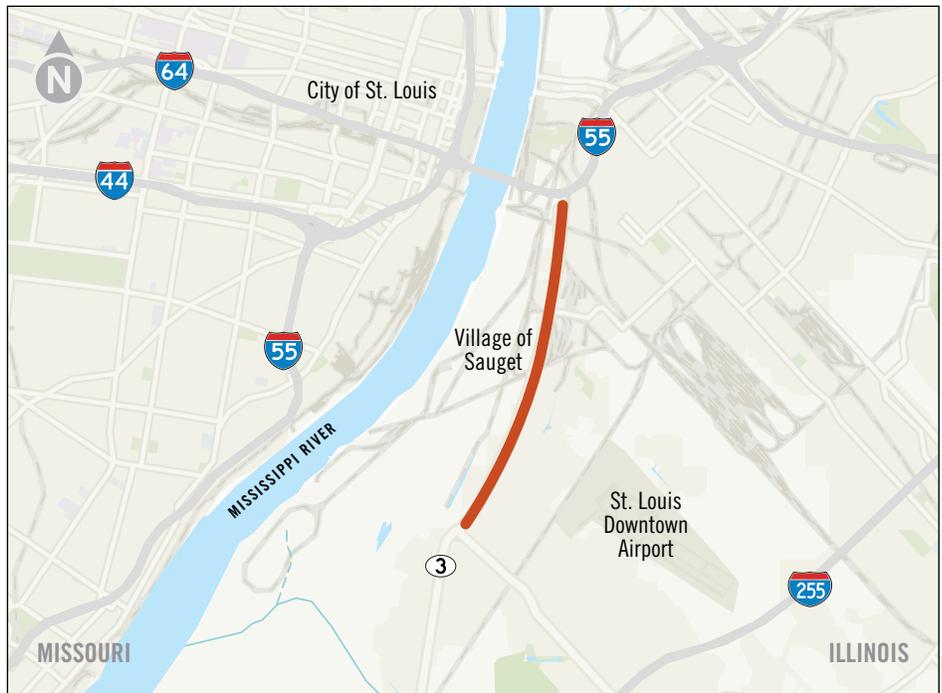
**(A)** Construction for the \$305.5 million four lanes from River Park Connector to Monsanto Ave. is funded and included in IDOT's FY 2024-2029 Proposed Highway Improvement Program.

**(B)** \$771,690 was secured in March 2023 through IDOT's Competitive Freight Program for engineering work.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** Illinois Rte. 3 is the backbone of a nearly 60-mile long, five-mile wide economic corridor in Southwestern Illinois. The corridor provides access through the industrial heart of the region including Wood River, Granite City, East St. Louis, Sauget, and Dupo. The corridor is responsible for 215,000 jobs and a \$9.2 billion annual payroll. A significant portion of the region's freight generators and users are located in the area, including America's Central Port, Union Pacific Dupo Intermodal Yard, American Milling, and business parks such as Gateway Commerce Center, Lakeview Commerce Center and Gateway TradePort. A 2.2-mile segment of the corridor from approximately Monsanto Ave. to Rte. 157 was identified as a freight bottleneck in the 2018 IDOT Competitive Freight Program.



**PROJECT IMPACT** The state has made significant investments in recent years in this important north-south transportation link, but Illinois Rte. 3 is still in need of improvements. Completion of the improvements will:

- Support long-term, high-paying job growth in manufacturing and transportation sectors
- Improve access to the I-70 Stan Musial Veterans Memorial Bridge, Sauget Industrial Park, and St. Louis Downtown Airport
- Accelerate the redevelopment of brownfield sites and underutilized properties along the corridor

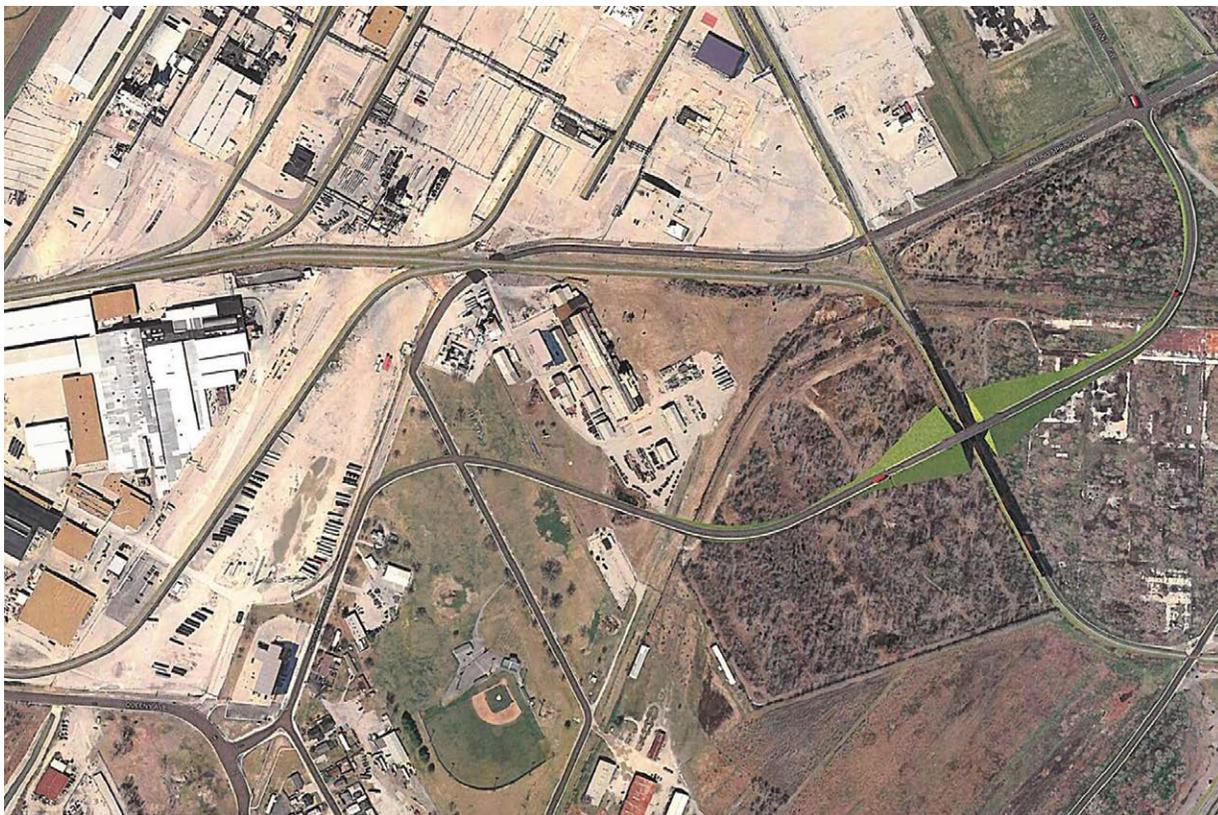
The importance of the Illinois Rte. 3 corridor as a key non-interstate Freight Connector is described in the Freightway’s most recent Non-Interstate Truck Corridor Study. This corridor is also part of America’s Agriculture Coast or “Ag Coast of America” that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity anywhere along the river. The St. Louis region’s port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2021, the most recent year for which

data is available. The St. Louis region’s port system plays a critical role in the nation’s global supply chain.



**FUNDED PROJECT DESCRIPTION (A)**

**Illinois Rte. 3 Relocation:** This project includes new construction of a four-lane corridor of Illinois Rte. 3 from River Park Connector in East St. Louis, Illinois, south to Monsanto Ave. in Sauget, Illinois. The scope includes grading, paving, new bridges, drainage retaining walls and new signage. The majority of the north section between River Park Dr. and Trendley Ave. would be on structure due to existing railroads. The south section between Trendley Ave. and Monsanto Ave. requires grade separation structures over railroads. The proposed additional lanes and grade-separated structures will decrease congestion, improve safety, address clearance issues, and better accommodate truck and freight movements. Construction for the \$305.5 million four lanes from River Park Connector to Monsanto Ave. is funded and included in IDOT’s FY 2024-2029 Proposed Highway Improvement Program.



*IL Rte. 3 Railroad Bypass along Falling Springs Rd. provided by Weis Design Group*





## PROJECT DESCRIPTION (B)

### Illinois Rte. 3 Railroad Bypass along Falling Springs Rd.:

This project includes a new structure on Falling Springs Rd. over the intersection of Alton & Southern Railroad (A&S RR) and the Terminal Railroad Association of St. Louis (TRRA) railroads on the eastern edge of the Village of Sauget. The new structure will provide a diversion of roadway traffic or a “loop” that commuters can use to avoid the gridlock created on Illinois Rte. 3 with rail traffic.

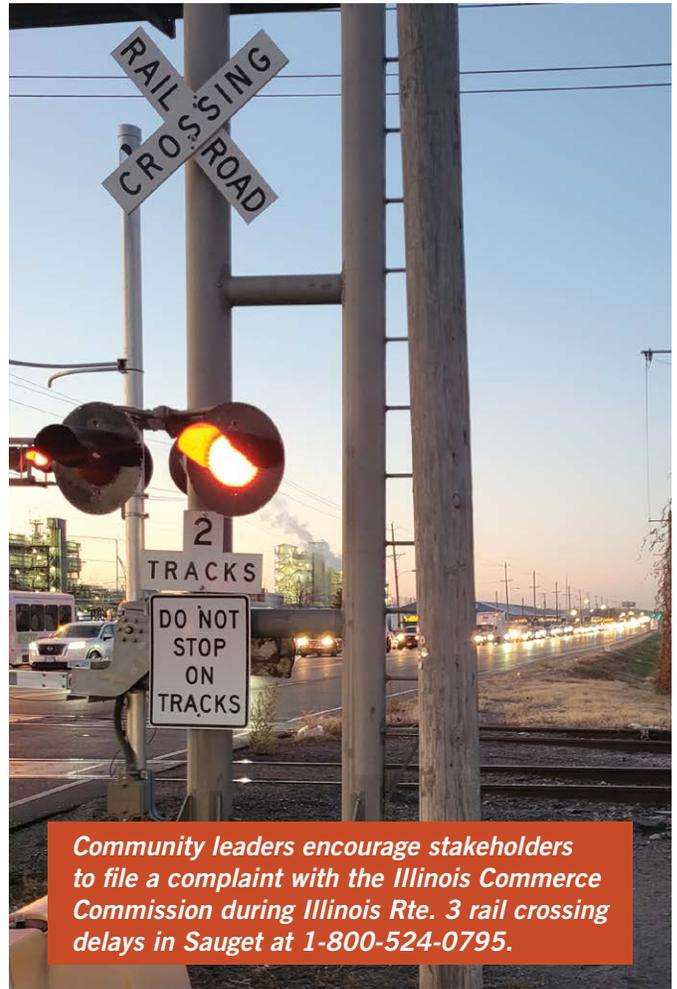
This location supports the intermodal connectivity along the Mississippi River that provides services to six Class I Railroads and the nearby rail-barge offload facilities, but is often cited as congested where truck and train traffic work against each other due to outdated transportation infrastructure.

Without these improvements, this location will continue to experience 20 to 30 minute traffic delays for each unit train resulting in significant through-traffic delays each day in a business where time is money. Based on Illinois Rte. 3 traffic volumes, this equates to more than 55,000 hours of through-traffic delays each year. Calculating the cost of delay, this grade separation project would also provide a cost savings of \$1.5M per year for the passenger and commercial vehicle drivers traveling along this section of Illinois Rte. 3. It is also anticipated that nearby rail-barge offload facilities will increase the number of units in the immediate future.

Delays are only predicted to increase with the frequency of longer trains related to precision scheduled railroading (PSR). The community is taking an active role with

**“When I think of the St. Louis region, and I think of logistical advantage, I can come up with very few areas that can offer the same width and depth of modal systems as the Illinois Rte. 3 corridor.”**

—Rick Ortyl  
Vice President  
Metro East Industries



*Community leaders encourage stakeholders to file a complaint with the Illinois Commerce Commission during Illinois Rte. 3 rail crossing delays in Sauget at 1-800-524-0795.*

support of this project and encourages stakeholders to file complaints with the Illinois Commerce Commission during Illinois Rte. 3 rail crossing delays. A privately owned billboard with dynamic messages includes the ICC’s contact information to report significant delays.

The Village of Sauget has contributed more than \$500,000 in engineering costs, in addition to road improvement projects that are ongoing at Illinois Rte. 3/Queeney Ave., Queeney Ave./Falling Springs Rd. and Illinois Rte. 3/Monsanto Ave. These three projects are all important to the Diversion Loop.

Total project is \$20M. The IDOT’s March 2023 Competitive Freight Program included \$771,690, in 2015 the Illinois Commerce Commission committed \$9.2M, and IDOT committed \$1.1M in 2018. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# St. Louis Multimodal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL)

**Partially Programmed for Construction**

**LOCATION**

Madison and St. Clair Counties areas that are economically distressed and federally designated as Opportunity Zones.

**ESTIMATED COST**

\$98 million  
(Partially Funded)

**OWNER**

Terminal Railroad Association of St. Louis (TRRA)

**CONTACT**

Eric Fields  
Chief Engineer  
Terminal Railroad Association of St. Louis  
(618) 451-8428



**PROJECT FUNDING**

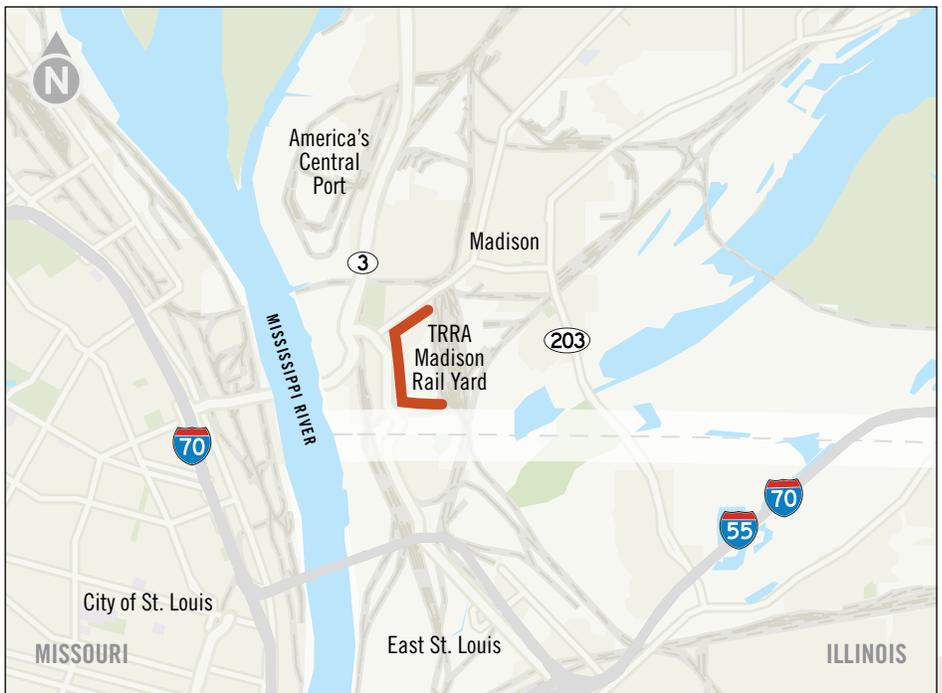
(A) TRRA has applied to the Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) for a grant to cover 80% of the project cost and the remaining 20% will be covered by TRRA.

(B) Received almost \$15.2 million in March 2023 through IDOT's Competitive Freight Program for engineering, wetland mitigation efforts and construction.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** St. Louis is an important node in the national freight and passenger rail system due to its central location and multimodal transportation facilities: highway, waterway/port, railway, air cargo, and pipeline. TRRA plays a vital role in the national freight and passenger rail system. Formed in 1889, TRRA was created to interchange rail traffic to national carriers while providing service to 80 local industries and ports in the Metropolitan St. Louis area. TRRA also owns and maintains the Merchants Bridge and MacArthur Bridge over the Mississippi River. TRRA is unique in that it connects with all Class I railroads, the inland ports of St. Louis, and multiple trucking terminals. This allows multiple networks to connect at one centralized location for distribution. These connections provide critical capacity and redundancy for supply chain growth and storage. Network disruptions such as floods, hurricanes, tornadoes,

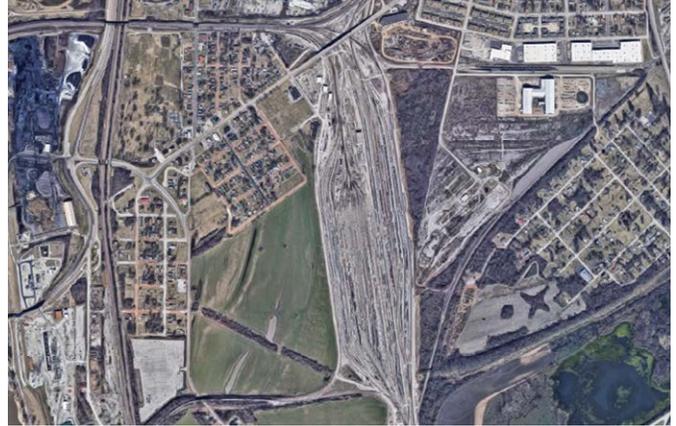


or system shocks due to worldwide events such as crop failure or war cause substantial disruption to the supply chain and affect all modes of distribution. Additional capacity in St. Louis will absorb some of these system shocks to the network.

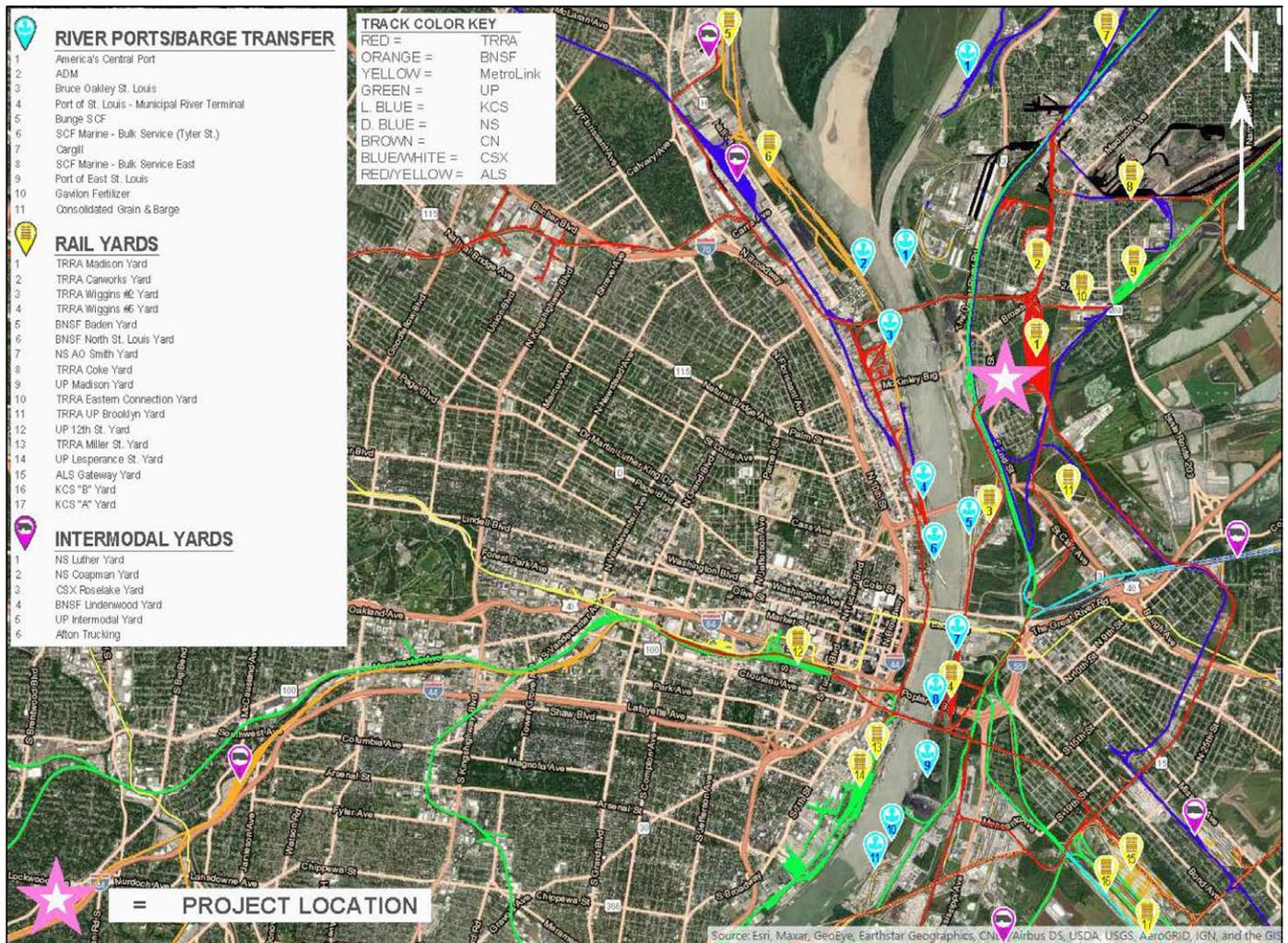
TRRA operates a classification yard (Madison Yard) in Madison County, Illinois, located 5 miles east of downtown St. Louis, Missouri. TRRA's Madison Yard inbounds approximately six Class 1 railroads daily and currently holds 2,500 railcars and departs an additional 1,000 railcars, including BNSF, CN, CSX, NS, UP, and KCS. The yard currently holds 2,500 railcars (average railcar is 65 feet) at maximum capacity.

Increased national and global supply chain demand and workforce issues along with increased demand on North America's freight rail network have caused

constraints and delays. The national freight network has seen increased traffic and larger train sizes. Today, freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as TRRA Madison Yard were built to handle trains 2,000 to



Madison yard aerial



Aerial showing the facilities for river ports, rail yards and intermodal yards in the bi-state region



3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's train lengths takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines, blocking road crossings and other trains traversing the network.

TRRA needs to increase capacity and efficiency at the Madison Yard to reduce congestion and delays in this key midwestern freight hub. The project will serve inland port, railroad and trucking freight terminals throughout the bi-state region and provide critical capacity to the supply chain by leveraging transportation assets in highway, river, and rail.



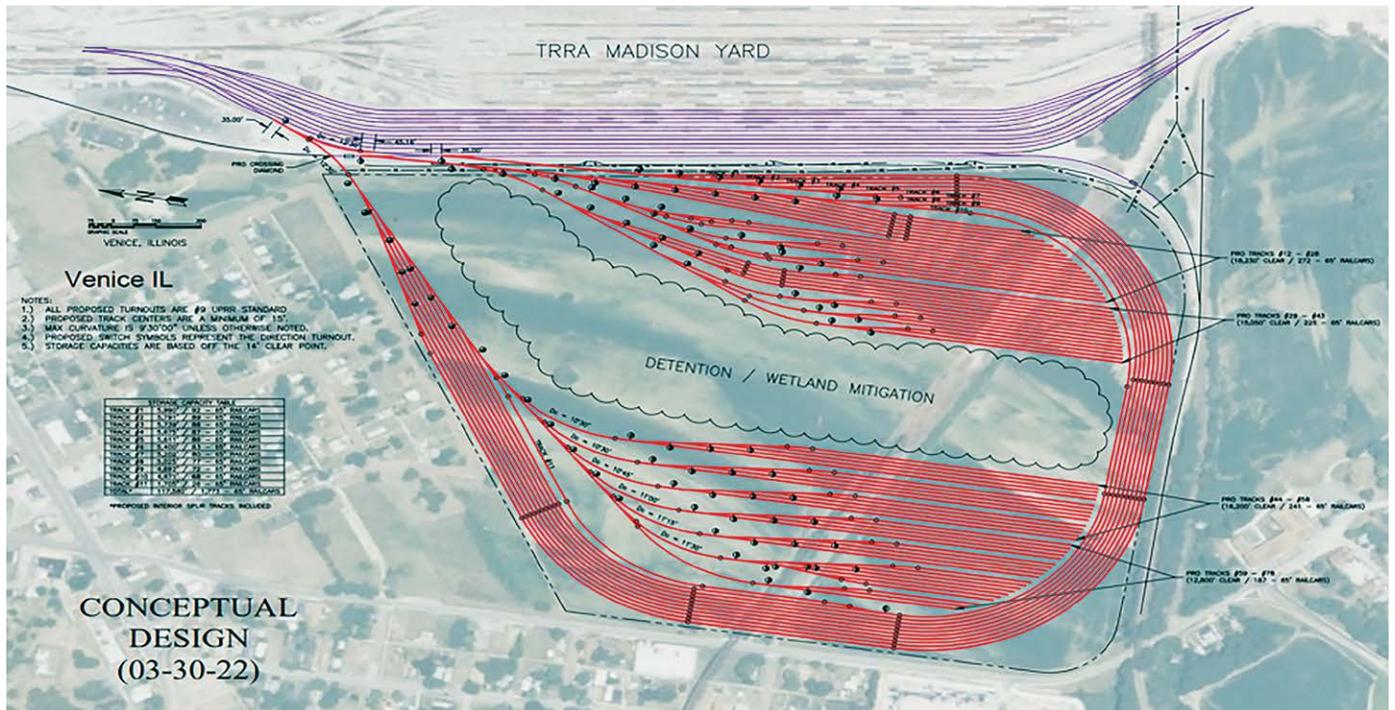
### PROJECT DESCRIPTION (A)

**Freight Yard Expansion in Madison County:** The St. Louis Multimodal Freight Yard Expansion at Madison Yard is a project focused on expanding railcar capacity by approximately 1,500 cars at TRRA's Madison Yard in Venice, Illinois, which is near St. Louis, Missouri. TRRA owns a 100-acre site adjacent to the classification yard, which

is an ideal site to expand the classification yard to handle the larger trains and increased rail traffic. The proposed development would increase the current capacity of 2,500 railcars by adding an additional 1,500 to hold a total of 4,000 cars. This type of capacity improvement would allow TRRA to relieve the congested mainlines and efficiently process the increased demand of railcars on the network.

As part of the usage of the new project, a large storage in transit (SIT) use would be made available in St. Louis. SIT yards allow for "ready to roll" storage for bulk and specialized commodities, i.e., a "warehouse on wheels" ready to quickly get to market and reduce risks of just-in-time inventory management practices to major manufacturers. Due to the nature of the TRRA as a joint facility, this storage would be available for all Class I railroads and industry producers to flex with demand and not limited to any one railroad.

**PROJECT IMPACT** This project benefits not only the Terminal Railroad Association of St. Louis, but also the entire national freight network, as it adds capacity at a strategic freight node with connectivity to all Class I national rail carriers, inland ports of St Louis, and truck



Comprehensive map of TRRA's Madison Yard connections





terminals. It will also positively affect travel times for Amtrak by reducing delays from blocked main lines due to yarding today's larger freight trains. Specifically, the project will allow increased efficiencies for the Mississippi River freight network for river-to-rail connections by being able to stage trains off the mainlines; allow for more Storage-in-Transit opportunities, and alleviate freight rail congestion in St. Louis and other midwestern markets.

Investment in the project will contribute to the growing regional multimodal logistics sector and support the critical redundancy TRRA's Madison Yard provides in the regional and national rail network. Such investment in the national freight infrastructure is critical for future economic growth and will help to ensure the regional rail network can accommodate growing demand. The project is consistent with the strategic goals and objectives of USDOT's National Freight Strategic plan.

The project also will contribute to long-term high-speed rail corridor planning and development by relieving main-line congestion waiting for yard trains. More efficient passenger rail routes will promote use of passenger rail and will relieve congestion on roadways and reduce emissions.

The project cost is estimated at \$69.3 million. TRRA has applied to the Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) for a grant to cover 80% of the project cost and the remaining 20% will be covered by TRRA.

## **PROJECT DESCRIPTION (B)**

### **Illinois Transfer 3rd Main Railroad Track between the TRRA Madison Yard and Willows Interlocking in East St. Louis:**

The project location is between Venice and East St. Louis in St. Clair County. It will address freight bottlenecks downstream to the new double track Merchants Bridge by addressing yard congestion due to today's longer trains. Today's freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as the TRRA Madison Yard were built to handle trains 2,000 to 3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's trains takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines blocking road crossings and other trains traversing the network.

This project will deliver fewer blocked grade crossings for shorter periods of time, less wasted locomotive emissions due to idle trains in an Environmental Protection Agency non-attainment area, higher utilization of the region's Mississippi River intermodal ports, and will create more jobs due to the ability to more efficiently process freight in the St. Louis region. At-grade rail crossings benefiting from this project with less stopped trains will include St. Clair Ave., Illinois Rte. 15 (Missouri Ave.), Martin Luther King Dr. and Illinois Rte. 3.

Estimated project cost is \$28.7 million and \$15.3 million is funded through IDOT's Competitive Freight Program. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

## I-255/Davis Street Ferry Rd. Interchange (IL)

**Partially Programmed for Construction**

**LOCATION**

Dupo, Illinois

**ESTIMATED COST**

\$61.3 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110



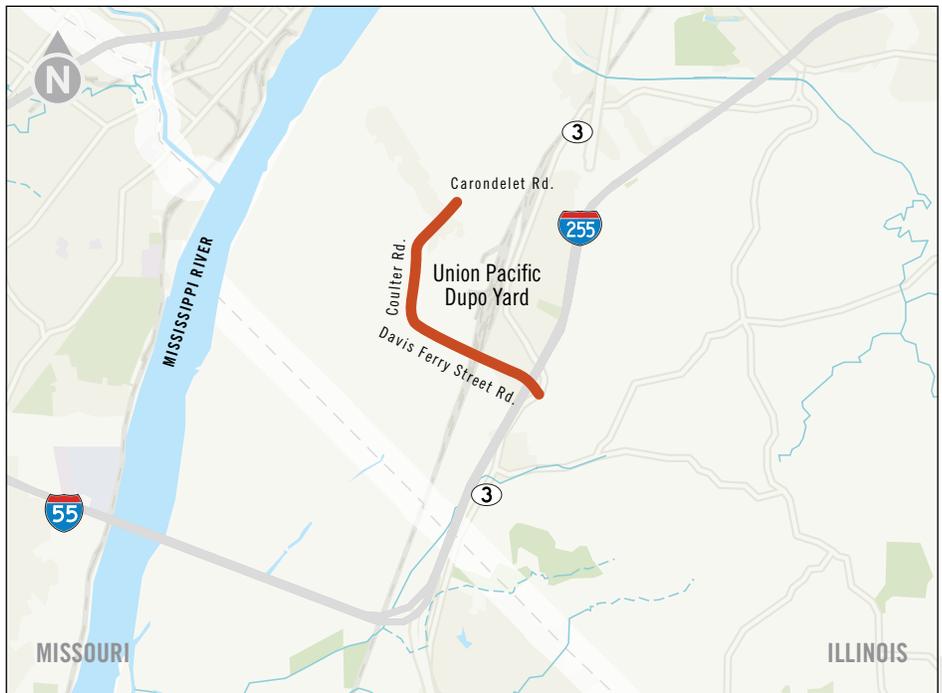
**PROJECT FUNDING**

\$42 million in funding toward the project is included in IDOT's FY 2024-2029 Proposed Highway Improvement Program.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** The new I-255/Davis Street Ferry Rd. interchange would replace the existing interchange at Exit 9 (Old Illinois Rte. 3/Main St.) with improved roadway geometry. A combination of the Union Pacific Railroad intermodal terminal in Dupo, the Columbia Quarry, and new and expanding truck facilities have added to the volume of heavy truck traffic traveling through Dupo. The new interchange will serve existing Dupo traffic, as well as new traffic from industrial and commercial developments that are planned or underway. The existing interchange at Exit 9 was not configured optimally to handle the projected increase in truck traffic, and village officials and emergency responders are aware of safety concerns at the existing ramp/intersections related to Exit 9 in Dupo.



“A project I think that could give the region the same strategic advantage [as KC or Indianapolis] is the expansion of the Union Pacific Intermodal Yard in Dupo, Illinois. It could put us on par with our rival cities by giving us cost competitive connectivity to the major West Coast ports.”

—David Branding  
Managing Director

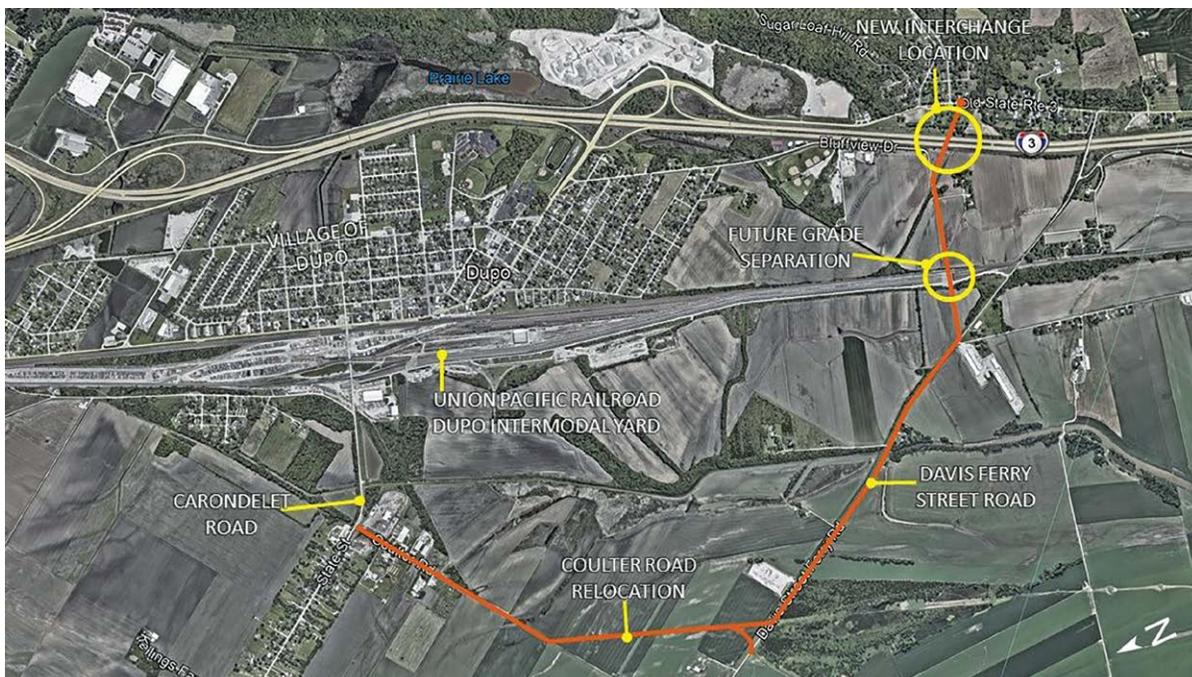
St. Louis office of Jones Lang LaSalle (JLL)

**PROJECT IMPACT** By improving access from I-255 to Davis Street Ferry Rd., truck traffic will be re-routed to improve safety, capacity, and traffic operations in Dupo. From an economic perspective, this project is a unique situation in the St. Louis region that will provide a competitive advantage to value-added rail freight movement and business development opportunities. The development is conservatively comprised of approximately 1,000 to 2,000 acres in the first several phases of the business park development with extensive adjacent acreage for additional future expansion. The surrounding development is estimated to bring thousands of jobs to the area as the project progresses. The interchange project would be a key benefit for the Dupo Intermodal Yard in order to expand operation and

remain competitive, as well as support development near the proposed interchange.

### PARTIALLY FUNDED PROJECT

**DESCRIPTION** The proposed I-255/Davis Street Ferry Rd. interchange project will be a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Rd. Future improvements to Davis Street Ferry Rd. will allow for a grade-separated structure crossing five rail tracks at the southern end of the intermodal yard. Relocating Coulter Rd. will provide a better connection between Davis Street Ferry Rd. and Carondelet Rd. The project will improve access and enable more cost-effective traffic into the intermodal facility, thus enhancing the ability to attract business development and further the potential for the creation of thousands of new jobs. Union Pacific Railroad’s intermodal yard, one of the region’s largest intermodal assets, has potential for growth due to proximity to undeveloped land and the projected increase in freight volumes from gulf and coastal ports destined for the Midwest. The Davis Street Ferry Rd. relocation, future railroad grade separation, and Colter Rd. relocation improvement are not included with the \$42 million in funding IDOT has committed toward the interchange project. ■



Dupo, Illinois, aerial highlighting intersection and future overpass





## Mississippi River Port Development Projects (MO)

### Partially Programmed for Construction

#### LOCATION

Jefferson County, City of St. Louis, St. Louis County

#### ESTIMATED COST

\$59 million-plus  
(Partially Funded)

#### OWNER

Jefferson County P. A.  
St. Louis County P. A.  
City of St. Louis P. A.

#### CONTACT

Jim McNichols, Executive Director, Jefferson County P. A.  
(636) 232-0472

Susan Taylor, Director Port Authority, St. Louis Development Corporation.  
(314) 657-3740

St. Louis County P. A.  
(314) 615-7668



#### PROJECT FUNDING

**(A)** In 2022, the Jefferson County Port Authority received \$25 million from the State of Missouri to support the development of a Container On-Vessel port.

**(B)** Upgrades at the St. Louis City Municipal River Terminal are supported by a \$7.2 million U.S. DOT BUILD grant awarded in 2020 and \$1.8 million in funding from SCF/Ingram Marine.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a high priority for the region.



**PROJECT NEED** Inland waterborne transportation is a key component of regional goods movement as the St. Louis region is centrally located on the Mississippi and Missouri rivers. The region is ideally suited as a year-round, central node for consolidating agricultural and mining goods produced in the Midwest and northern Great Plains, and shipping bulk cargo on the Mississippi River.

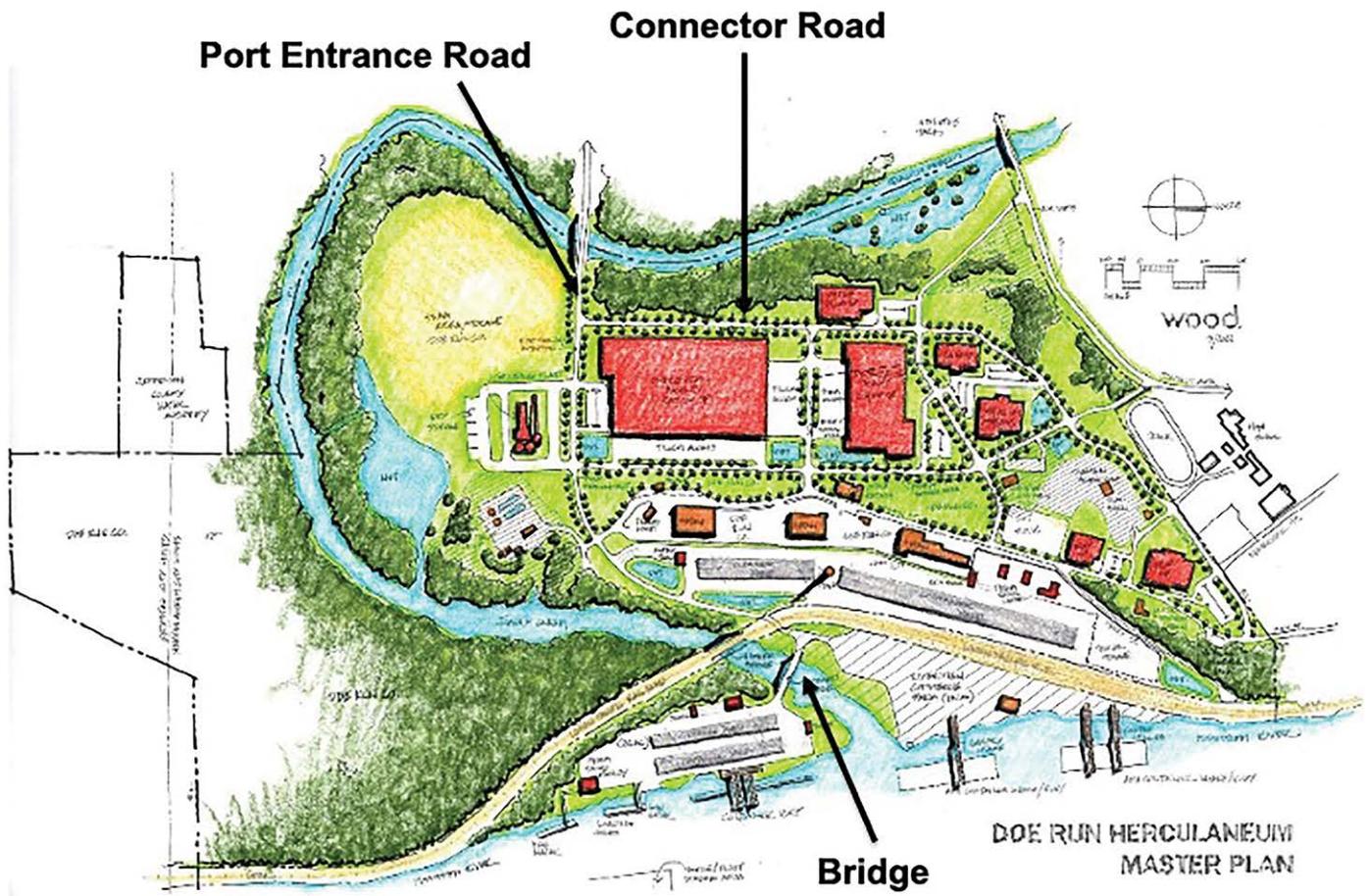
**PROJECT IMPACT** In 2015, about 35 million tons of waterborne cargo moved through the St. Louis region. Three Missouri ports located in the St. Louis region: Jefferson County Port Authority, St. Louis County Port Authority, and City of Saint Louis Port Authority are seeking to enhance waterborne freight flow.



#### PROJECT DESCRIPTION (A)

**Jefferson County Port Development projects with Access Roadway:** The first port project in Jefferson County includes a planned container-on-vessel (COV) development in Herculaneum that includes phased construction of a proposed multimodal port facility that capitalizes on the transportation of bulk commodities and containers via barge, rail, and truck. The new port will be a critical link on the new, all-water, north-south trade lane connecting the Midwest and the St. Louis region to the lower Mississippi River and on to worldwide destinations. Discussions with ports in southern Louisiana have also included feeder services throughout the bistate region and other upstream inland port facilities. Total project costs are still being determined. In 2022, the Jefferson County Port Authority received \$25 million from the State of Missouri to support development of the Container-On-Vessel port. Engineering design is underway for both a new access road to the proposed





Herculaneum concept master plan

port terminal and the Broadway Extension Road that provides additional access within the proposed development. Construction to begin for both projects is anticipated summer of 2024.

The second Jefferson County project located in Crystal City is a proposed mega-site location and is considered

a concept development project. This project is located on the Mississippi River, approximately 20 miles south of downtown St. Louis. The proposed facility is well positioned for aggregate, sand and grain shippers. This facility also has connections to the Norfolk Southern and CSX Railroad. Access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector.

**“The St. Louis region is a rail and interstate highway gateway. It’s more effective to move commodities into, out of, and through St. Louis by combinations of truck, rail, and barge than points upstream on the Mississippi and Illinois Rivers.”**

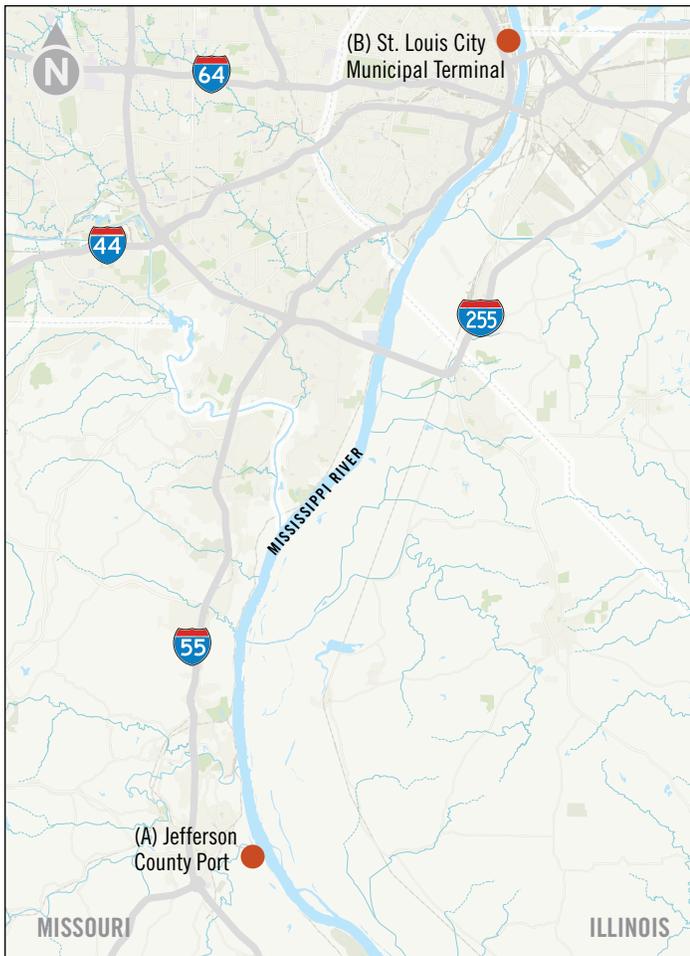
—David Jump  
President  
American Milling



### PROJECT DESCRIPTION (B)

**St. Louis City Municipal River Terminal Rail Upgrades:**  
In 2020, a U.S. DOT BUILD grant provided partial funding of the \$9 million project. Matching private dollars helped secure the grant funding. (\$7.2 million S.S. DOT BUILD; plus \$1.8 million SCF/Ingram Marine)





### PROJECT DESCRIPTION (C)

**St. Louis County Port Development North/South Sites:** This project includes the exploration of building ports in northern and southern portions of St. Louis County. County locations to assess for development have not yet been identified and are therefore not depicted on project location or aerial maps. Estimated total cost to complete the project is approximately \$25 million. ■

**“I think it’s important for people to realize that we are by far the busiest inland port. We have approximately 130 facilities in our harbor on both sides of the river. We just have so many different options.”**

—Susan Taylor  
Port Authority Director  
St. Louis Development Corporation





## St. Louis Lambert International Airport Cargo Improvements (MO)

### Partially Programmed for Construction

#### LOCATION

St. Louis County, Missouri

#### ESTIMATED COST

\$49.1 million  
(Partially Funded)

#### OWNER

St. Louis Lambert  
International Airport

#### CONTACT

Jerry Beckmann  
Airport Deputy Director  
(314) 551-5034



#### PROJECT FUNDING

**(A)** St. Louis County has tentatively programmed \$1.13 million for design in 2025, but construction is currently unfunded. Design will not commence until construction funding is secured.

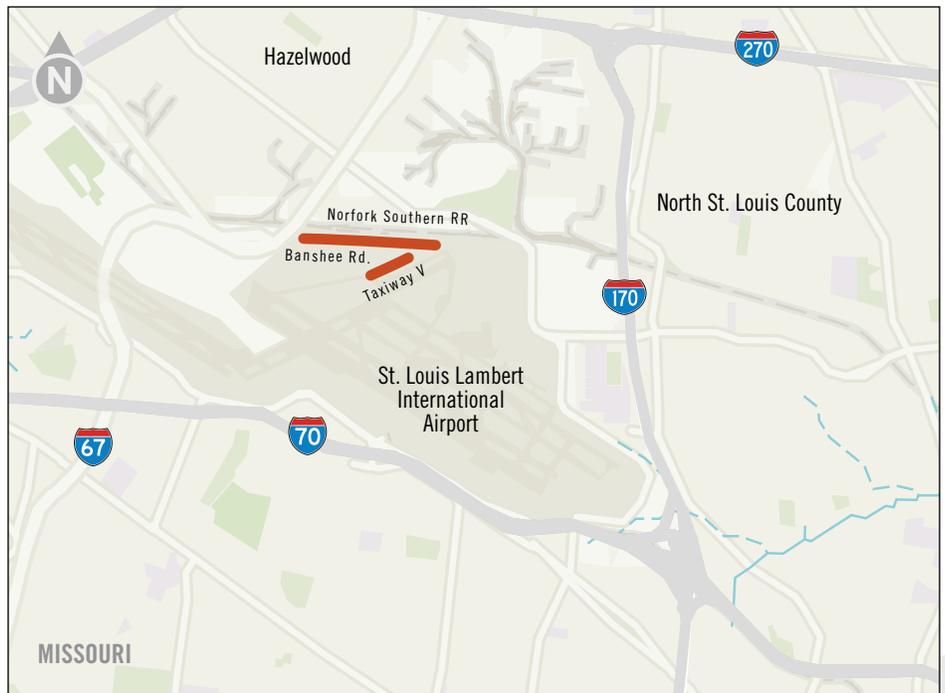
**(B)** Construction of the \$6.1 million project was completed in 2017.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** St. Louis Lambert International Airport (STL) in St. Louis County is the largest and most utilized airport in Missouri. Positioned within Foreign Trade Zone 102, it is an attractive destination for logistics businesses due to its multimodal transportation infrastructure combined with available and accessible land for business growth. Current air cargo facilities are conveniently located on both sides of the primary parallel runways and are designed to expedite the flow of freight and handle both current and next-generation air cargo aircraft.

**PROJECT IMPACT** St. Louis Lambert International Airport is moving forward with an international air cargo facility, which includes construction





*Increased air cargo unloading*

of a new terminal with ramp for freighter aircraft. The airport is also pursuing several infrastructure projects to improve service delivery for air cargo facilities including FedEx, UPS, and Forward Air. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. These efforts include opening a Livestock Export and Inspection Facility in 2020 to provide on-site service to livestock exporters. In addition to the airport, several industrial areas are located nearby, including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center.

St. Louis Lambert International Airport recorded 52 straight months of passenger growth through December 2019, serving 15.9 million passengers that year. That calendar year represented a new record in travel increases reflecting a very positive trend that was interrupted when the pandemic hit. While passenger numbers were negatively impacted in 2020 and 2021, the total number of passengers in 2022 climbed back to 13,655,517 as the world began to return to normalcy, and the rebound continued into 2023. October 2023

marked the first full month in which the total passenger count at the airport exceeded the number recorded in the same month before the COVID outbreak began in 2020.

Cargo activity in 2021 grew to 235,738,924 lbs., which represented an increase of 27.6% over the prior year and the sixth straight year of year-over-year increases in cargo tonnage. While 2022 saw a slight drop in cargo tonnage to approximately 200,000,000 lbs., that still represented a 23.5% increase over 2019.

The following projects further these goals to provide safe, efficient, and multimodal access near St. Louis Lambert International Airport and adjacent industrial areas along with potential economic benefits for the region.



### **PROJECT DESCRIPTION (A)**

**Banshee Rd. Reconstruction:** This project includes rebuilding Banshee Rd. from J.S. McDonnell Blvd. to Lindbergh Blvd., including a structure over Coldwater Creek, in order to accommodate heavy commercial truck traffic. The three-lane roadway currently has issues with drainage and roadway geometry that make it uncondusive to major freight flows. The project would support the Northern Tract air cargo center. The importance of the Banshee Rd. corridor as a key



*Improved cargo facilities*





On-site service for livestock exporters

non-interstate Emerging Connector is also described in the Freightway's most recent Non-Interstate Truck Corridor Study. Estimated cost is approximately \$11.4 million. Construction for this project is currently unfunded. There are \$1.13 million in design funds programmed in 2025, but design funds will not be expended until construction funding has been secured. With a \$1.8 billion Boeing expansion planned at St. Louis Lambert International Airport, creating 500 new jobs in the St. Louis region, the importance of this roadway project has grown.



### PROJECT DESCRIPTION (B)

**Taxiway Victor Connector to Cargo Ramp:** This project included construction of a full-strength concrete taxiway capable of supporting the largest jets. It provides common-use access to Trans States Airlines and Airport Terminal Services ramps. MoDOT partnered with St. Louis Lambert International Airport to finance the Taxiway Victor Connector project and issued a grant to fund construction. Construction of the \$6.1 million project was completed in 2017.

### PROJECT DESCRIPTION (C)

**Reconstruct Cargo Ramp with Deicing Collection:** As Taxiway Foxtrot is extended to serve the new Boeing expansion, the existing cargo ramp will need to be reconstructed. The new, improved ramp would benefit existing cargo dedicated freighters operating at the airport, such as UPS, Amazon and Fedex. The project also would add an additional deicing recovery system in an area of the airport that doesn't currently have one, creating greater efficiencies as the new terminal expansion impacts access to the existing deicing facility at airport. The estimated cost is \$31.6 million, and the project is currently unfunded. ■

**“We are fortunate to have FedEx, UPS, Amazon and DHL operating daily flights out of STL. They have all been great partners and we hope to continue growing our cargo operations.**

—Rhonda Hamm-Niebruegge  
Director

St. Louis Lambert International Airport





## Kaskaskia Regional Port District Improvements (IL)

### Partially Programmed for Construction

#### LOCATION

New Athens, Baldwin and Fayetteville, Illinois

#### ESTIMATED COST

\$45.5 million  
(Partially Funded)

#### OWNER

Kaskaskia Regional Port District (KRPD)

#### CONTACT

Ed Weilbacher  
General Manager  
(618) 282-3807



#### PROJECT FUNDING

(A) \$10 million for a second rail loop for KRPD#1 from IDOT, \$8 million from MARAD PIDP for other upgrades along with a \$2 million special appropriation from the State of Illinois.

(B) \$4,323,800 in March 2023 through IDOT's Competitive Freight Program, \$1.7 million from EDA and a \$1.3 million local match from the state of Illinois. (C) \$315,000 from the U.S. Department of Defense and \$35,000 from IDOT. In addition, MARAD Marine Highway awarded \$1.1 million for the purchase of 8 rail cars. An additional \$5 million was released from DCEO for multiple projects that include land acquisition, and other projects.

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



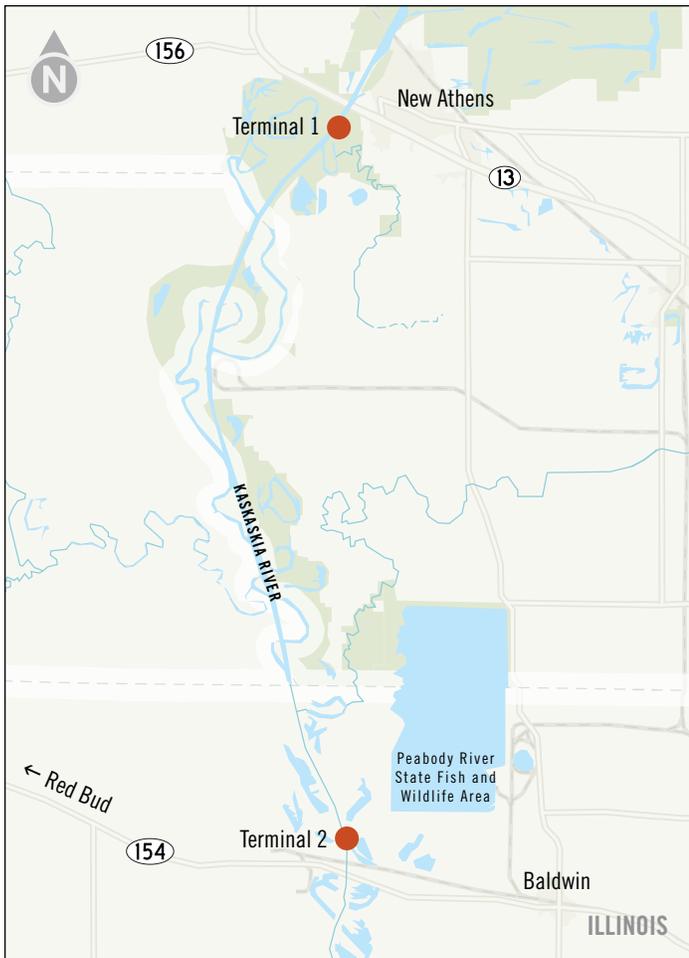
**PROJECT NEED** Kaskaskia Regional Port District (KRPD) is the fourteenth largest inland port district in the country. The Port owns several facilities and partners with operators who lease, develop, and operate within the facilities. In addition to existing terminals, the port district is developing the new Fayetteville Port, which will serve as the closest river terminal to Scott Air Force Base and provide an additional 128 acres for development. Two other ports (KRPD #1 and KRPD #2) are also slated for upgrades and expansion to handle new commodities.

**PROJECT IMPACT** The projects provide improvements to meet existing customer needs and attract new industrial opportunities. The projects would



*Kaskaskia Regional Port District Facilities*





enhance economic development opportunities on the Kaskaskia River, the fastest growing tributary in the inland waterway system. **Tonnage on the Kaskaskia River is expected to increase from 2.4 million tons in 2023 to 4.0 million tons by 2025.**



### FUNDED PROJECT DESCRIPTION (A)

**Add Second Rail Loop Track and Upgrades to Lead Rail Track and Railyard at Port Terminal #1 (New Athens):** Port Terminal #1 (River Mile 24.5) was constructed in the late 1970s to handle outbound coal. Over the years, more than 50 million tons of coal have been shipped through the facility. In the 1990s, the coal mines closed, and this outbound terminal was out of service. Since then, a new inbound conveyor was installed to supply scrubber stone to the Prairie State Power Plant. Recently, other business prospects indicated interest in shipping outbound products through the facility, which would require structural upgrades, new conveyor belts,

electrical upgrades, and other improvements.

The Kaskaskia Port District completed an \$85,000 planning study for Terminal #1 to review the outbound movement and is currently evaluating more specific outbound needs to accommodate new business prospects. Improvements include reconfiguring the loop track to accommodate two movements at the same time. A new outbound conveyor, second interior loop track, and track modification is also needed. New cargo will include gypsum and fly ash. New by-products from Prairie State Campus to the Kaskaskia River are also generating tonnage. In all, an additional 2 million in tonnage will move through the port during 2024, in addition to the current 2.4 million tons today. \$20 million in funding has been secured for this two-phase project. That funding includes \$10 million from the Illinois Department of Transportation (IDOT) for the Loop Track project, for which engineering is now underway with construction expected to be completed by early 2025. An \$8 million Maritime Administration Grant is supporting the upgrades to the Lead Rail Track and building a new Railyard, projects which also are funded through an additional \$2 million special appropriation from the State of Illinois. Engineering for that phase of the project is underway, with construction completion targeted for late 2025.



### PROJECT DESCRIPTION (B)

**Second Entrance, Third Dock and Other Improvements at Port Terminal 2 (Baldwin):** This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. The Port has completed a \$120,000 Master Plan that outlines capital improvements, including a third dock, needed to strategically expand the port. \$2.7 million has been secured from IDOT for a conveyor upgrade and expansion of the fertilizer plant at KRPD #2. Engineering got underway in 2023 with completion of the project expected Fall 2024. To accommodate expansion by





an existing tenant, KRPD is also building a new \$3.4 million concrete laydown yard at the port. KRPD has secured EDA funding of \$1.7 million to support the project, which is expected to add 24 more jobs at the site, where 240,000 additional tons of coiled steel will be processed. The non-federal match of \$1.3 million for the project has been approved by the Illinois Department of Commerce and Economic Opportunity (DCEO) and construction is expected to be underway in 2024. KRPD also received \$4.32 million from IDOT's Competitive Freight Program spring of 2023 to add a double track under the overhead crane and install a retaining wall to reduce congestion at the dock.

A MARAD Marine Highway grant was awarded to the Port to purchase 8 rail cars. The grant of \$1.1 million was one of only 12 approved nationwide.

KRPD also is planning to build a third dock and will seek a MARAD grant for \$11.25 million to pair with the \$2.75 million local match to cover the estimated \$14 million cost.

## PROJECT DESCRIPTION (C)

**Port Development at Fayetteville Terminal:** The Fayetteville Terminal (River Mile 36) is the northernmost-possible facility on the Kaskaskia River. The Fayetteville Terminal will be a major asset for the Port District, as it will increase shipping tonnage. In addition, the Fayetteville Terminal is strategically located near many businesses in the region and will benefit area industry and agribusiness. The terminal also has the opportunity to provide primary and redundant shipping options for Scott Air Force Base (SAFB). KRPD embarked on a \$350,000 feasibility study in Fall 2023 to explore construction of a jet fuel pipeline from the Fayetteville Terminal to SAFB and MidAmerica St. Louis Airport. The Office of Local Defense Community Cooperation, an agency of the U.S. Department of Defense, will cover \$315,000 of the study cost, and the Illinois Department of Transportation will pick up the remainder. ■





# North Riverfront Commerce Corridor Improvements (MO)

## Partially Programmed for Construction

**LOCATION**

St. Louis, Missouri

**ESTIMATED COST**

\$34 million  
(Partially Funded)

**OWNER**

City of St. Louis, Missouri

**CONTACT**

Rob Orr  
Deputy Executive Director  
(314) 657-3738

Tom Blair  
MoDOT District Engineer  
(314) 453-1800



**PROJECT FUNDING**

(A-1) Construction completed

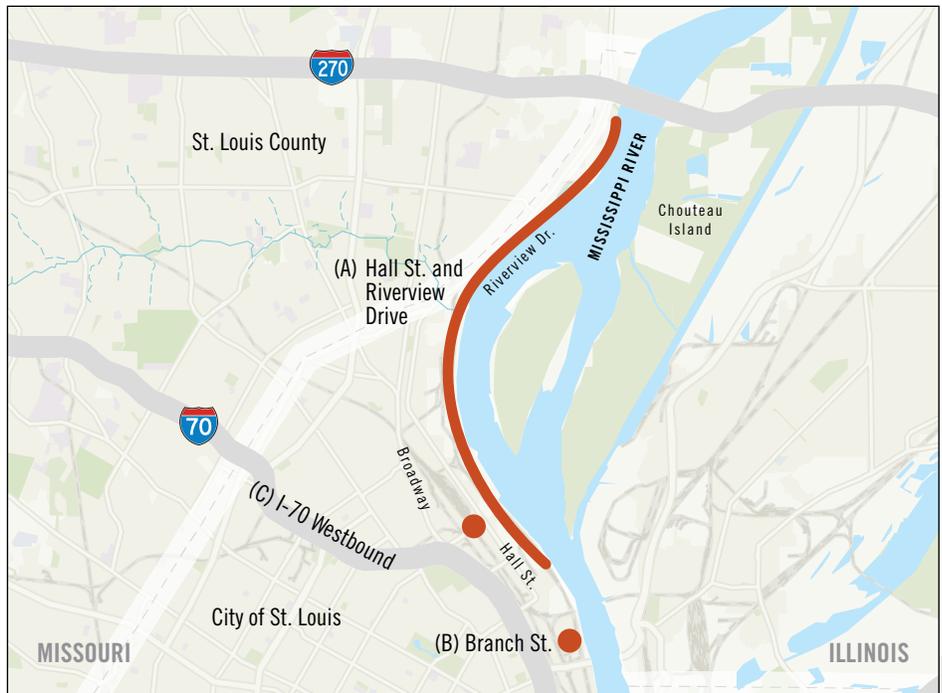
(A-2) \$6.7 million is programmed for partial construction in 2022 (TIP 6798-H).

(A-3) Project completed in 2020.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** The North Riverfront Commerce Corridor is a 3,000 acre multimodal logistics and business district located in the north end of downtown St. Louis. With access to highways, rail, and barge shipping, the area is home to dozens of major manufacturers and warehouses. The location also includes the BNSF Railway North St. Louis Yard, Norfolk Southern Luther Yard, Terminal Railroad Association Bremen Yard, and the Municipal River Terminal. Manufacturers and logistics companies within the corridor are part of a global supply chain and require access to markets on both sides of the Mississippi River, across the United States, and internationally. In addition, several existing and new shippers are in the process of expanding, resulting in a significant increase in the quantity and diversity of goods shipped throughout the region. Major industrial real estate in the area includes North Riverfront





Hall Street photos courtesy of Missouri Department of Transportation

Business Park, Hall St. corridor, and the North Broadway Distribution area. The Carrie Avenue Industrial Park is a rail-served site in close proximity with available land for development.

Corridor Land Use Plan as a high priority. The projects will improve supply chain reliability, increase efficiency, and lower costs.



**“We [Procter & Gamble] have purchased land next to our North St. Louis facility for expansion. The labor workforce, freight availability, and cost of living are good, but seeing improvements to key road infrastructure will be a big win for us.”**

—Herbert Hall  
Product Supply Warehouse Leader  
Procter & Gamble

### PROJECT DESCRIPTION (A)

**Hall St. and Riverview Dr. Improvements:** This project includes improvements to two primary corridors that trucks utilize to access I-70 and I-270 from the riverfront corridor. The importance of the Hall St. and Riverview Dr. corridors as key, non-interstate Freight Connectors is also described in the Freightway’s most recent Non-Interstate Truck Corridor Study. Estimated cost for the total project is approximately \$27.1 million. This project includes three segments:

#### (A-1) Hall St. from Grand Ave. to Adelaide Ave.:

This segment included a road diet (lane/width restriction) to improve roadway condition and control speeds. Estimated cost for this project was \$4.3 million. Approximately \$3 million

**PROJECT IMPACT** Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The following projects were identified in the North Riverfront Commerce



was programmed with STP funds for partial construction. Metropolitan Sewer District (MSD) provided an additional \$1.3 million in funding for stormwater improvements. Construction of this project is completed.

- (A-2) Hall St. from Adelaide Ave. to Riverview Dr.:** This segment includes roadway resurfacing, median improvements, and stormwater improvements/flood mitigation with road reductions. Estimated cost for this segment is approximately \$17 million. The Missouri Department of Transportation (MoDOT) is contributing to the roadway resurfacing and the Metropolitan Sewer District (MSD) is contributing to stormwater improvements. Approximately \$6.7 million is programmed for partial construction in 2022 (TIP 6798H-18). Both MoDOT and MSD are working collaboratively with the City of St. Louis and the St. Louis Regional Freightway on the project, which also includes extensive community stakeholder engagement. Construction is anticipated summer of 2024.



Hall Street photos courtesy of Missouri Department of Transportation

- (A-3) Riverview Dr. from Hall St. to I-270:** This segment included pavement improvements as well as intersection improvements at the Hall St. and Riverview Dr. intersection. Estimated cost for this segment was approximately \$5.8 million. Intersection improvements were completed in 2019. Remaining corridor improvements were completed in 2020.



### PROJECT DESCRIPTION (B)

**Branch St. Improvements:** This project includes improvement to Branch St. from Levee Road to 14th St., which provides truck traffic access between I-70 and the Municipal River Terminal. As trains have continued to grow in length, rail delays have increased and are impacting growth. The project will improve the at-grade crossings and the speed and efficiency of current freight flows to prepare the area for future traffic demands. Improvements would also provide continuous access to the Municipal River Terminal if the Market St. flood wall gate is closed. Estimated cost for the project is approximately \$5 million. The project is currently unfunded.



### PROJECT DESCRIPTION (C)

**I-70 Westbound Off-Ramp to North Broadway Relocation:** This project included relocation of the westbound I-70 off-ramp to Carrie Ave. The ramp was configured and lengthened to allow westbound vehicles on I-70 to exit and turn south on North Broadway. Estimated cost for the project is approximately \$1.6 million. This project was completed in 2018. ■

**“The North Riverfront Commerce Corridor improvements are a prime example of collaboration contributing to the success of projects in the region that are vital to the freight network and are helping to improve freight velocities.”**

—Rob Orr  
Deputy Executive Director  
St. Louis Development Corporation



# Section IV

## Concept Development or Planning



ST LOUIS REGIONAL  
**FREIGHTWAY**



## New Terminal for St. Louis Lambert International Airport (MO)

### LOCATION

Unincorporated St. Louis County between Berkeley and Bridgeton

### ESTIMATED COST

\$2.8 billion

### OWNER

City of St. Louis  
St. Louis Lambert International Airport

### CONTACT

Rhonda Hamm-Niebruegge  
Director  
St. Louis Lambert International Airport

(314) 426-8000



### PROJECT FUNDING

\$335 million has been secured for the enabling projects and will be paid through airline rates and charges. As of late April, 2024, negotiations with the airlines were nearing completion to fund the design and additional enabling projects, which would bring the total funding approvals to \$950 million. Selling of bonds repaid by airline fees, existing passenger facility charges added on to airline tickets, and federal funds are among the ways additional funding could be secured for the project.

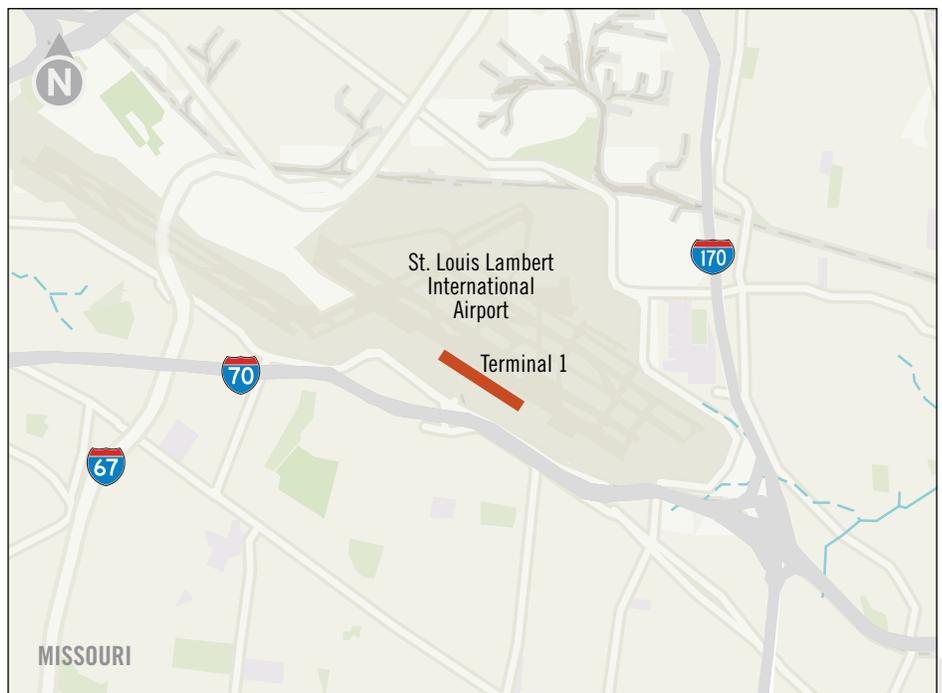
### Concept Planning or Development

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **highest priority** for the region.



**PROJECT NEED** St. Louis Lambert International Airport (STL) in St. Louis is the largest and most utilized airport in Missouri. It consists of two separate terminals that are not currently connected. A study recently conducted by WSP, a global engineering professional services firm, reveals several challenges with the current configuration being able to meet today's needs and accommodate future growth at the airport. Separate surveys recently completed by members of the general public also indicate an interest in improving the terminal experience at the airport, with 52% preferring a single terminal.

The WSP study looked at existing issues and 2040 needs, and concluded that Terminal 1 has surplus space, but is functionally obsolete. The use of two





*Model for the new terminal for St. Louis Lambert International Airport (STL)*

security checkpoints in Terminal 1 prevents passengers in one concourse from going to restaurants and stores in another. This issue is compounded by the fact there is an imbalance in how the concessions are distributed across the concourses. Terminal 2, which is home to Southwest Airlines operations — the airport’s dominant airline — has insufficient space for all functions. The airport baggage claim makeup is undersized for both domestic and international baggage, and there are no baggage recheck counters for international passengers. The single-loaded concourse has long walking distances for connecting passengers and insufficient concession opportunities. Both terminal areas are constrained by Runway 12R/30L, I-70 and MetroLink light rail tracks, while Terminal 1 also is constrained by U.S. Department of Defense property. While the airport has done a great job in keeping its facilities competitive with those in other cities, with passenger traffic rebounding after the COVID-19 pandemic, and cargo tonnage also increasing, Director Rhonda Hamm-Niebruegge says

the planning needs to begin now for future changes.

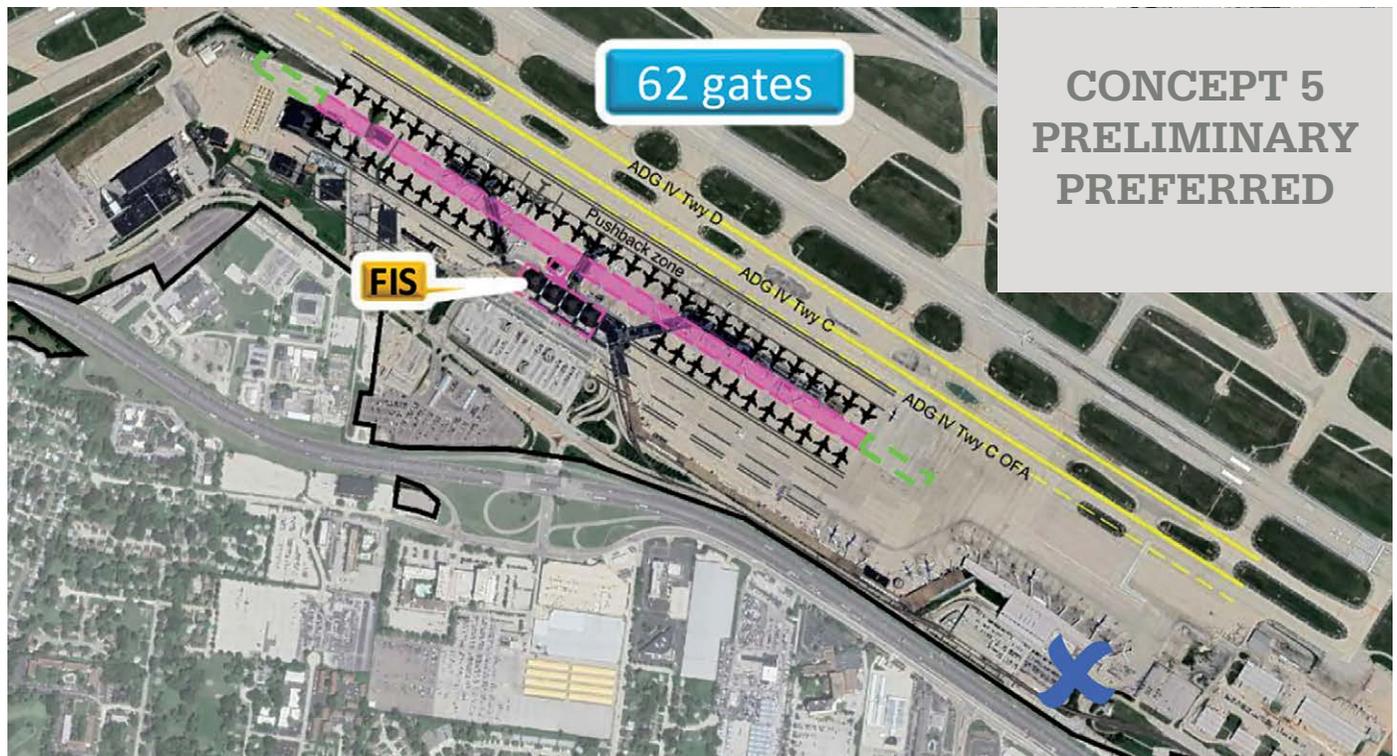
**PROJECT DESCRIPTION** The preferred alternative calls for a new linear concourse totaling 1.57 million square feet, with 62 gates (by 2040) that would replace the 54 scattered across the two current terminals, and allow for far more post-security retail options. The general concept validates recommendations from previous studies including the 2012 master plan and the more recent privatization study. The 110 foot-wide double loaded linear concourse would include continued use of the T1 Processor, Dual ADG III taxi lanes south of the proposed concourse, and allow for expansion of the existing Terminal 1 west over the Missouri Air National Guard facility. The four iconic domes would remain. The existing Terminal 2 would either be demolished or could potentially be repurposed as a hotel or other facility. The plan also calls for a new consolidated parking structure to be built in place of the existing garage.



**PROJECT IMPACT** Aside from improving the passenger experience and addressing the various other existing challenges related to multiple security check points and unevenly distributed and limited concessions, the project would position St. Louis Lambert International Airport for continued growth. It also would help to ensure the airport can support the needs of both leisure travelers and growing corporations who are choosing to locate in St. Louis, but need convenient access to other U.S. and international destinations. It will bring the width of the concourses up to the 110-foot standard already seen in more modern domestic terminals. The 62 new gates would be sized for the larger airplanes in existing and future fleets. The switch to a single linear concourse would also help to improve conditions for motorists using airport drives. Advancing the project will require additional detailed discussions with current airlines, city government leaders and others. Additional

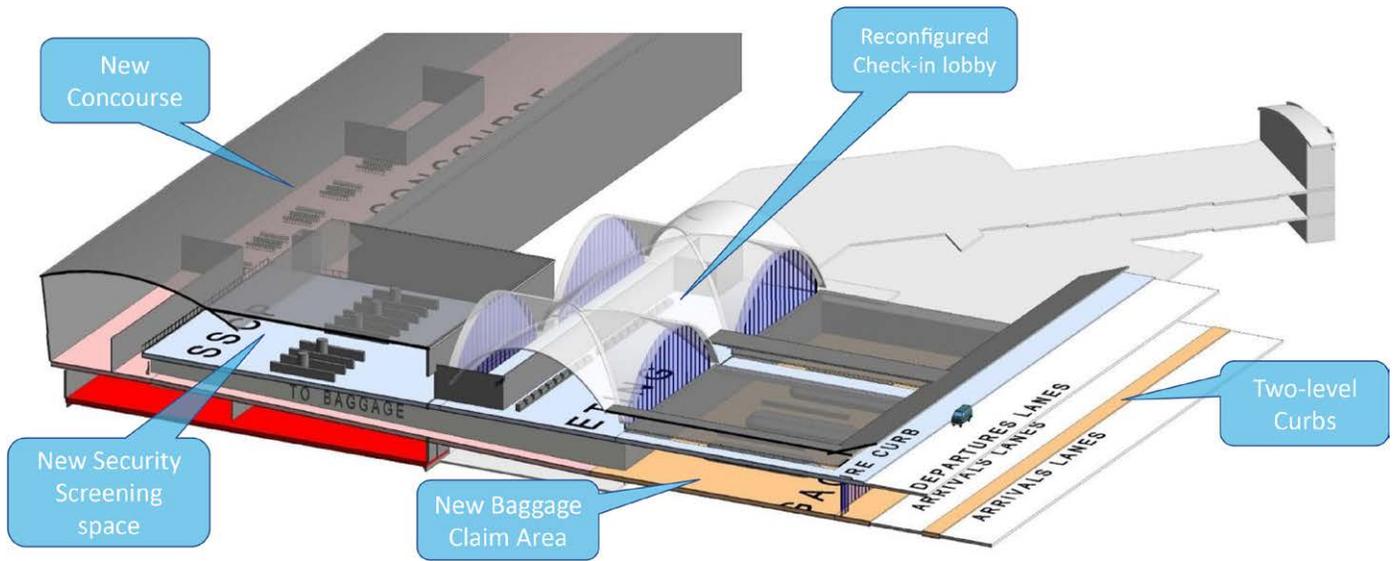
public input also will be sought. The goal is to continue those ongoing discussions and reach a final decision in the coming months on how to move forward.

**PROJECT UPDATE** In May of 2023, St. Louis Lambert International Airport received initial federal approval for an estimated \$2.8 billion plan to consolidate its two terminals into one new, single-passenger concourse and replace the parking garage with a larger one. Federal Aviation Administration approval is contingent to environmental approval and lease agreement negotiations with airlines. Once completed, architectural designs could start in 2024. Contingent to FAA environmental approval, construction of the new terminal could begin as early as 2026. Airline commitments of financial support are also needed to start construction and as of Spring 2024, the airlines had committed \$335 million toward the project. ■



*The preferred solution calls for one terminal with 62 gates to improve the passenger experience*





*Cutaway showing preferred terminal processor*





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# Martin Luther King (MLK) Bridge Replacement over the Mississippi River (MO-IL)

## Concept Planning or Development

**LOCATION**

Martin Luther King Bridge (MLK) Replacement (Illinois Ave.)

Mississippi River Mile Marker 181

St. Louis, Missouri, and East St. Louis, Illinois

**ESTIMATED COST**

\$629M (Connected 2050 Long-Range Transportation Plan for the St. Louis Region June 2023)

**OWNER**

Illinois Department of Transportation (IDOT)

Missouri Department of Transportation

**CONTACT**

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110

Tom Blair  
MoDOT District Engineer  
(314) 453-1800



**PROJECT FUNDING**

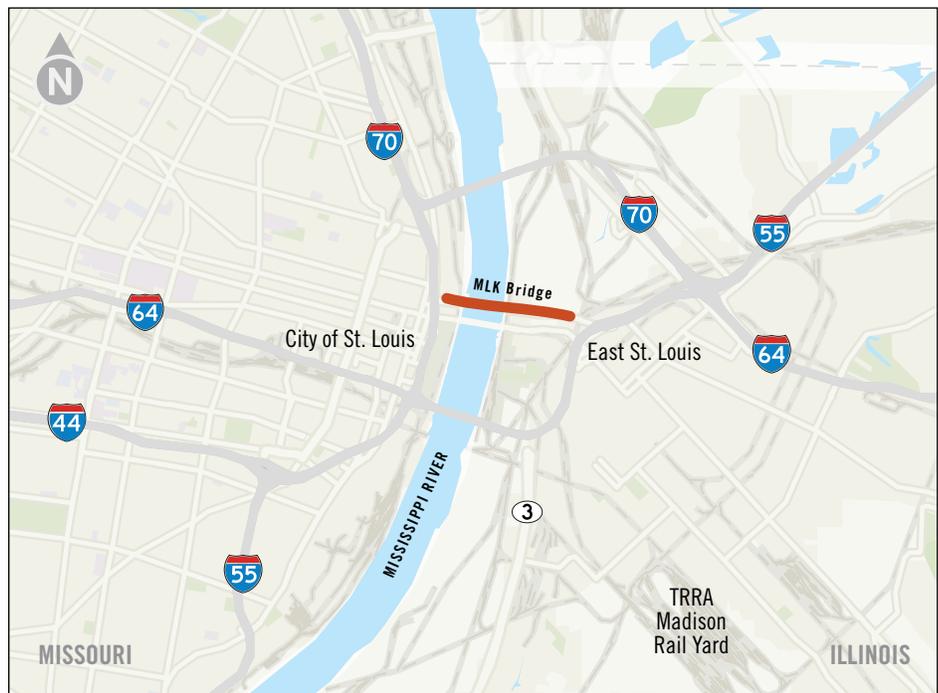
IDOT's FY2024-2029 Highway Improvement Program includes \$10 million for preliminary engineering. IDOT is the lead agency and Missouri and Illinois will share cost equally.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED AND DESCRIPTION**

Opened in 1951, the 4,000-foot, three-lane bridge provides connections to I-55, I-64, and U.S. Rte. 40 from Illinois into downtown St. Louis, Missouri. This 72-year-old truss bridge used to carry two lanes of traffic in each direction. In the early 2000s, a series of several head-on crashes caused IDOT to place a concrete barrier between the directions of travel. Since the bridge is narrow, the barrier required a travel lane to be eliminated. The bridge now has one westbound lane and two eastbound lanes, with minimal shoulders. The westbound merge from two lanes to one lane causes traffic congestion, and some motorists avoid this location to avoid the merge condition as is evidenced by the westbound traffic (ADT = 2300) being half the eastbound traffic (ADT = 4500).





*Martin Luther King three-lane bridge just north of downtown St. Louis with direct access to major highways*

The existing bridge is in a deteriorated condition and is currently load posted, which reduces the size of freight truck traffic that can cross the bridge safely. The superstructure and substructure of the bridge are rated 5 – Fair Condition, and are in need of repairs. The existing bridge type for the main spans is a cantilever steel truss, which includes non-redundant steel tension members and requires more frequent hands-on inspection.

The MLK Bridge provides river crossing redundancy as part of the network of Mississippi River crossings in the bistate, St. Louis metropolitan region in addition to being a vital connection into downtown St. Louis. When there are incidents or construction on the other bridges, the MLK Bridge sees significantly more traffic than the ADT noted above. The MLK Bridge does not currently meet IDOT design standards for shoulders and the approach roadways and crossing travel lanes are under capacity to serve current and projected demand from passenger vehicles and regional freight movement.

**PROJECT IMPACT** In the St. Louis region, the MLK Bridge is an important link for freight due to the proximity of major corporations, industrial areas, intermodal and transloading facilities, hospitals, universities

and barge terminals, as well as access to I-70 when network redundancies are needed to facilitate alternate freight flows. If one bridge has an incident, or is under construction, the system of bridges work together to move motorists and freight through the region. If one part of the system experiences an issue, the entire region would see increased congestion and bottlenecks, reducing travel time reliability. The commuting workforce would also benefit from eliminating the westbound two-lanes to one-lane merge and it would improve operations in the region, particularly during the morning rush hour when the majority of traffic is westbound. Providing adequate shoulders would also increase the safety for motorists utilizing this critical connection across the Mississippi River into downtown St. Louis. The MLK Bridge is a vital part of the downtown river bridge system and enabling this project provides more effective traffic relief and greater river crossing, redundancy for the freight industry. There are several freight generators north of the bridge and along Hall St., and this project will also support planned development south of Poplar St. in terms of river crossing, as well as access to all of the highways in close proximity, providing system redundancy to maintain access for that freight movement. ■





## MidAmerica St. Louis Airport Distribution Improvements (IL)

### Concept Planning or Development

**LOCATION**

Mascoutah, Illinois

**ESTIMATED COST**

\$45 million

**OWNER**

MidAmerica St. Louis Airport

**CONTACT**

Darren James  
 Airport Director  
 (618) 266-5240



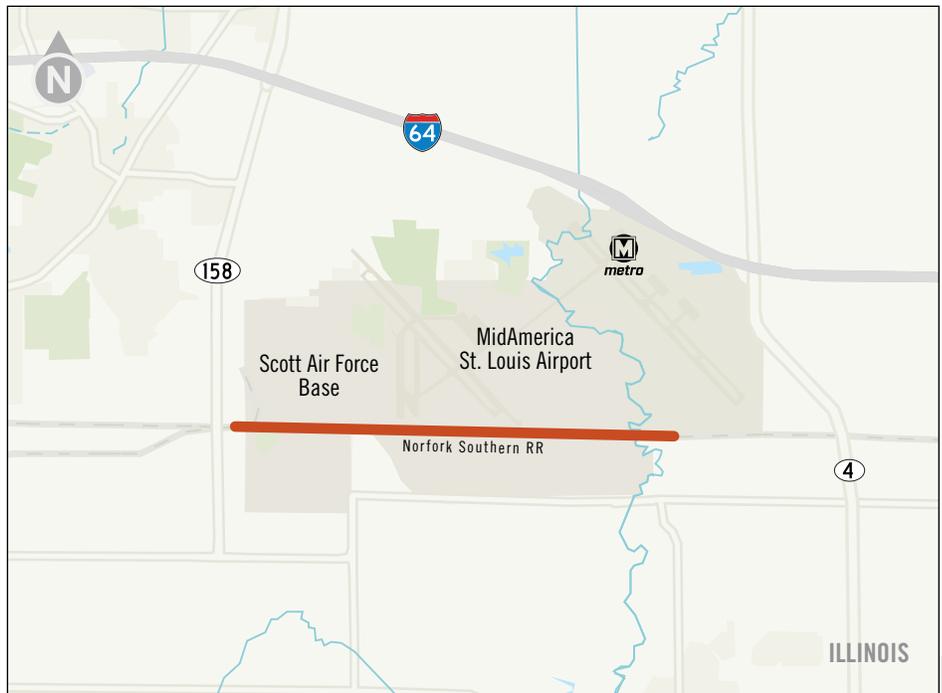
**PROJECT FUNDING**

This project is currently unfunded. No funding sources or partnerships have been identified.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses. Located along Interstate 64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations. The airport serves major tenants including Boeing and North Bay Produce. To better accommodate these operations and attain manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.





*MidAmerica St. Louis Airport (BLV) passenger terminal*

**PROJECT DESCRIPTION** This project includes building an approximately two-mile rail spur from the Norfolk Southern mainline at the southern edge of the airport, enabling freight rail access for businesses on the eastern side of the airport.

**PROJECT IMPACT** The improvements would provide MidAmerica St. Louis Airport and surrounding businesses easy access to the rail network, giving this cluster of existing businesses and available sites access to three of the four primary modes of freight transportation.

The total number of passengers served was trending upwards until the COVID-19 pandemic, which impacted airports across the country and around the world. But like many other airports, MidAmerica St. Louis Airport has rebounded well, with official numbers for 2022 (the latest available from the FTA) revealing

162,819 passenger enplanements. In anticipation of continued growth, the airport celebrated the opening of its new terminal expansion in summer of 2023.

St. Clair County Transit continues to make progress with construction of the \$96 million new 5.5-mile MetroLink extension connecting the Shiloh-Scott MetroLink station to MidAmerica St. Louis Airport and completion is anticipated in spring of 2025. In addition to airport passengers, potential users could include employees of the airport, Boeing's manufacturing facility and North Bay's produce warehouse. ■



*Progress on the new 5.5-mile MetroLink extension*





# St. Louis Lambert International Airport Access Improvements (MO)

**LOCATION**

St. Louis County, Missouri

**ESTIMATED COST**

\$37.5 million

**OWNER**

St. Louis Lambert International Airport

**CONTACT**

Jerry Beckmann  
 Airport Deputy Director  
 (314) 551-5034



**PROJECT FUNDING**

No funding sources or partnerships have been identified.

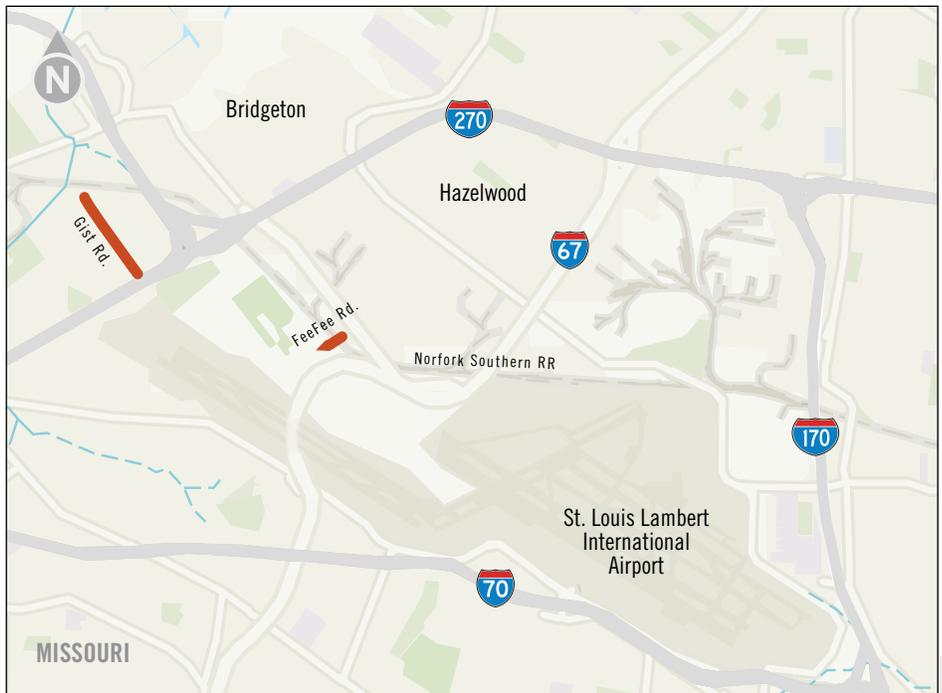
**Concept Planning or Development**

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** St. Louis Lambert International Airport (STL), located in St. Louis County, is Missouri’s largest and most-used airport. It is positioned within Foreign Trade Zone 102 and is an attractive destination for logistics businesses due to its multimodal transportation infrastructure, including three interstates, combined with available and accessible land.

**PROJECT IMPACT** St. Louis Lambert International Airport has more than 1,000 acres of commercial and industrial land adjacent to the airport that is ideal for logistic businesses and airborne cargo users. The following projects will attract more freight-centered development.





### PROJECT DESCRIPTION (A)

**Cargo City Access Analysis:** This project includes a study of the logistics center for air freight, Cargo City. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements, as entry requires trucks to intermingle with passenger vehicles. The project will analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost of the study is approximately \$310,000. The project is not funded.



### PROJECT DESCRIPTION (B)

**Fee Fee Rd. Bridge Improvement:** This project includes a proposed Fee Fee Rd. bridge over the Norfolk Southern mainline and a new intersection between Fee Fee Rd. (City of Bridgeton) and Missouri Bottom Rd. (City of Hazelwood). The existing intersection is substandard, as the geometry is not suitable for heavy truck traffic and the available land envelope does not provide any opportunity for improvements. The project would construct a new intersection suitable for heavy vehicle movements, bridge the Norfolk Southern mainline, and connect to Fee Fee Rd. The improvements will provide commercial vehicles access to 250 acres planned for commercial and industrial development at the airport. By creating a new intersection, development along Fee Fee Rd. becomes more attractive to heavy freight users. The importance of the Fee Fee Rd. corridor as a key non-interstate Emerging Connector is also described in the Freightway’s most recent Non-Interstate Truck Corridor Study. Estimated cost is approximately \$12.5 million. The project is not funded.

### PROJECT DESCRIPTION (C)

**Gist Rd. Upgrade:** This project includes upgrading and realigning Gist Rd. (City of Bridgeton) between the Norfolk Southern mainline and the I-270 bridge. Gist Rd. is a two-lane roadway with an asphalt surface designed for light vehicle traffic. The upgrade provides a signalized crossing at the Norfolk Southern mainline and expands the road to two-lane concrete pavement with a center turn lane suitable for heavy truck traffic. The project will provide interstate access to 300 acres identified for commercial and industrial development at the airport and strengthen the region’s intermodal options. The importance of the Gist Rd. corridor as a key non-interstate Emerging Connector is also described in the Freightway’s most recent Non-Interstate Truck Corridor Study. Estimated cost is approximately \$25 million. The project is not funded. ■

**“The nearby airport isn’t the point of the marketing arrow, but certain buyers do like proximity to an international airport. They also like that it’s at the intersection of two interstates [I-70 and I-270], as well as being served by two interchanges on I-170.”**

—Pat Reilly  
Senior Vice President  
Jones Lang LaSalle





ST LOUIS REGIONAL FREIGHTWAY ■ 2025 PRIORITY PROJECT

# I-255/Fish Lake (Ramsey Rd.) Interchange (IL)

## Concept Planning or Development

**LOCATION**

Columbia, Illinois

**ESTIMATED COST**

\$27 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Monroe County  
Economic Development  
(618) 939-8681



**PROJECT FUNDING**

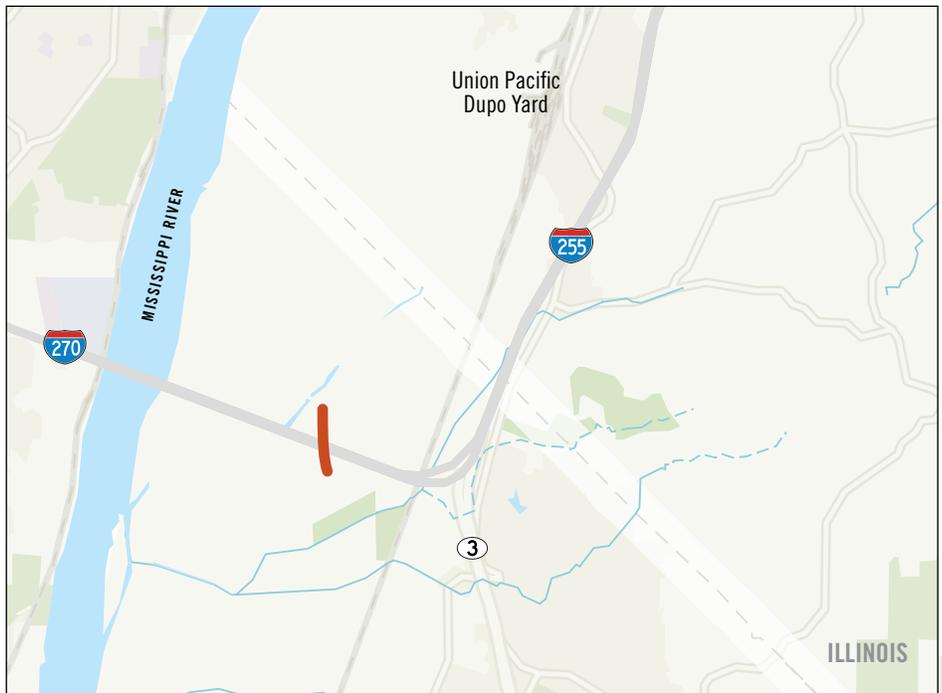
This project is currently unfunded. No funding sources or partnerships have been identified.

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED** The Dupo Intermodal Yard in Illinois is one of the region’s largest intermodal assets. Access to the yard includes several at-grade crossings with Union Pacific mainline tracks, causing delays to trucks serving the facility and creating safety issues for motorists. The site also lacks enough storage for intermodal containers, necessitating off-site storage. The storage issues, combined with congestion at the at-grade crossings, makes current expansion of the site unattractive. Without better access, Union Pacific may be forced to expand its facilities outside the region in an attempt to meet growing demand.

**PROJECT DESCRIPTION** This project would improve the current Fish Lake (Ramsey Rd.) overpass into a full highway interchange. The interchange



would provide additional access to the Union Pacific Dupo Intermodal Yard, enabling further expansion of the facility. The new highway interchange would also complement proposed improvements at the I-255/Davis Street Ferry interchange.

**PROJECT IMPACT** The project would increase the growth of manufacturing and distribution businesses, which would mutually benefit the Village of Dupo, as well as economic development south of I-255 in the City of Columbia. ■





## Studies to Reconstruct Connecting Bridges over the Mississippi River Interchanges in the Downtown St. Louis Area (MO-IL)

### LOCATION

Mississippi River Bridge crossings including:

Stan Musial Veterans Memorial Bridge Companion Bridge (I-70) over the Mississippi River Mile Marker 183

Poplar Street Bridge Replacement (I-55, I-64, US 40) over the Mississippi River, Mile Marker 179

### ESTIMATED COST

Not available

### OWNER

Illinois Department of Transportation (IDOT)

Missouri Department of Transportation (MoDOT)

### CONTACT

Kirk Brown  
IDOT Region 5 Engineer  
(618) 346-3110

Tom Blair  
MoDOT District Engineer  
(314) 453-1800

### Concept Planning or Development

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.



**PROJECT NEED AND DESCRIPTION** Due to the age of the Poplar Street Bridge and current capacity of the I-70 Stan Musial Veterans Memorial Bridge structure, there is a systemic need to proactively consider impending replacement and capacity improvements, respectively. These two river crossings are critical connections across the Mississippi River between the Illinois and Missouri portions of the greater St. Louis region. This study will analyze the usage, travel demand, condition, and capacity of these structures to plan for the appropriate timing and scope of future Poplar Street Bridge replacement, the adjacent approach structures and new construction of a companion bridge to the existing Stan Musial Veterans Memorial Bridge. The travel demand study will also include the performance of other regional Mississippi river bridges to assess the implications to the entire network based on future traffic projections as well as the temporary construction condition during implementation of the proposed projects described below:

**Poplar Street Bridge (PSB) Replacement (I-55, I-64, US 40)** Built in 1967, the nine-lane PSB is a steel box girder bridge with a steel orthotropic deck with twin eastbound and westbound superstructures. The bridge was not designed for the current average daily traffic of 116,000 (2021) vehicles. To alleviate congestion and extend the service life of the bridge, a series of projects



### PROJECT FUNDING

The Reconstruct Connecting Bridges Study is not funded and costs would be shared equally by Illinois and Missouri. The study was included in the East-West Gateway Council of Governments Connected 2050 Long Range Transportation Plan for the St. Louis Region (June 2023).





*The five bridges in the downtown St. Louis area, top to bottom: Stan Musial Veterans Memorial Bridge; Martin Luther King Bridge; Eads Memorial Bridge; Poplar Street Bridge; MacArthur Bridge*

were completed prior to 2020. The elevated sections of eastbound I-64 and IL Rte. 3 South were widened 9 feet, increasing lane capacity from 4 to 5 lanes. Also included was the reconstruction of the northbound to eastbound ramp to create a two-lane ramp, and installation of a new driving surface on the eastbound lanes. The aging PSB provides mobility, reliability and redundancy for goods and services and is critical to the vitality of the region's transportation system. Freight generators within close proximity include industrial real estate sites, barge terminals, manufacturing and logistics facilities and intermodal rail yards.

**New Stan Musial Veterans Memorial (I-70) Companion Bridge** The existing cable-stayed bridge opened to traffic in winter of 2014 and has a main span of 1,500 feet. The existing bridge carries four mainline traffic lanes, with room to add a lane in each direction. It was designed to accommodate a companion bridge that could be built adjacent to the existing structure. In the St. Louis region, I-70 is an important link for freight due to the proximity of major corporations, industrial

areas, intermodal and transloading facilities, hospitals, universities and St. Louis Lambert International Airport. A companion bridge along with new interstate connections and interchanges will address present and future travel needs.

**PROJECT IMPACT** Both bridges, along with other downtown St. Louis Mississippi River crossings, are part of a redundant system of bridges that work to provide access into and through downtown St. Louis and southwestern Illinois. If one bridge has an incident, or is under construction, the system of bridges work together to move motorists and freight through the region. If one part of the system experiences an issue, the entire region sees increased congestion and bottlenecks, reducing travel time reliability. These bridges cannot be evaluated individually, but need to be looked at as a system of roadway facilities and freight network that works together for the region. Starting the planning process for these projects will ensure the St. Louis region can continue to serve as a global logistics hub and a reliever for supply chain disruptions. ■



## REFERENCED PLAN DOCUMENTS

[Connected 2050 Long-Range Transportation Plan by the East-West Gateway Council of Governments](#)

[Missouri Department of Transportation Statewide Transportation Improvement Program FY24-28](#)

[Illinois Department of Transportation FY2024-2029 District 8 Collinsville IL Highway Improvement Plan](#)

[2022 State of STL Report](#)

[Non-InterstateTruck-Corridor-Study\\_July\\_2023.pdf](#)

[East-West Gateway Regional Congestion Report \(2016\)](#)





[TheFreightway.com](http://TheFreightway.com)