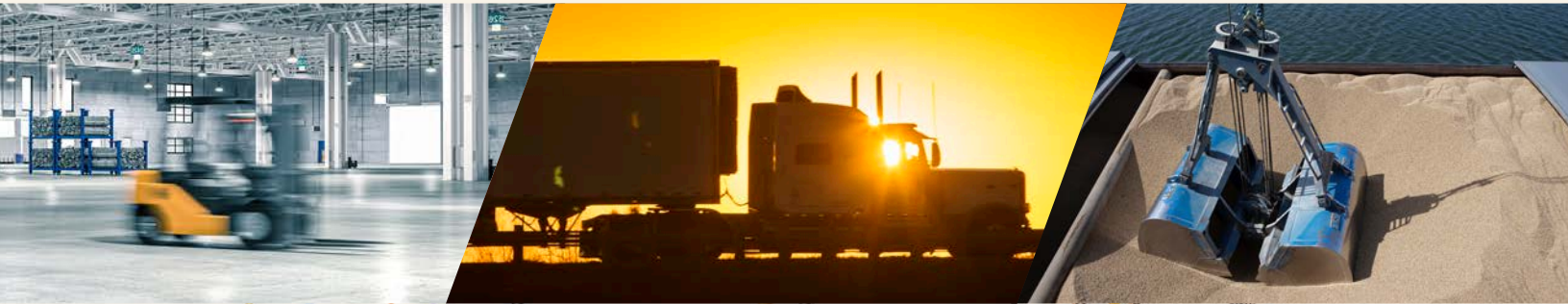


# PRIORITY FREIGHT PROJECTS

■ 2027 ■



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# 2027 Priority Projects



**The St. Louis Regional Freightway’s 2027 Priority Projects List includes 29 projects representing a total investment topping \$9.2 billion.** As of May 2026, almost \$3.8 billion in total funding had been secured and more than \$581 million in projects on the list had been completed. Construction was underway on projects totaling more than \$1.6 billion, and given that 41% of the total project costs on the list are funded, additional projects will soon be advancing to construction.

As we continue to track these numbers and see them grow year over year, they underscore the tremendous commitment to improving freight infrastructure in the St. Louis region. The list, which represents the infrastructure needs of the manufacturing and logistics industries in the Eastern Missouri and Southwestern Illinois area, indicates tremendous progress on a range of projects that will strengthen critical roads, bridges, rail infrastructure, and port and airport facilities across the bi-state St. Louis region.

Released during FreightWeekSTL each year, the updated Priority Projects List highlights the progress being made in advancing major projects through the development pipeline. Moving up to the completed projects category this year is the recently completed I-270 at IL Rte. 111 Interchange, a \$25.1 million investment. It joins the \$278 million project completed in 2023 to improve Interstate 270 (I-270) from James S. McDonnell Boulevard to Bellefontaine Road and the \$222 million replacement of the Merchants Bridge, a vital rail link



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



connecting Missouri and Illinois near Downtown St. Louis. It had been the region's highest priority infrastructure project from 2016 until its completion in September 2022. Several smaller projects improving access on the 70s corridor round out the completed projects list.

The largest single project on the 2027 list is the New Terminal at St. Louis Lambert International Airport, which is now estimated to be an investment that will top \$3 billion. It is partially funded with almost \$1 billion already secured and several enabling construction projects underway. Another significant project underway is the stretch of Interstate 70 (I-70) from Warren County to Wentzville in Missouri. At \$634 million, it is the largest single project in MoDOT's history, and is part of the larger \$1.18 billion project to improve I-70 all the way from Warrenton to the Stan Musial Veterans Memorial Bridge. Construction also is continuing on the new \$496 million Chain of Rocks Bridge connecting North St. Louis County, Missouri, and Madison County, Illinois. It is a key segment in the 24-mile, I-270 corridor from I-70 to IL Route 157—one of the most important regional freight corridors.

The \$246 million project to improve I-55 from Route Z to U.S. Route 67 is well underway with completion anticipated in late 2026 or early 2027. It will increase capacity on this heavily traveled interstate by expanding from a four-lane highway to a six-lane highway for approximately six miles and improving several interchanges. Other fully funded projects on this year's list include several of the additional improvements on I-270 and I-70, along with the new Illinois Route 3 Connector, rehabilitation of the MacArthur Bridge and the I-64 improvements from Greenmount Road to Illinois Route 158. The relocation of IL Route 158 (Air Mobility Drive) from IL Route 161 to Route 177 is also fully funded, but the project has been expanded to extend to IL Route 15, and construction on that portion remains unfunded.

Approximately \$100 million in funding has also been secured for planned improvements on Interstate 44 (I-44), largely in Franklin and St. Louis Counties. That work—which has a total estimated cost of \$200 million—is part of a statewide project to improve I-44 from the St. Louis region to the Oklahoma state line.

The Priority Projects List is a valuable tool used by the St. Louis Regional Freightway to align and amplify advocacy for support and funding for critical infrastructure improvements. It is compiled annually by the Freightway's Freight Development Committee, which is a nationally recognized model of partnership and productive collaboration between the public and private sector across the eight-county area the St. Louis Regional Freightway serves and has driven the success in regional project prioritization. Business and industry leaders work directly with local and state officials and DOT's to set infrastructure priorities by helping them to understand how infrastructure and efficiency impacts on-time delivery and costs.

The following fact sheets provide more details on all the projects and the landmark investments being made in them. Read on to learn how they are supporting multimodal connectivity and adding capacity to our freight network, so we can continue providing global access to shippers and carriers.

**“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,”**

— Brent Wood  
President, Terminal Railroad Association of St. Louis (TRRA)  
Chair, St. Louis Regional Freightway's Freight Development Committee

## 2027 Priority Freight Projects Summary

### Section I: Completed Projects

- 1-270 Project: James S. McDonnell Blvd. to Bellefontaine Rd. (MoDOT) \$278 Million
- Merchants Bridge (TRRA) Replacement Over the Mississippi River (MO-IL) \$222 Million
- Union Pacific Railroad Lenox Tower and Track Realignment (IL) \$10.1 Million
- 70s Corridor Access Improvement Projects (MO) \$9.5 Million



### Section II: Fully Funded

- I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO) \$246 Million – **UNDER CONSTRUCTION**
- IL Rte. 3 Connector (IL) \$106 Million
- MacArthur Bridge Improvements over the Mississippi River \$75 Million
- I-64 Improvements from Green Mount Rd. to IL Rte. 158 (Air Mobility Dr.) (IL) \$72.4 Million – **UNDER CONSTRUCTION**



### Section III: Partially Programmed for Construction

- New Terminal for St. Louis Lambert International Airport (MO) \$3 Billion-Plus – **PARTIALLY FUNDED**
- I-270 Improvements from I-70 (MO) to IL Rte. 157 (IL) \$1.26 Billion – **PARTIALLY FUNDED**
  - A. I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) \$45 Million (FY26) – **FUNDED**
  - B. I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT) \$496 Million – **FUNDED, UNDER CONSTRUCTION**
  - C. Chain of Rocks Canal in Granite City to .1 mi E of St. Thomas Rd. – Interchange Reconstruction, Bridge Replacement and add lanes \$116.5 Million – **FUNDED**
  - D. St. Thomas Rd. to IL Rte. 111 (IDOT): \$14.6 Million for engineering – **FUNDED**; Approximate construction cost \$385 Million – **UNFUNDED**
  - E. IL Rte. 111 at Chain of Rocks Rd. in Pontoon Beach intersection reconstruction (IDOT) \$20.1 Million – **FUNDED**
  - F. .2 mi E. of IL Rte. 111 in Pontoon Beach to .5 mi E of I-55/70 – Resurfacing and bridge repair (IDOT) \$120 Million – **FUNDED**
  - G. Riverview Dr. Exchange: \$35.4 Million – **FUNDED, UNDER CONSTRUCTION**
  - H. I-270 at IL Rte. 111 Interchange: \$25 .1 Million – **COMPLETED**
- I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) \$1.18 Billion – **PARTIALLY FUNDED**
  - A. **SEGMENT 1:** I-70 Warren County (Rte. T/W to Rte. K) to Wentzville (US 61) \$634 Million – **FUNDED, UNDER CONSTRUCTION**
  - B. **SEGMENT 2:** Rte. K to Hwy. 94
    - I-70 Interchange, Outer Rd and Mainline improvements from Bryan Rd. to Mid Rivers Mall Dr. \$20 Million – **UNFUNDED**
    - I-70 Improvements from Cave Springs Rd. to Convention Center Blvd. (MO) \$62 Million – **FUNDED, UNDER CONSTRUCTION**
    - (Substantially complete; outer road improvements from Hwy. 94 to Zumbuhl Rd. (MO)



**C. Segment 3:** Hwy 94 to I-270 (MO) – **COST TBD**

**D. Segment 4:** I-270 to Florissant Rd. (MO)

I-70 Improvements from Missouri River to North Hanley Rd. (MO) \$175 Million – **UNFUNDED**

Missouri River to US 67 (largely bridge improvements) (MO) \$58 Million – **FUNDED**

**E. Segment 5:** Florissant Rd. to N. Broadway (MO)

I-70 St. Louis City Limits to Benton St. (MO) \$152 Million – **UNFUNDED**

I-70 Benton St. to IL state line (MO) \$80 Million – **UNFUNDED**

◆ Partnership between Kansas City and the St. Louis Region to advance improvements to I-70 across Missouri.

- America's Central Port Intermodal Improvements (IL) \$421.1 Million – **PARTIALLY FUNDED**
- IL Rte. 3 Access Improvements (IL) \$335.5 Million – **PARTIALLY FUNDED**
- I-44 Improvements from Oklahoma State Line through Franklin County (MO) \$200 Million (STL Region) – **PARTIALLY FUNDED**
- I-255/Davis Street Ferry Rd. Interchange (IL) \$110 Million – **PARTIALLY FUNDED**
- St. Louis Multimodal Freight Yard Expansion at Madison Yard & Rail Improvements St. Clair Co. (IL) \$98.3 Million – **PARTIALLY FUNDED**
- IL Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 15 (IL) \$70.3 Million – **PARTIALLY FUNDED**
- Mississippi River Port Development Projects (MO) \$59 Million-plus – **PARTIALLY FUNDED**
- Kaskaskia Regional Port District Improvements (IL) \$51 Million – **PARTIALLY FUNDED**
- St. Louis Lambert International Airport Cargo Improvements (MO) \$49.1 Million – **PARTIALLY FUNDED**
- North Riverfront Commerce Corridor Improvements (MO) \$33.7 Million – **PARTIALLY FUNDED**
  - A. Hall St. And Riverview Dr. Improvements (MO) \$27.1 Million – **PARTIALLY FUNDED**
    - a. Hall St. from Adelaide Ave. to Riverview Dr. (MO) \$17 Million – **PARTIALLY FUNDED**
    - b. Riverview Dr. from Hall St. to I-270 (MO) \$5.8 Million – **COMPLETED**
    - c. Hall St. from Grand Ave. to Adelaide Ave. (MO) \$4.3 Million – **COMPLETED**
  - B. Branch St. Improvements (MO) \$5 Million – **UNFUNDED**
  - C. I-70 Westbound Off-Ramp to North Broadway Relocation (MO) \$1.6 Million – **COMPLETED**



**Section IV: Concept Development or Planning**

- Martin Luther King (MLK) Bridge Replacement over the Mississippi River (MO) \$629 Million – **UNFUNDED**
- I-55/I-70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL) \$570 Million – **UNFUNDED**
- I-255/Fish Lake (Ramsey Rd.) Interchange (IL) \$75 Million – **UNFUNDED**
- MidAmerica St. Louis Airport Distribution Improvements (IL) \$45 Million – **UNFUNDED**
- St. Louis Lambert International Airport Access Improvements (MO) \$37.5 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 ■ 2027 PRIORITY PROJECT  
**I-270 North Project: James S. McDonnell Blvd. to Bellefontaine Rd. (MO)**

**Completed**

**LOCATION**  
 St. Louis County, Missouri

**ESTIMATED COST**  
 \$278 million

**OWNER**  
 Missouri Department of Transportation (MoDOT)

**CONTACT**  
 MoDOT  
 (314) 453-1800

**KEY LOGISTICS CORRIDOR**  
 The St. Louis region continues to be a hub for industrial and freight development by offering higher productivity at a better value than peer metros. The region's Industrial Market Total Inventory Size (Industrial & Flex > 100,000 sq. ft.) now tops 193.3 million sq. ft., 17 million sq. ft. of which was available in spring 2025.

The region offers highly competitive NNN asking rents, around \$5.17 per sq. ft., and boasted nearly 4 million sq. ft. of industrial space under construction as of Q1 2025. Overall industrial real estate tenant growth increased by 11.1% from 2024-2025.

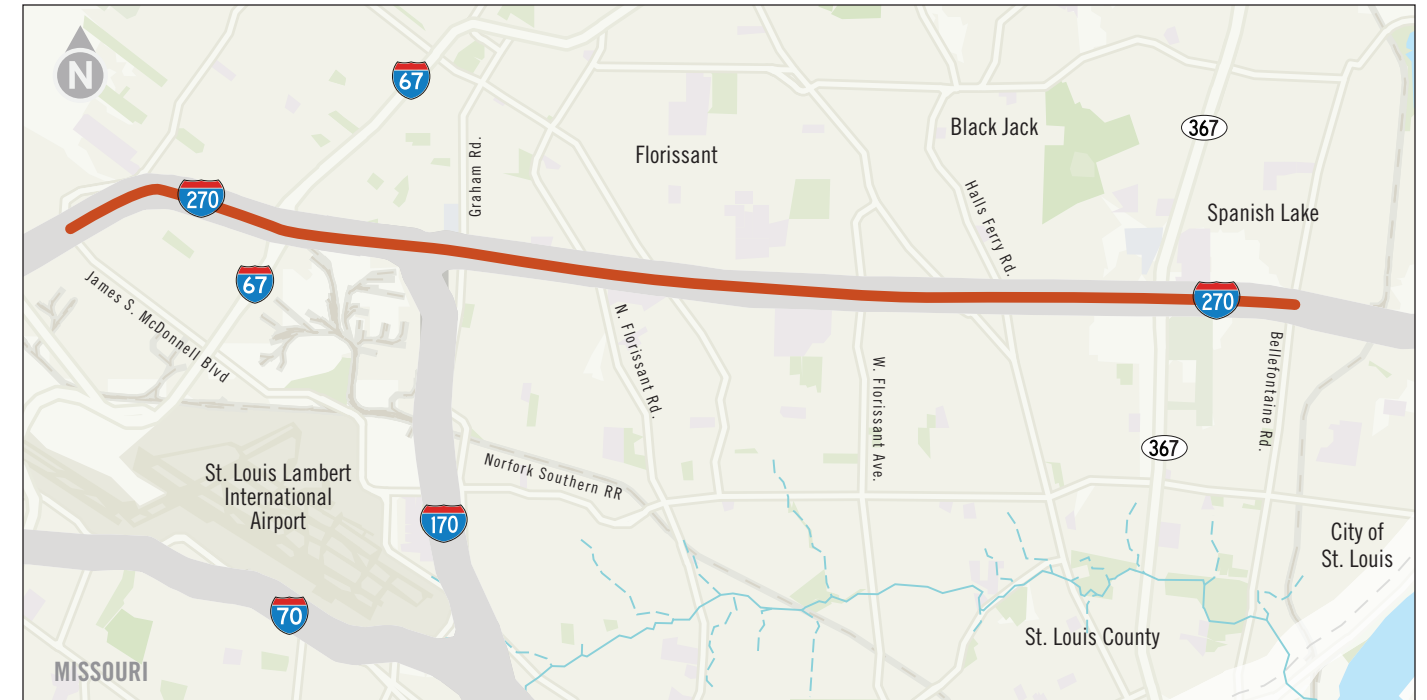
The I-270 corridor running from Missouri into Illinois remains the epicenter of the region's industrial market activity.

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 IL 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, 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 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 DESCRIPTION I-270 Improvements from James S. McDonnell Blvd. to Bellefontaine Rd.**

In 2018, MoDOT announced funding for improvements on the 8.6-mile segment of I-270 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 would 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 would result 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.) included 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 Rd., and from Hanley/Graham to Old Halls Ferry along Pershall Rd.
- Improved safety with an updated outer road system that includes removal of all crossover slip ramps
- Signal updates and replacements
- New and replaced bridges

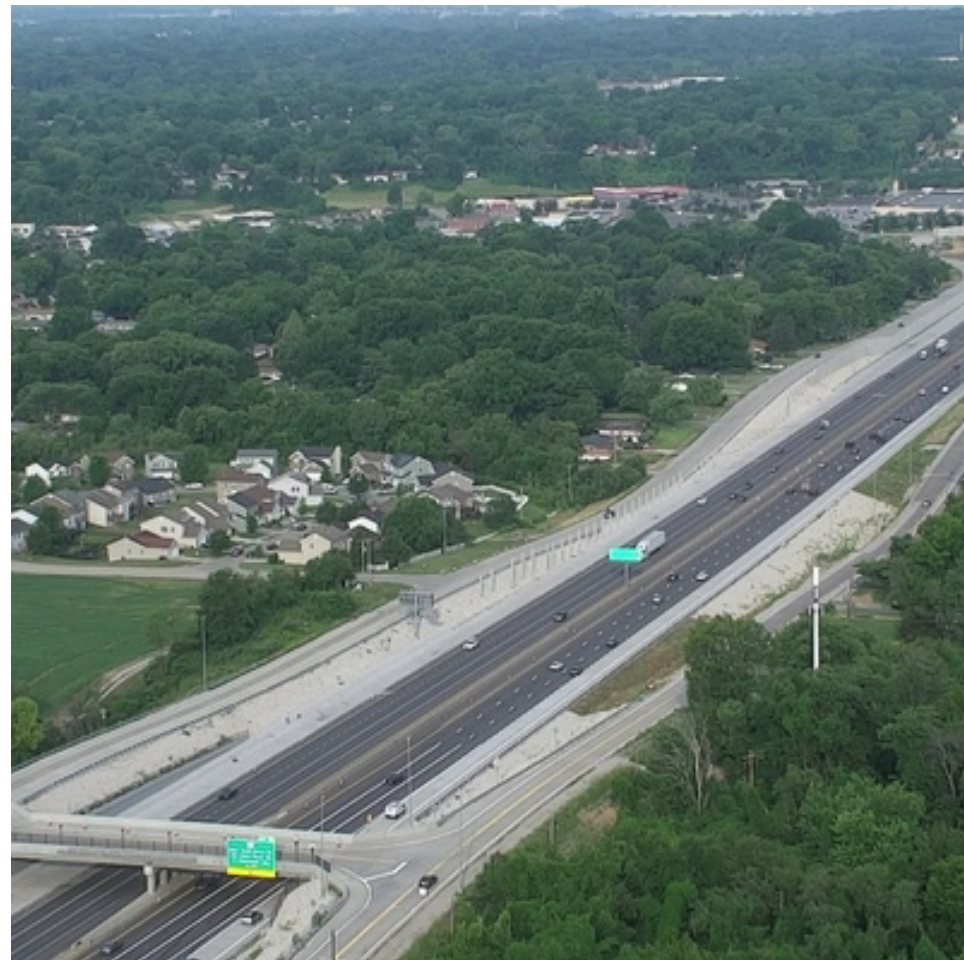


“This project not only improves the daily commute of the 140,000 cars and trucks that use I-270, but it elevates this interstate as a major conduit for the state’s economy as a freight corridor connecting to manufacturers, suppliers and distributors along Interstate 270,” said MoDOT Director Patrick McKenna upon completion of the project. “The updates significantly improve the communities and reconnect people’s lives along the highway with the addition of improving the highway and its interchanges and outer roads, creating 10 miles of multi-use path and other pedestrian

facilities, and building the first dedicated bus lane connecting the North County Transit Center to the St. Louis Community College.”

For more information about the I-270 North Project, please visit [www.i270north.org](http://www.i270north.org).

For more information on the additional work underway or planned on I-270 in both Missouri and Illinois, see the Project Fact Sheet on page 31. ■



I-270 improvements in north St. Louis County



**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.

ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

**Completed**

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.

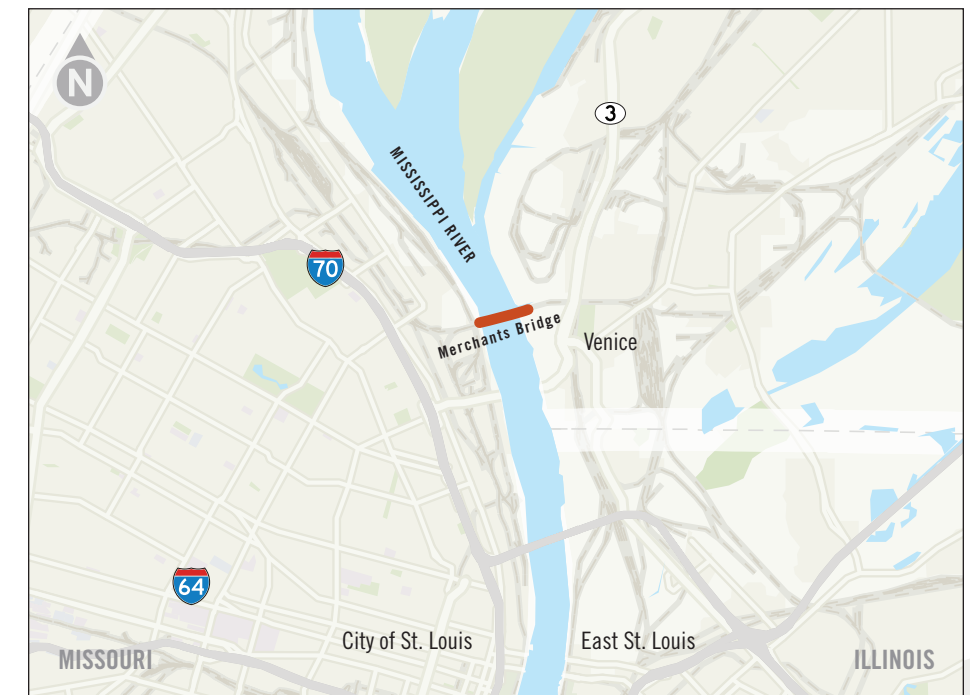


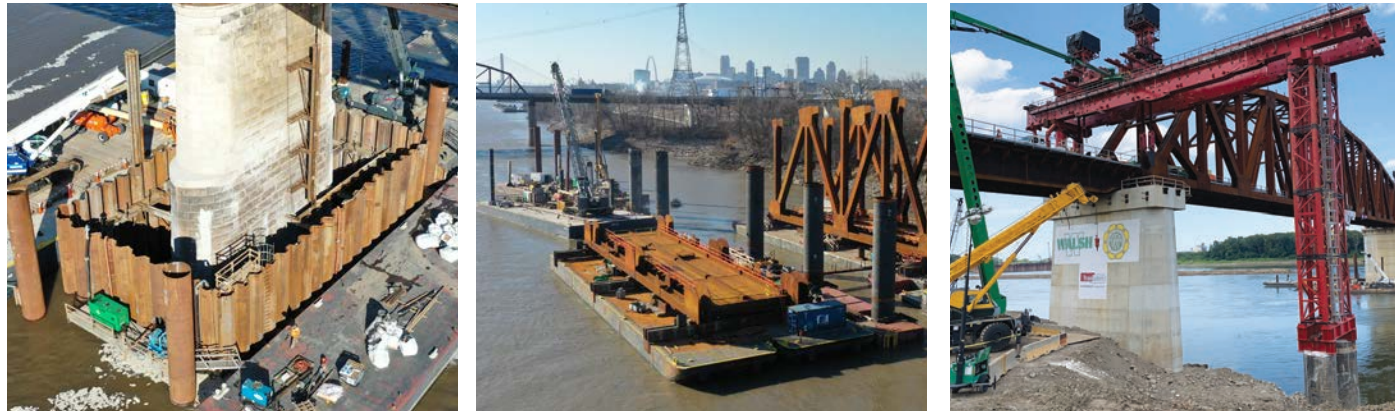
The Merchants Bridge over the Mississippi River in America’s heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

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://youtu.be/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 \$21.5 million 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.

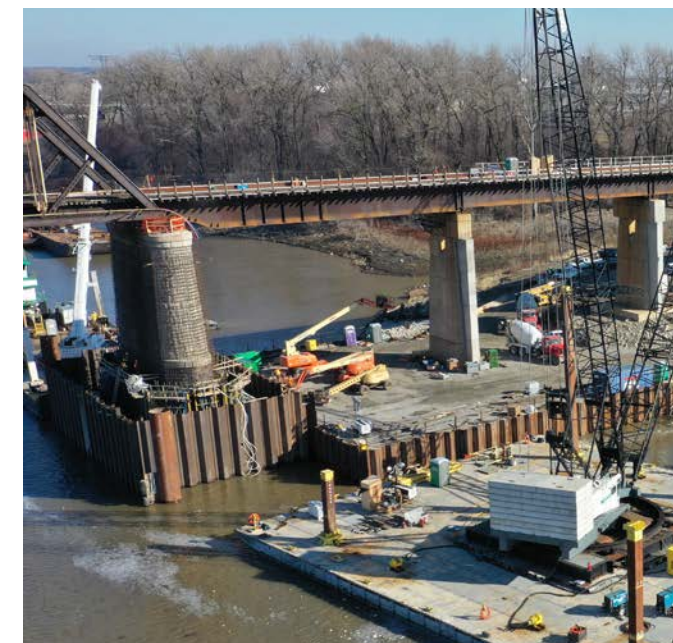
**Previous Restrictions:** Prior to construction, Merchants Rail Bridge had speed, clearance, and load restrictions. Load restrictions prevented the crossing of two trains

**“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.”**

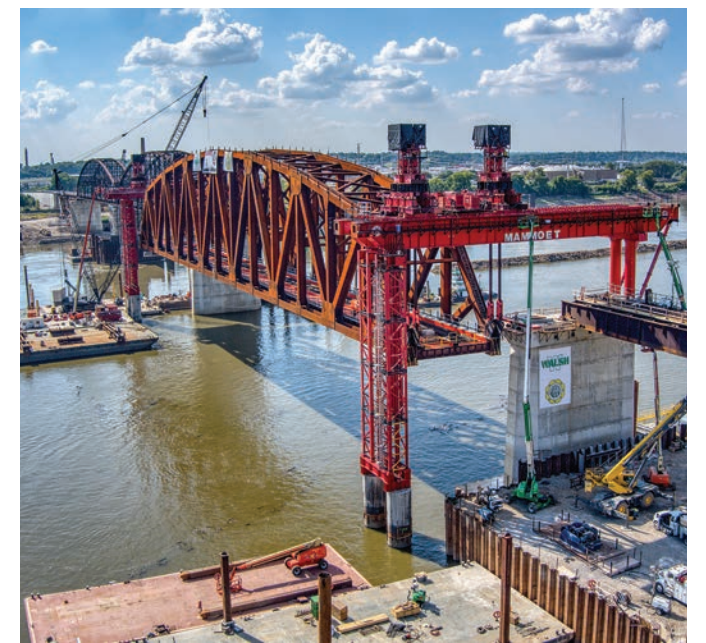
Ryan Krull  
Commercial Manager  
Watco Terminal & Port Services

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](#).



Constructing the bridge pilings



One of the three new trusses being installed

**“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 most efficient inland port, which also is the northern most year-round ice-free Mississippi River port, providing services to America’s Central Port (with





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

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. ■



**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 2022.

ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

**Completed**

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





Photo by TRAINS

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.

**“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

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.

**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 ■ 2027 PRIORITY PROJECT

## 70s Corridor Access Improvement Projects (MO)

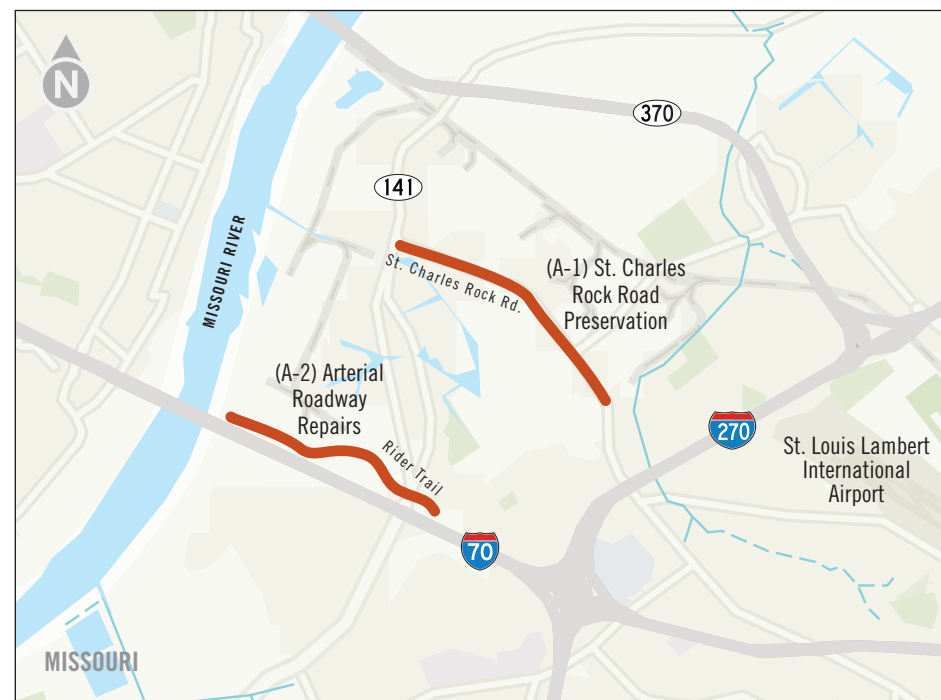
Completed

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 projects address regional freight needs and are considered **high priorities** for the region.



### (A) Earth City Access Improvements (MO)

**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.



**LOCATION**  
Berkeley and Earth City, Missouri

**ESTIMATED COST**  
\$9.5 million

**OWNER**  
St. Louis County Department of Transportation

**CONTACT**  
Stephanie Leon Streeter  
Director  
(314) 615-8501

**PROJECT FUNDING**  
The three fully funded projects were completed in 2020.



**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, True Manufacturing, Trane, Spectrum Brands and Save-A-Lot.

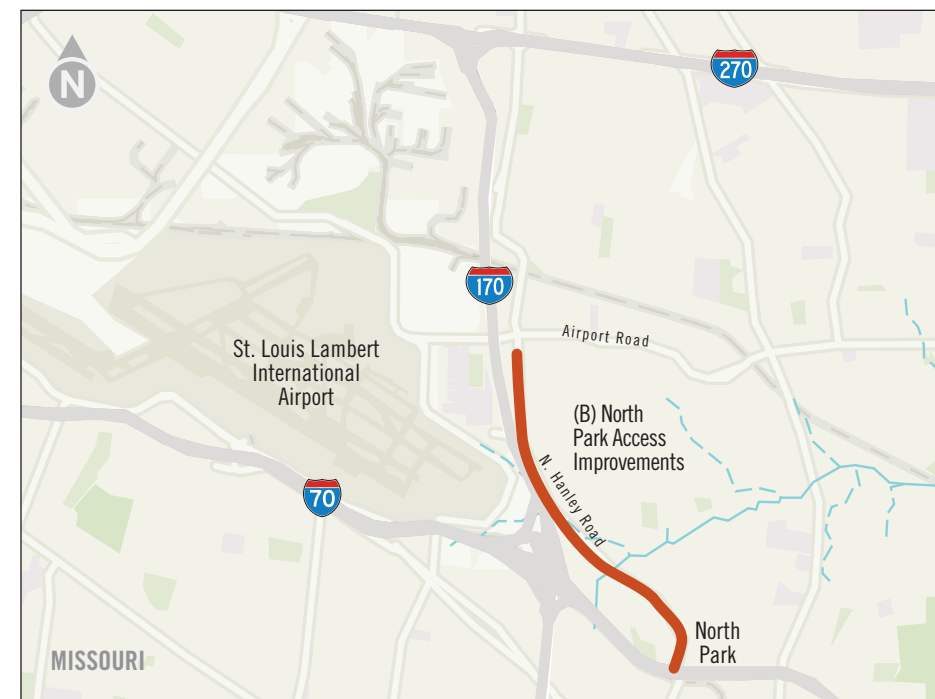


### PROJECT DESCRIPTION (A-1)

**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

### (B) North Park Access Improvements (MO)

**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 five 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



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 (A-2)

**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.



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.



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

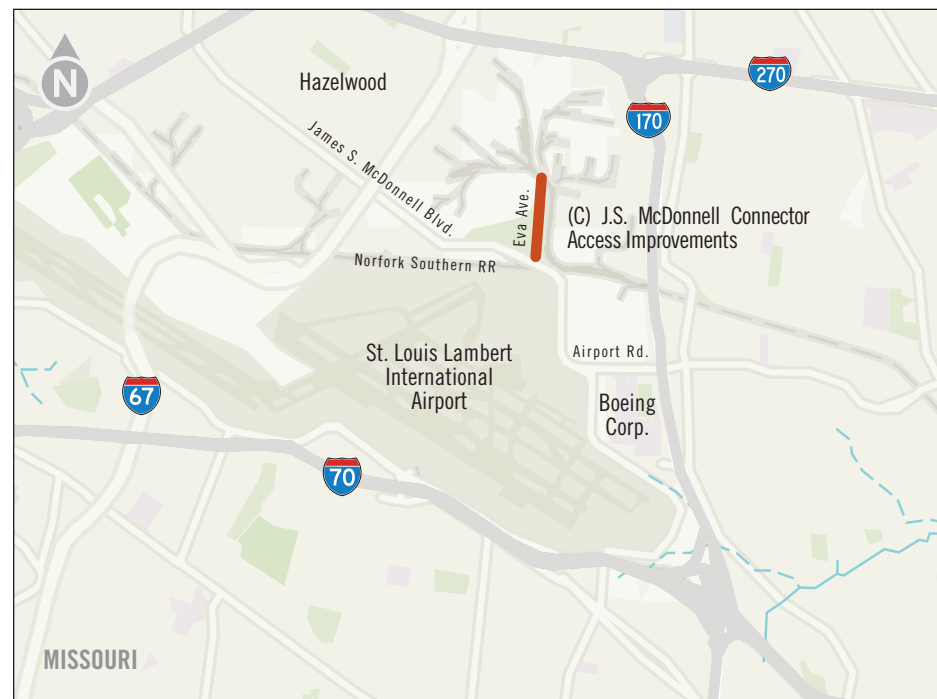
**PROJECT NEED** One of the St. Louis region’s greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities were served by a deteriorated roadway that forms part of a route between J.S. McDonnell Boulevard and Hanley Rd., and forced manufacturers 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.

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 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

**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 ■ 2027 PRIORITY PROJECT

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

Fully Funded

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.

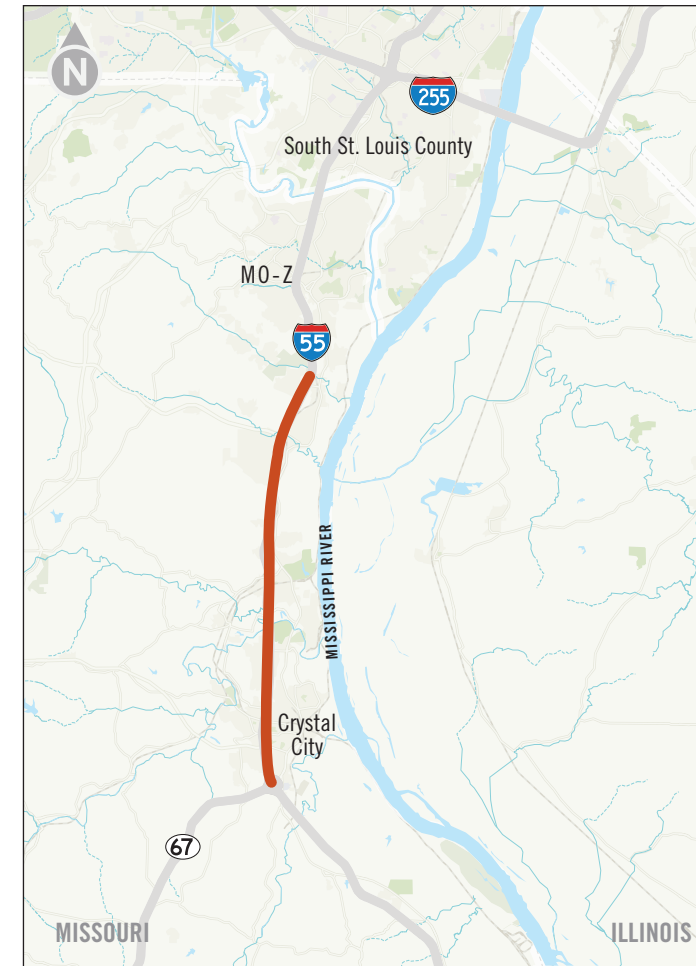


**PROJECT NEED** The I-55 corridor directly north of Rte. Z is generally a six-lane highway and serves approximately 71,000 vehicles per day. South of Rte. Z, I-55 is reduced to a four-lane highway yet still carries nearly 66,000 vehicles per day. In the St. Louis Regional Freight Study (2013), the trucking 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 operations at the Riverview Commerce Park, which was acquired by the Jefferson County Port Authority in September 2024. 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 ■ 2027 PRIORITY PROJECT IL Rte. 3 Connector (IL)

### LOCATION

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

### ESTIMATED COST

\$106 million

### OWNER

Illinois Department of Transportation (IDOT)

### CONTACT

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110



### PROJECT FUNDING

IDOT's FY 2026 – FY 2031  
Proposed Highway Improvement Program  
includes \$106 million.

### Fully Funded

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 IL Rte. 3 and IL 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 IL Rte. 3, known locally as St. Clair Ave., on the west. IL 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 of 1.5 miles from Fairmont City Blvd. in Fairmont City to IL Rte. 203 in Madison, including construction of 0.4 miles on Exchange Ave. from 1st Street to 7th Street in East St. Louis.” 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 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 IL Rte. 3 and IL Rte. 203.



Project area in Fairmont City, IL

The St. Louis Regional Freightway's most recent Non-Interstate Truck Corridor Study identified IL Rte. 203 between Interstate 55 and IL 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 IL Rte. 3 Connector will benefit freight movement to this truck corridor that provides access for freight and deliveries and/or linkages. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

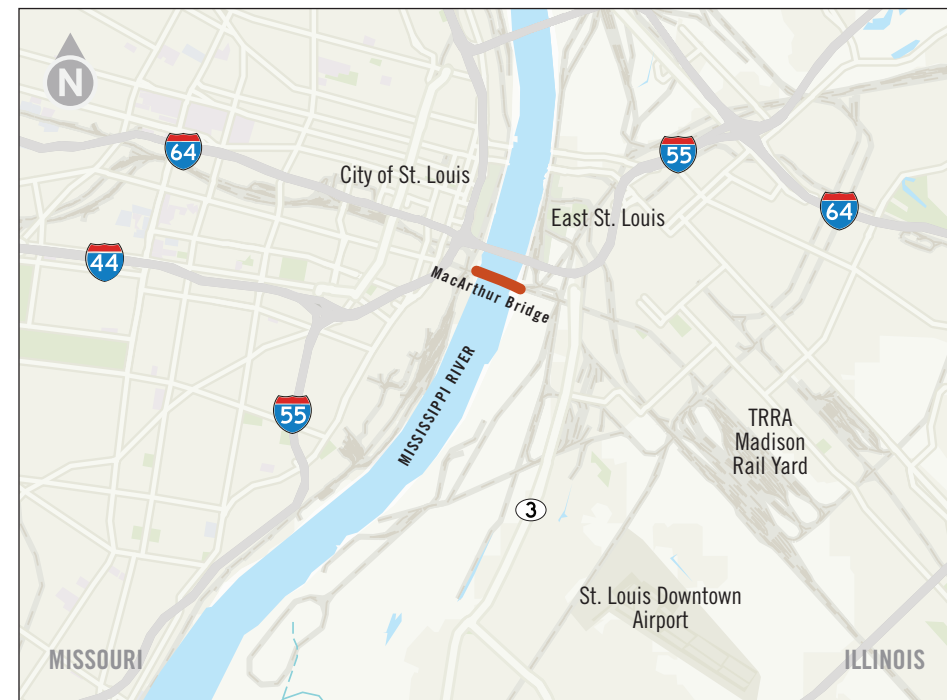
**Fully Funded**

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,



**LOCATION**

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

**ESTIMATED COST**

\$75 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. Bid letting took place in spring 2026 and the project award is expected in Q4, with construction getting underway in 2027.

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. Bid letting took place in spring 2026 and the project award is expected in Q4, with construction getting underway in 2027. ■



MacArthur Bridge aerial showing improvement projects



MacArthur Bridge just south of downtown St. Louis





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

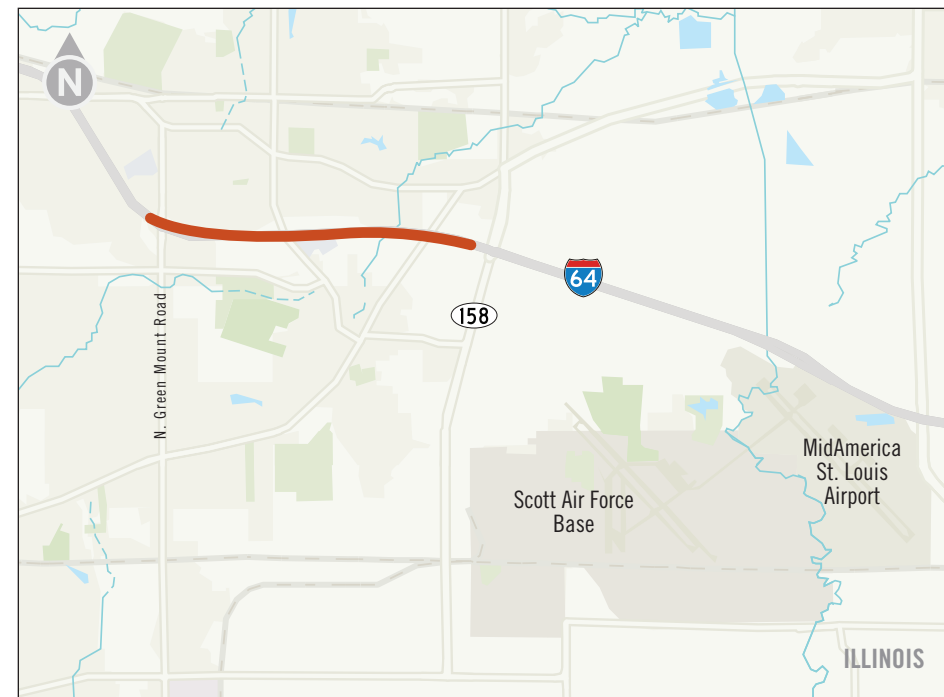
Fully Funded

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 west of Green Mount Rd. to west of Rte. 158 (Air Mobility Dr.).



**LOCATION**

O'Fallon, Illinois

**ESTIMATED COST**

\$72.4 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110



**PROJECT FUNDING**

Construction began in fall 2025. The mainline is expected to be completed by the end of 2026, with the Green Mount Rd. interchange to be completed by summer 2027.



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.

Construction began in fall 2025. The mainline is expected to be completed by the end of 2026, with the Green Mount Rd. interchange to be completed by summer 2027. ■

“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



Interstate 64 approaching IL 158



## Section III Partially Programmed for Construction



### LOCATION

Unincorporated St. Louis County between Berkeley and Bridgeton

### ESTIMATED COST

\$3 billion-plus (Partially Funded)

### 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

It is anticipated funding for the enabling projects will be secured through airline rates and charges. The airlines have already signed off on almost a billion dollars in ancillary and preparatory work, which is currently underway. Selling of bonds repaid by airline fees, existing passenger facility charges added to airline tickets, and federal funds are among the ways additional funding could be secured for the project.

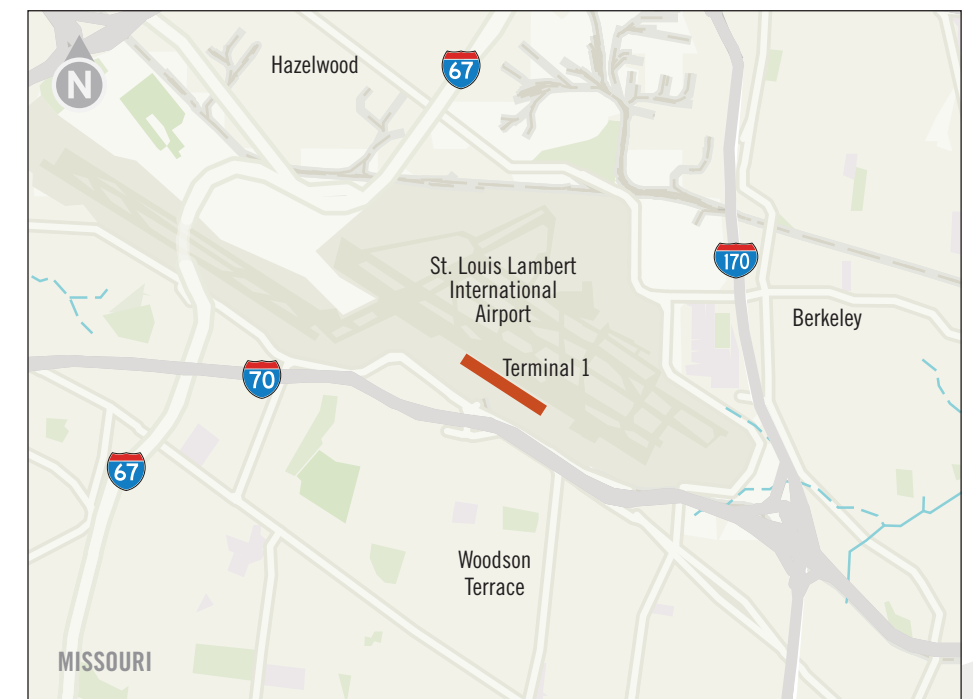
## New Terminal for St. Louis Lambert International Airport (MO)

### Partially Programmed for 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 **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 master planning study was recently conducted by the Airport that revealed several challenges with the current configuration being able to meet today's needs and accommodate future growth of the Airport. Input was received from members of the general public by the completion of various surveys, and during public meetings where the preferences could be communicated to airport staff. After completion of all of the meetings and compilation of the survey results, the public had indicated the preference for single consolidated terminal.





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

The study had found that the existing facilities were considered functionally obsolete. Considering the separate concourses in Terminal One, passengers are limited to which concessions and retail opportunities are available to them due to the physical separation. There is an imbalance in how the concessions are distributed across the concourses and because of the passenger segregation, the retail and concession opportunities are limited for both the Airport and passengers.

Terminal 2 is home to Southwest Airlines, the Airport's most dominant airline, which had indicated they have insufficient space for all of their current functions and their future growth is limited. The Terminal 2 baggage claim makeup is undersized for both domestic and international baggage and there are no baggage recheck counters for international passengers. This single-loaded concourse has long walking distances for connecting passengers and insufficient concession opportunities.

Both terminal areas are constrained by Runway 12R/30L, Interstate I-70 and MetroLink light rail, while Terminal 1 is also constrained by a United States Department of Defense property to the south. While the Airport has done a great job keeping its facilities competitive with those in other cities, it is time for a change, and Airport leadership has been busy planning for these future changes.

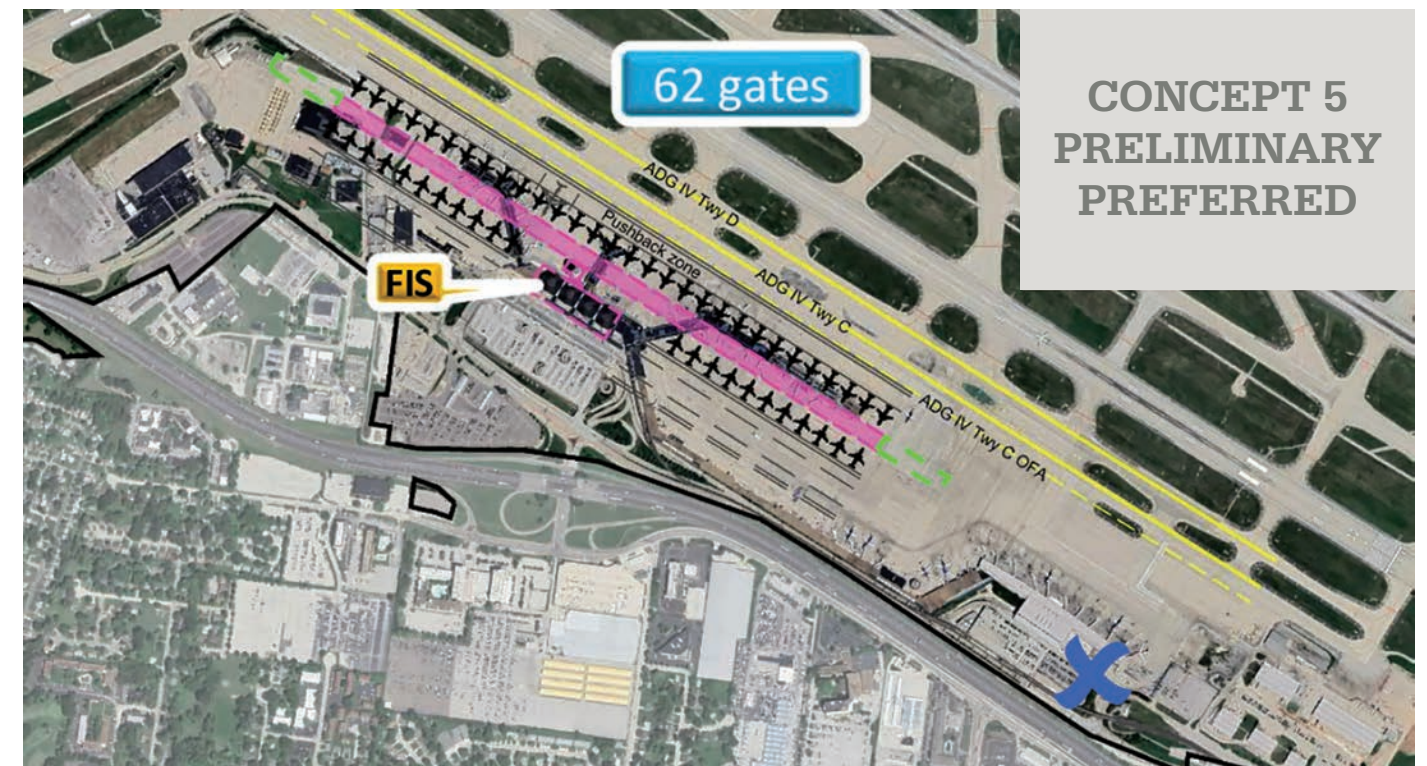
**PROJECT DESCRIPTION** The preferred alternative calls for the consolidation of the two terminals into one new consolidated structure, a new, linear concourse totaling approximately 1.5 million sq. ft., with 62 gates (by 2040) that would replace the 54 scattered across two terminals and four concourses, and allow for far more post-security retail and concession options. The general concept validates recommendations from previous studies, including the prior master plans and more recent privatization study.

The new facility will feature a 110-foot-wide double loaded linear concourse that would repurpose the historic dome structures, and feature dual Aircraft Design Group (ADG) III taxi lanes south of the proposed new concourse. Terminal 2 would be demolished or repurposed as a hotel or other facility. The new plan also calls for a new, consolidated parking garage to be built in place of the existing garage facility.

**PROJECT IMPACT** This project would greatly improve the passenger experience while addressing the inefficiencies associated with the antiquated facility. It would consolidate the terminals and concourses into a design that provided more retail and concession opportunities for passengers and position St. Louis Lambert International Airport for continued growth. It would also help ensure the airport can support the needs of both leisure travelers and growing corporations who are choosing to locate to 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

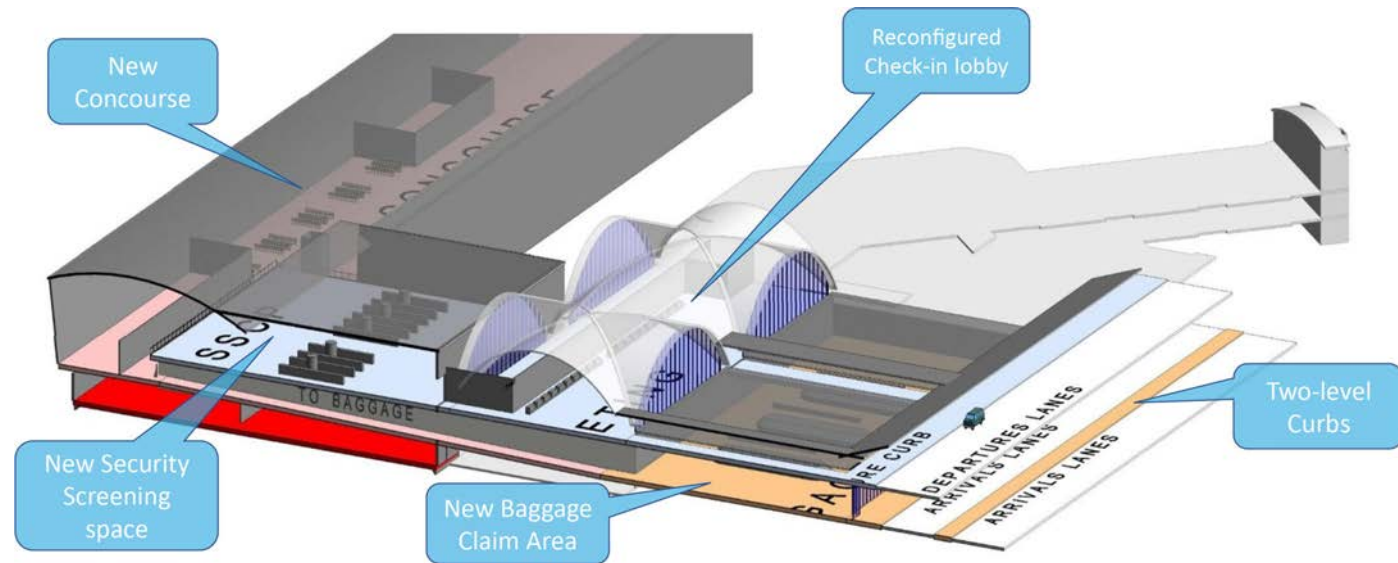
62 new gates would be sized for the larger airplanes seen in the existing and future fleets. Advancing the project will require additional detailed discussions with current airlines, city government leaders, and others. Additional public input will be sought. The goal is to continue these ongoing discussions in order to move forward with terminal construction once design concepts are completed and approved.

**PROJECT UPDATE** The airlines have already signed off on almost a billion dollars in ancillary and preparatory work, which is currently underway. The Airport and airlines are currently in discussions with the ultimate goal of securing an agreement for the Consolidated Terminal Plan to move forward. In January of 2025, HOK was selected as the design team lead. If all goes as planned, the project could break ground in mid-2027 with completion anticipated in 2032. The St. Louis Regional Freightway will continue to advocate for funding for \$175 million in needed improvement to Interstate I-70 from the Missouri River to Hanley Rd. —a stretch of interstate directly serving STL. ■



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





Cutaway showing preferred terminal processor



**LOCATION**

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

**ESTIMATED COST OF REMAINING WORK**

\$1.26 billion  
(Partially Funded)

**OWNER**

Illinois Department of Transportation (IDOT)

Missouri Department of Transportation (MoDOT)

**CONTACT**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110

MoDOT  
(314) 453-1800



ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

**Partially Programmed for 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 **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

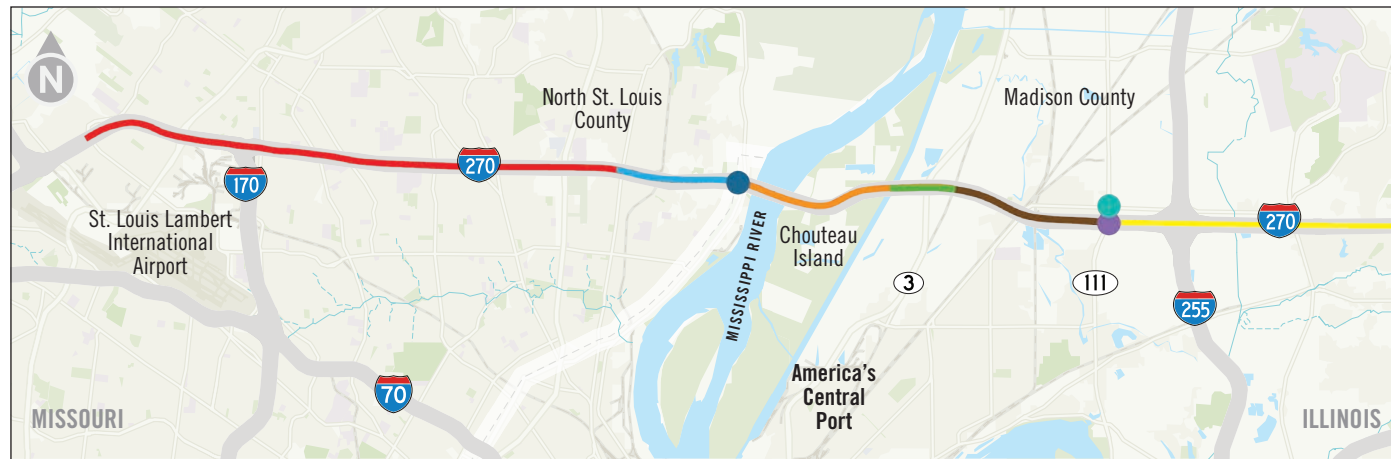
**KEY LOGISTICS CORRIDOR**

The St. Louis region continues to be a hub for industrial and freight development by offering higher productivity at a better value than peer metros. The region's Industrial Market Total Inventory Size (Industrial & Flex > 100,000 sq. ft.) now tops 193.3 million sq. ft., 17 million sq. ft. of which was available in spring 2025.

The region offers highly competitive NNN asking rents, around \$5.17 per sq. ft., and boasted nearly 4 million square feet of industrial space under construction as of Q1 2025. Overall industrial real estate tenant growth increased by 11.1% from 2024-2025.

The I-270 corridor running from Missouri into Illinois remains the epicenter of the region's industrial market activity.





**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 Riverview Drive Interchange (MoDOT): \$35.4M - **FUNDED CONSTRUCTION UNDERWAY**
- 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, plus Bridge Replacement at IL Rte. 3 and St. Thomas Rd. (IDOT): \$116.5M – **FUNDED**
- St. Thomas Rd. to IL Rte. 111 (IDOT): \$14.6M for engineering – **FUNDED**; Approximate construction cost \$385M – **UNFUNDED**
- IL Rte. 111 at Chain of Rocks Rd. in Pontoon Beach intersection reconstruction (IDOT): \$20.1M – **FUNDED**
- I-270 at IL Rte. 111 Interchange (IDOT): \$25.1M – **COMPLETED FALL 2025**
- .2 mi E. of IL Rte. 111 in Pontoon Beach to .5 mi E of I-55/70 – Resurfacing and Bridge Repair (IDOT): \$120M – **FUNDED**

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 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 multi-modal 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.



West Florissant interchange over I-270

**FUNDED PROJECT DESCRIPTION (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.

Work on the segment of I-270 from I-70 James S. McDonnell Blvd. to Bellefontaine Rd. was completed in December 2023 and totaled \$278 million. See separate Fact Sheet for this I-270 North Project on [page 8](#) or visit [i270north.org](http://i270north.org).

- 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 \$45M.



**FUNDED 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 more than 46,000 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 shoulders, and the project also will accommodate 6 lanes between the Mississippi River bridge and the Chain of Rocks Canal. The first bridge being built immediately south of the existing bridge has been completed and opened in December 2024. Traffic has



been shifted to the new bridge so the existing I-270 bridge could be demolished, and the north bridge construction could commence. This westbound bridge is estimated to be completed by the end of 2026.

An additional \$35.4 million is being invested in modifications to the I-270 Riverview Drive Interchange, which 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 completion is anticipated in summer 2027.



### PROJECT DESCRIPTION (C)

**I-270 Improvements from the Chain of Rocks Canal to IL Rte. 111 and intersection reconstruction at IL Rte. 111 and Chain of Rocks Rd. in Pontoon Beach (IL):** IDOT's FY 2026 – FY 2031 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, add lanes and replace bridge at IL Rte. 3 and St. Thomas Rd. (IDOT):

\$116.5 million

- **PARTIALLY FUNDED** St. Thomas Rd. to IL Rte. 111 (IDOT): approximate cost construction \$385 million; **FUNDED** \$14.6 million for engineering
- **FUNDED** .2 mile E. of IL Rte. 111 in Pontoon Beach to .5 mile E. of I-55/70—resurfacing and bridge repair (IDOT): \$120 million
- **FUNDED** IL Rte. 111 at CORS Rd. in Pontoon Beach intersection reconstruction (IDOT): \$20.1 million
- **FUNDED** I-270 at IL Rte. 111 Interchange (IDOT): \$25.1 million; complete

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. This reconstruction and modernization of the I-270 at IL Rte. 111 interchange construction project was completed in late 2025. 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



#### LOCATION

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

#### ESTIMATED COST

\$1.18 billion  
(Partially Funded)

#### OWNER

Missouri Department of Transportation (MoDOT)

#### CONTACT:

MoDOT  
(314) 453-1800



#### PROJECT FUNDING

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

## ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

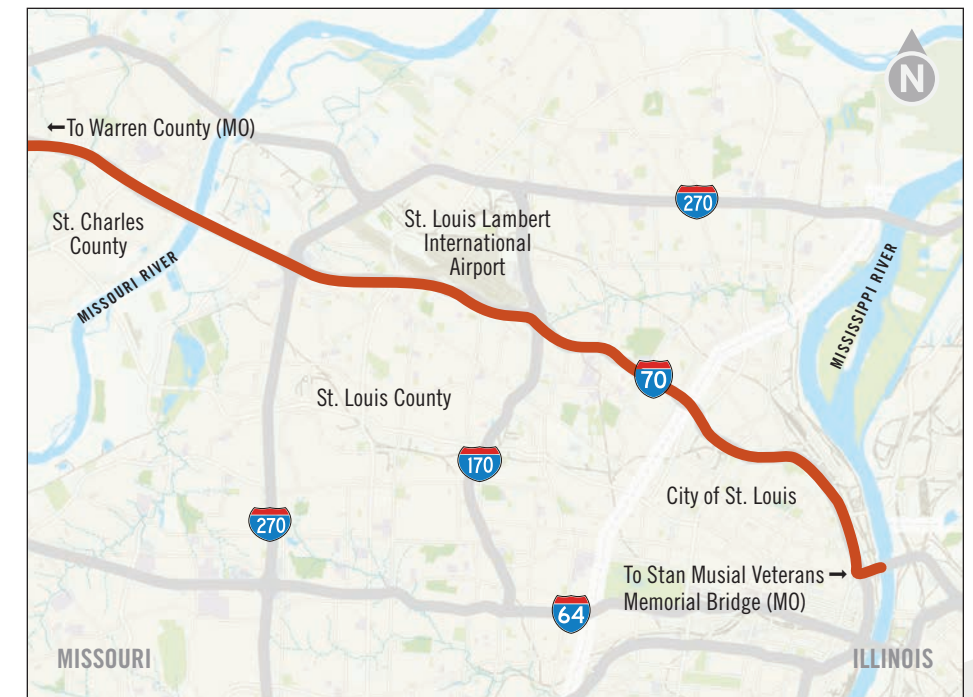
# I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)

Partially Programmed for 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 **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.





MoDOT I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge corridor segments, 2026

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 sq. ft. 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, Mo., 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. I-70 WARREN COUNTY TO WENTZVILLE (US 61) (SEGMENT 1)

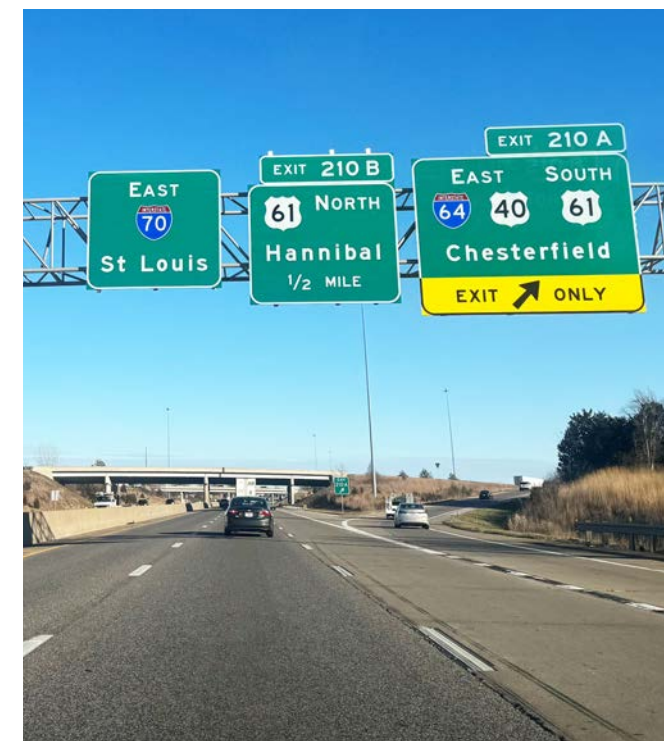
- **FULLY FUNDED** \$634 million I-70 Warren County to Wentzville. As a part of the subsequent “Improve I-70” program to provide at least 6 lanes on I-70 across the state, the easternmost section (project #2) will be a large design-build project between Warrenton and Wentzville. With this unexpected 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 \$634 million that is funded. The project broke ground in March 2025 and construction is set to take place 2025-2028, and incorporates the following components from Rte. Z to Rte. K (Segment 1):

“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)

- 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



I-70 at I-61

Close proximity to I-70 was a contributing factor for American Food Group’s \$800 million beef processing facility that opened in May 2025 in Wright City, 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 \$1 billion. 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 26 rail-served sites in the region with available land for future development.





### B. RTE. K TO HWY 94 (SEGMENT 2)

- **UNFUNDED** \$20 million I-70 Interchange, Outer Rd. and Mainline Improvements from Bryan Rd. to Mid Rivers Mall Dr. will address more than 260 hours of annual traffic queuing.
- **FUNDED** \$62 million I-70 Improvements from Cave Springs Rd. to Convention Center Blvd. 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 was substantially completed in 2025. Outer road improvements from 94 to Zumbahl Rd. are also funded.



### C. HWY 94 – I-270 (SEGMENT 3)

Cost and funding status TBD.



### D. I-270 TO FLORISSANT RD. (SEGMENT 4)

- **UNFUNDED** \$175 million for I-70 improvements from the Missouri River to North Hanley Rd.
- **FUNDED** \$58 million from the Missouri River to US 67, largely for bridge infrastructure improvements (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\*

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

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. FLORISSANT RD. TO N. BROADWAY (SEGMENT 5)

- **UNFUNDED** \$152 million I-70 St. Louis City Limit to Benton St.
- **UNFUNDED** \$80 million I-70 Benton St. to IL State Line

The I-70/Salisbury Interchange has also been identified as having conflict points, operational deficiency and negatively impacting high truck volumes of freight movements between IL Rte. 3 and I-70 via the McKinley Bridge. The Freightway will work with MoDOT to determine improvements needed and potential costs and funding sources.

Modifications to the I-70 Express Lanes could also provide connectivity to the Stan Musial Veterans Memorial Bridge for improved traffic operation within the I-70 corridor. The Freightway will evaluate the level of freight benefit for this proposed connection with the freight industry.

#### I-70 Partnership—Kansas City & St. Louis

A recently formed partnership between Kansas City and the St. Louis region highlights the importance of reconstructing and adding capacity to Missouri’s state-wide I-70 corridor. Former Missouri Governor Mike

**“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

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. ■



The Stan Musial Veterans Memorial Bridge across the Mississippi River, the finishing line for the I-70 Improvements.

\*\* The full \$2.8 billion 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 ■ 2027 PRIORITY PROJECT

## America's Central Port Intermodal Improvements (IL)

Partially Programmed for Construction

**LOCATION**

Granite City, Illinois

**ESTIMATED COST**

\$421.1 million  
(Partially Funded)

**OWNER**

America's Central Port

**CONTACT**

Bill Stahlman  
Director of Engineering  
(618) 452-8450



**PROJECT FUNDING**

(C) The project is funded through a USDOT MARAD Port Infrastructure Development grant for \$4.5 million, and \$3.6 million secured for dock construction in April 2023 through IDOT's Competitive Freight Program.

(D) The estimated project cost is \$20 million and is partially funded by a \$13 million IDOT grant.

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 sq. ft. 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.



The Stan Musial Veterans Memorial Bridge across the Mississippi River, the

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 consistently ranks as the most efficient inland port district in terms of tons moved per river mile. It plays a critical role in the nation's global supply chain.



**PROJECT DESCRIPTION (A)**

**Track 18, 19, & 2 Rehabilitation:** This project consists of reconstructing tracks 18, 19, and 2 servicing the Port's Warehouse District and Madison Harbor. The new track will accommodate 286,000-pound rail cars and provide reliable rail service to the Port's tenants and operators. A total of 9,400 track feet and twelve turnouts will be replaced in order to make the Port's operations more resilient. These rail tracks are a vital link between the Port and the regional network of Class I railroads. Estimated cost is approximately \$8.8 million. The project is unfunded.



**PROJECT DESCRIPTION (B)**

**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 unfunded.

**"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)

**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.



### PROJECT DESCRIPTION (D)

**Madison Harbor Sedimentation Reduction:** This project will provide for mitigation of sediment that is introduced to the harbor during higher river stages of the Mississippi. The reduction in sediment will result in lowering annual maintenance dredging needs and costs and allow the harbor to remain reliably open throughout the year. The estimated project cost is \$20 million and is partially funded by a \$13 million IDOT grant.



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



### PROJECT DESCRIPTION (E)

**White Dock Rail Yard Expansion:** The White Dock terminal in the Granite City Harbor transloads agricultural commodities from rail and truck to barge. This project will connect rail tracks that currently dead-end at the White Dock into the adjacent rail network south of the terminal, allowing the White Dock to process larger trainsets. The estimated project cost is \$3 million, which is currently unfunded.



### PROJECT DESCRIPTION (F)

**Red Dock Terminal Reconstruction:** This terminal is one of the two dry bulk agricultural facilities within the Granite City Harbor. The project will replace the aging conveyor system and loading tower, allowing for more efficient transfer of product between truck, rail, and barge. The estimated project cost is \$20 million, which is currently unfunded.

Two other priority projects at ACP were recently completed. These include the \$8 million Granite City Lead Track Revitalization and the \$3.3 million New Port Entrance at Illinois Route 3.



#### LOCATION

St. Clair County, Illinois

#### ESTIMATED COST

\$335.5 million  
(Partially Funded)

#### OWNER

Illinois Department of Transportation (IDOT)  
Village of Sauget

#### CONTACT

Carrie Nelsen  
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 2026 – FY 2031 Proposed Highway Improvement Program.

(B) \$771,960 was secured in March 2023 through IDOT's Competitive Freight Program for engineering work, bringing the total secured to date to approximately \$11 million.

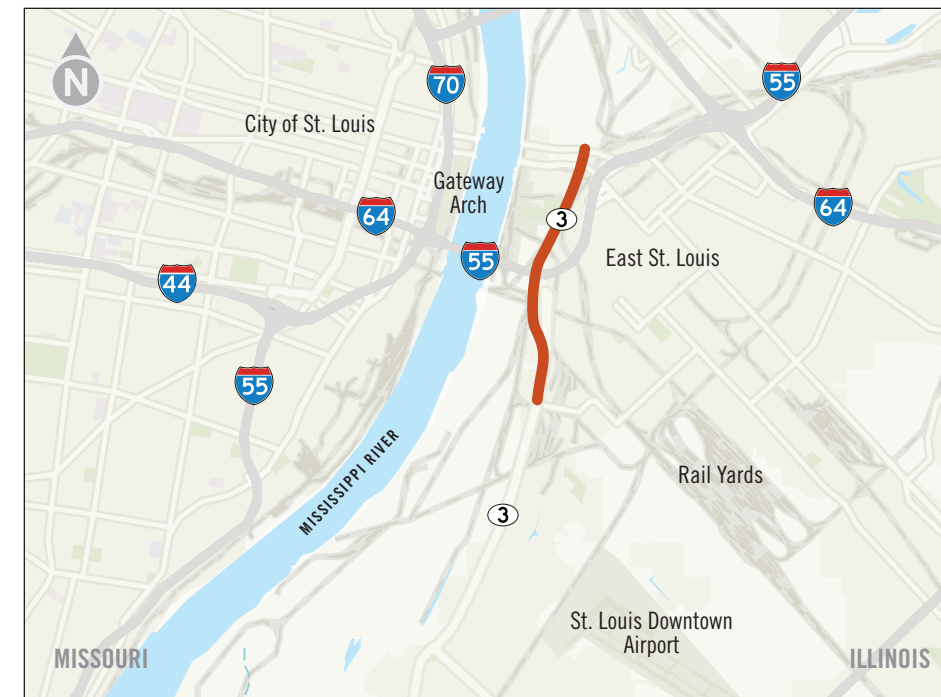
## IL Rte. 3 Access Improvements (IL)

### Partially Programmed for 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 **highest priority** for the region.



**PROJECT NEED** IL 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 Dupu. 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 Dupu 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 IL Rte. 3 is still in need of improvements. Completion of the improvements will:

- Support long-term, high-paying job growth in the 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 IL 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 consistently ranks as the most efficient inland port district in the nation. It plays a critical role in the nation’s global supply chain.



**FUNDED PROJECT DESCRIPTION (A)**

**IL Rte. 3 Relocation:** This project includes new construction of a four-lane corridor of IL 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 proposed additional lanes 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 2026 – 2031 Proposed Highway Improvement Program.



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

**PROJECT DESCRIPTION (B)**

**IL 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 IL 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 IL 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 \$2.7 million of vehicle hours of delay per passenger and commercial vehicle drivers traveling along this section of IL 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 railing (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 IL Rte. 3 corridor.”**

—Rick Ortyl  
Vice President  
Metro East Industries



*Community leaders encourage stakeholders to file a complaint with the Illinois Commerce Commission during IL 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 IL 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 IL Rte. 3/Queeny Ave., Queeny Ave./Falling Springs Rd. and IL Rte. 3/Monsanto Ave. All three projects are important to the Diversion Loop and preliminary engineering is ongoing.

Total project is \$30 million. The IDOT’s March 2023 Competitive Freight Program included \$771,960, in 2015 the Illinois Commerce Commission committed \$9.2 million, and IDOT/The Village of Sauget also committed \$1.1 million in funding for the project. \$19 million in project costs remain unfunded. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

## I-44 Improvements in the St. Louis Region (MO)

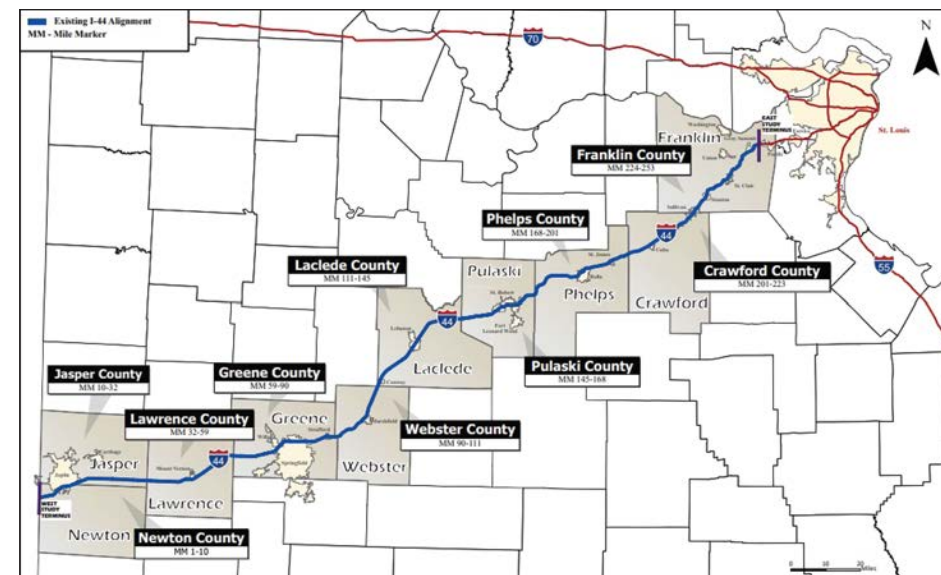
### Partially Programmed for Construction

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, improvements to I-44 address regional freight needs and are considered a **high priority** for the region.



**BACKGROUND** I-44 is a vital east-west link across Missouri, approximately 290 miles carrying approximately 30% truck traffic. The corridor was completed in 1966, and in the decades since, has established itself as a statewide and national freight route of significance. Roadway capacity is becoming inadequate for expected demand. Interchanges and portions of the mainline along I-44 have safety and operational issues and are inconsistent with current design standards. Improvements are needed to carry existing and future traffic.

**FORWARD 44** MoDOT's Forward 44 study includes a 252-mile corridor from the Oklahoma state line to Gray Summit (Missouri Rte. 100) nearing the St. Louis County Line. The Forward 44 study corridor touches 10 counties across the state of Missouri, including Franklin County in the St. Louis region.



**LOCATION**

Franklin and St. Louis Counties and the City of St. Louis

**ESTIMATED COST**

\$200 million (STL Region)

**OWNER**

Missouri Department of Transportation (MoDOT)

**CONTACT**

MoDOT  
(314) 453-1800



**PROJECT FUNDING**

In the St. Louis region, the STIP funded corridor improvements include about \$100 million for pavement and bridge improvements in Franklin County, St. Louis County and the City of St. Louis.



MoDOT photo of Truck Traffic on I-44

Although the study limits terminate in Franklin County, the trucks and upcoming MoDOT projects do not stop there. I-44 in its entirety is an essential freight corridor that continues through St. Louis County and St. Louis City to the Illinois state line—a key commercial trucking corridor across the country and significant supply chain corridor for the aerospace sector. Freight traffic represents an essential element of the traffic stream on I-44 with the most heavily traveled portion running through Franklin County and St. Louis County into the City of St. Louis.

**CORRIDOR NEEDS** In the St. Louis Region, the Freightway's most recent Non-Interstate Truck Corridor Study identifies eleven industrial zones and five large industrial real estate sites that rely on truck access via I-44. MoDOT has indicated that the Forward 44 study corridor helps facilitate 1.2 million jobs. Statewide, MoDOT estimates that I-44 carries more than 1.3 billion tons of freight annually at an estimated value of over \$3.7 billion. Beyond Missouri, I-44 traverses Texas and Oklahoma. Texas Department of Transportation is advancing improvements to I-27 as part of the Ports-to-Plains Trade Corridor through Texas. TxDOT's study projected I-44 to experience the greatest increase in truck traffic because the conversion of the Ports-to-Plains Corridor to an interstate would create shifts in national travel patterns. The Ports-to-Plains Corridor is projected to attract trips to I-44 from St. Louis, Missouri, to Wichita Falls and continuing towards the Texas corridor, while diverting trips away from other east-west routes east of Texas, such as I-10.

In St. Louis City and County, aging infrastructure, vertical clearance limitations, congestion at the Murdoch/Shrewsbury interchange and crashes involving tractor trailers at Antire Hill Rd. are the main opportunities for improvements. In Franklin County, reliability suffers when I-44 reduces to two lanes in each direction contributing to significant delays and congestion when an incident closes one or more lanes several times per year. Discontinuous outer roads provide occasional detour options if present. However, the outer roads are not built to withstand interstate and freight traffic resulting in significant pavement deterioration. The I-44/US 50 interchange combines heavy traffic movements, hills and curves, large pavement failures and 30% freight traffic.



**PROJECT FUNDING** The Forward 44 study began with \$20 million of General Revenue in Missouri’s Fiscal 2024 budget to initiate environmental studies for the 252-mile study corridor and develop an implementation strategy to improve the I-44 corridor. The greater corridor study is now complete. While the study was underway, legislatively designated projects were identified statewide and former Governor Mike Parsons approved \$577.5 million of state funds to fund several projects along I-44, as well as some of the additional improvements identified by the study. This is on top of the \$433 million of I-44 improvements that MoDOT already has programmed in the Statewide Transportation Improvement Program (STIP) including those beyond the study limits into St. Louis County as well. The work on I-44 will be delivered through several projects over the coming years.

In the St. Louis region, the STIP-funded corridor improvements include about \$100 million for pavement and bridge improvements in Franklin County, St. Louis County and the City of St. Louis. ■



Estimated annual FAF tonnage flow for trucks on national highway system by 2050

Note: Major flows include domestic and international freight moving by truck on highway segments with more than 25,000 FAF tons per year and between places typically more than fifty miles apart. Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework (FAF), version 5.2. Flows include 42 different commodities represented in FAF.



**LOCATION**

Dupo, Illinois

**ESTIMATED COST**

\$110 million (Partially Funded)

**OWNER**

Village of Dupo

**CONTACT**

Mayor Dawn Keys  
(618) 286-3280



**PROJECT FUNDING**

While some funding for the project is included in IDOT’s FY 2026-2031 Proposed Highway Improvement Program, approximately \$75 million remains unfunded.

**ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT**

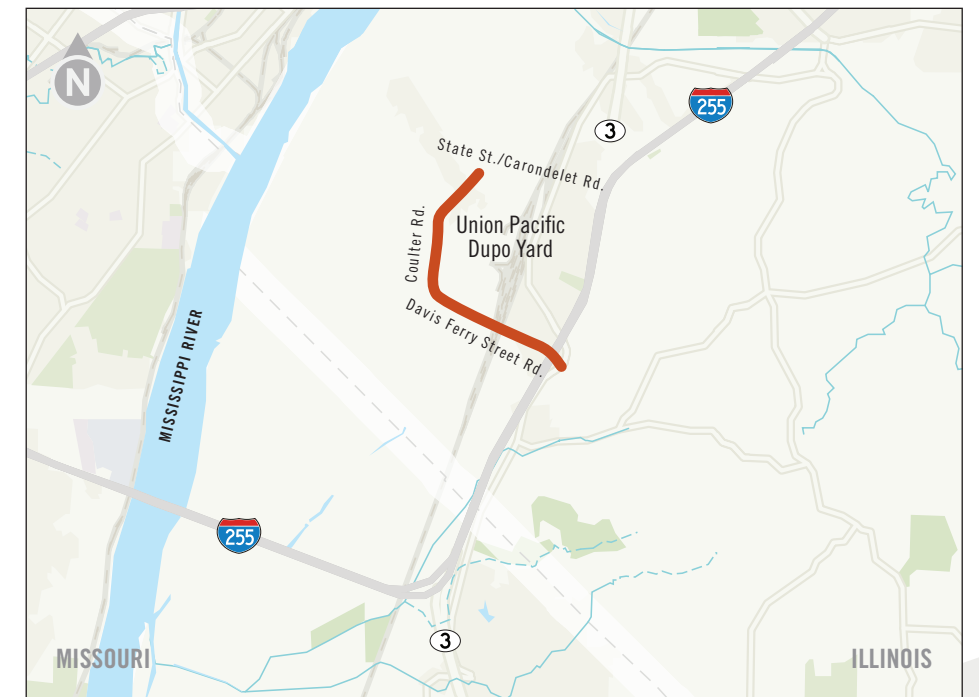
**I-255/Davis Street Ferry Rd. Interchange (IL)**

**Partially Programmed for 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** The new I-255/Davis Street Ferry Rd. interchange would replace the existing interchange at Exit 9 (Old IL 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.”

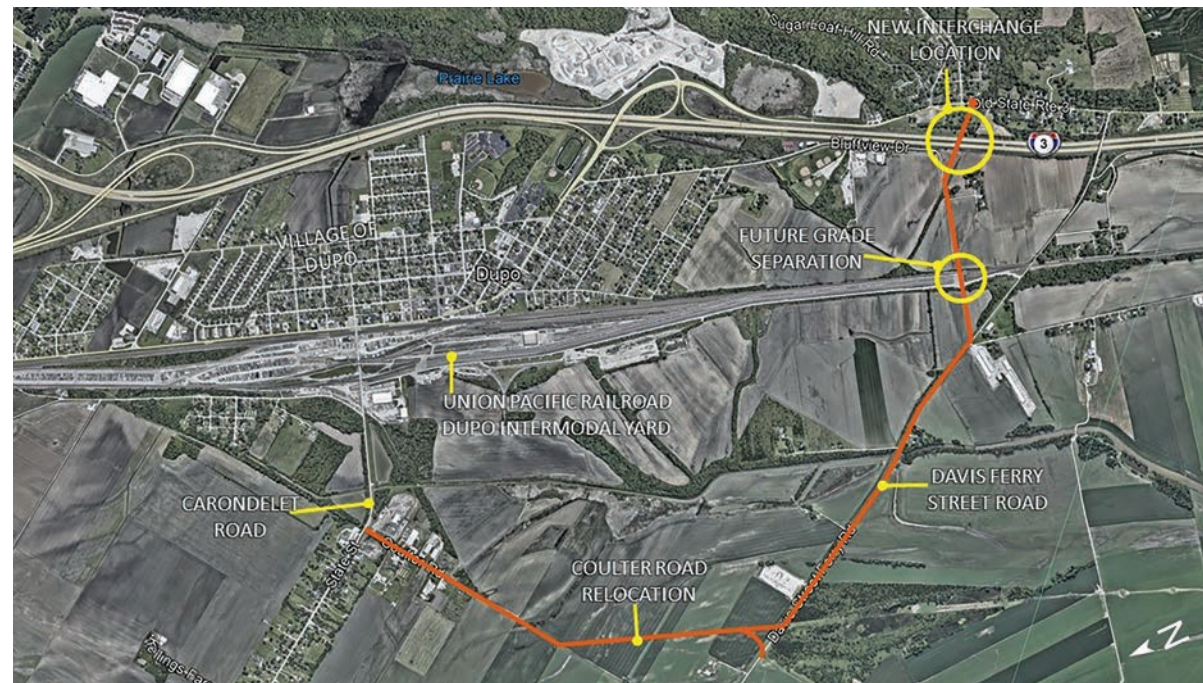
—David Branding  
Managing Director  
St. Louis office of Jones Lang LaSalle (JLL)

**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 Coulter Rd. relocation improvement are not included with the funding IDOT/FHWA has committed toward the interchange project. ■



Dupo, Illinois, aerial highlighting intersection and future overpass



**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**

\$98.3 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

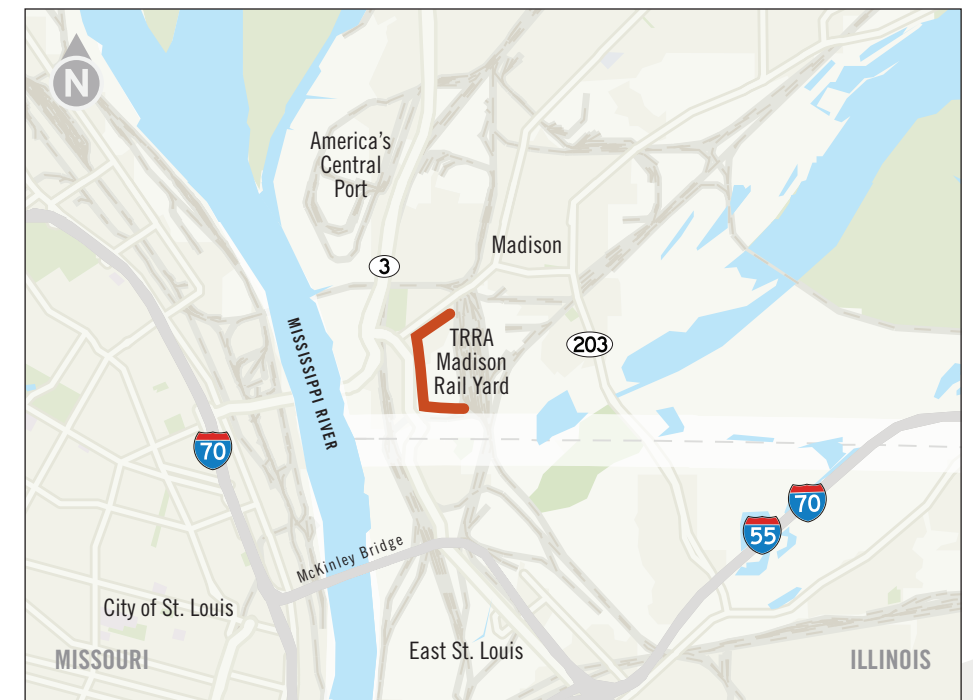
**PROJECT FUNDING**

(B) The \$29 million project is being funded by IDOT with a combination of Federal and Non-Federal funds.

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.

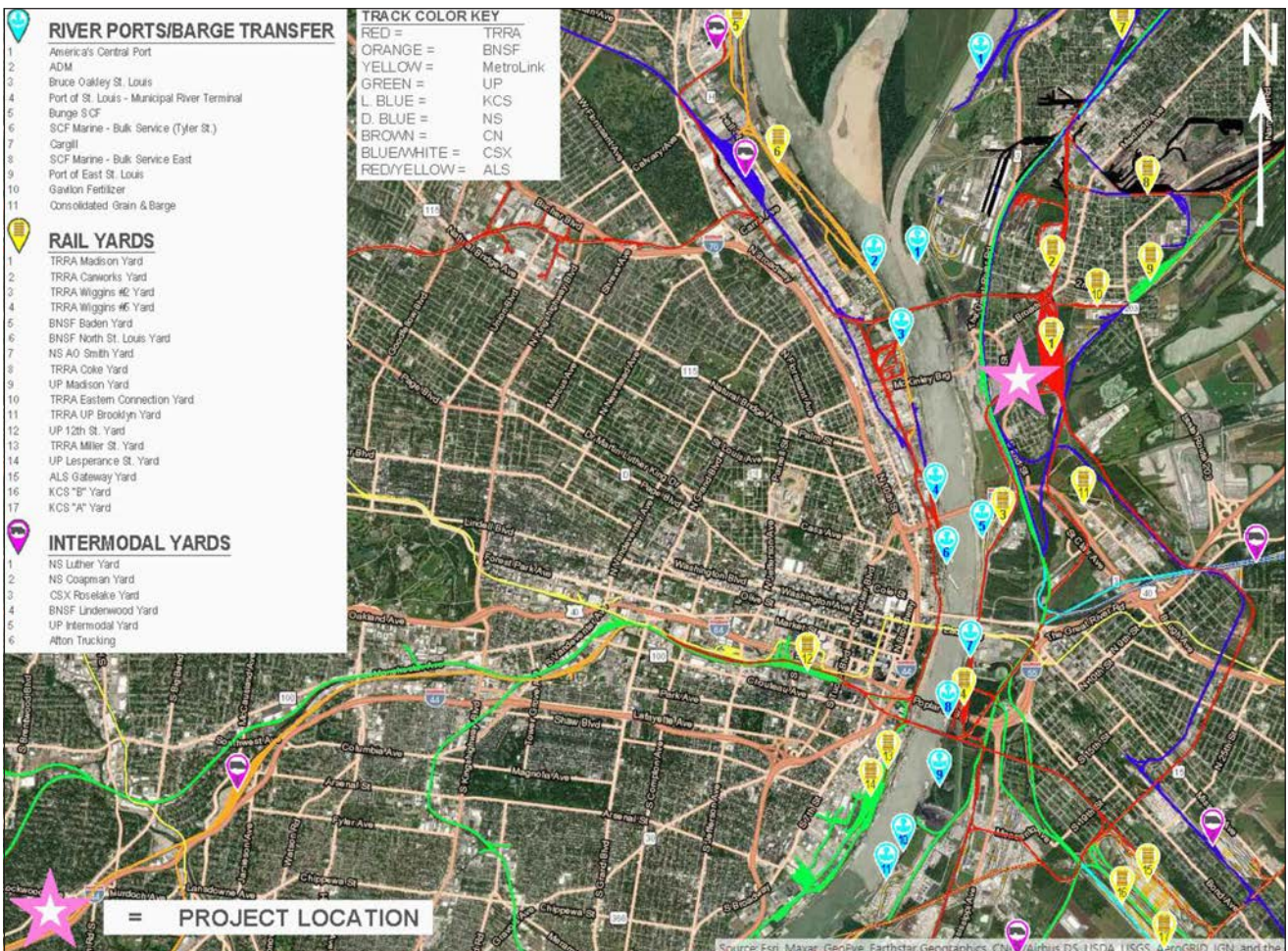


**PROJECT NEED** St. Louis is an important node in the national freight and passenger rail system due to its central location and multimodal transportation facilities: highway, waterway/port, railway, air cargo, and pipeline. TRRA plays a vital role in the national freight and passenger rail system. 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,





Illinois Transfer 3rd Main, St. Clair County, IL. Provided by Earthstar Geographics



Satellite view of the facilities for ports, rail yards and intermodal yards in the bi-state region

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 I 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's 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 TRRA's Madison Yard, they are uncoupled and distributed on

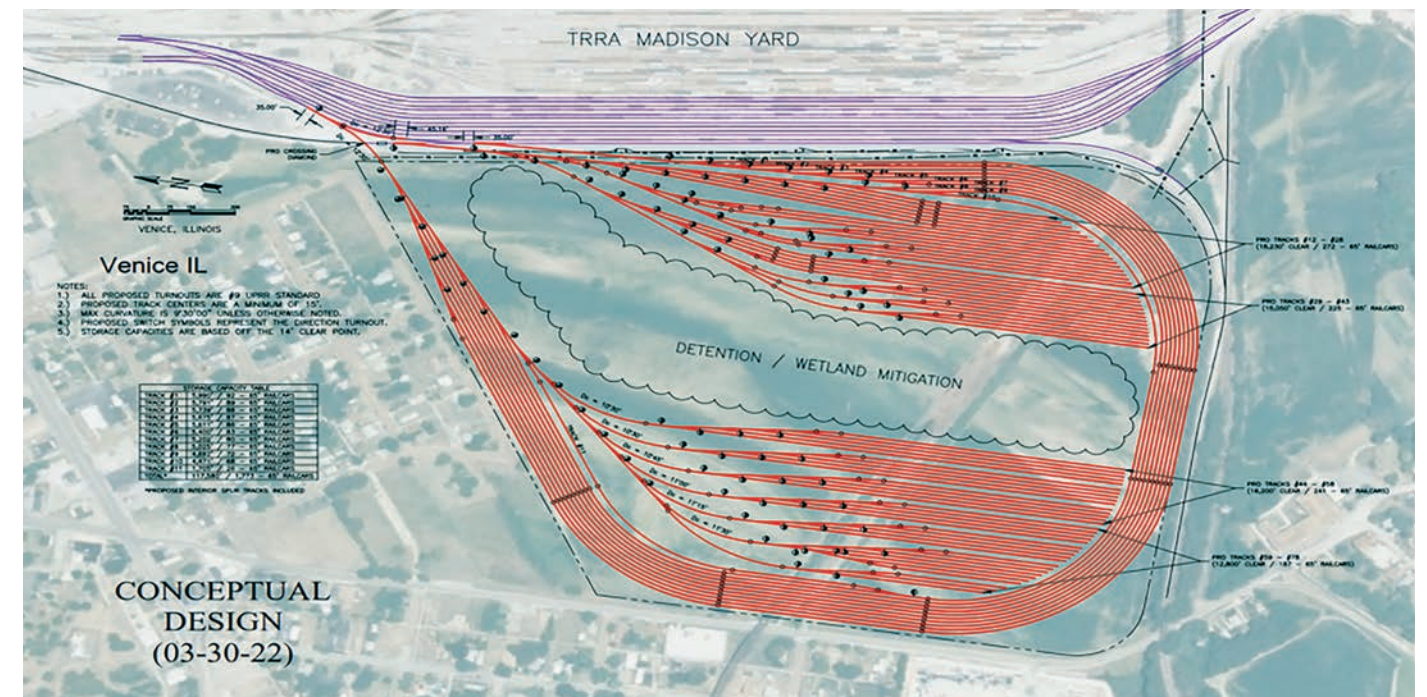
multiple short existing tracks. Inbounding today's train lengths takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines, blocking road crossings and other trains traversing the network.

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



Comprehensive map of TRRA's Madison Yard connections



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 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 is funding preliminary grading work at the site while continuing to pursue grants to cover remaining costs.

**PROJECT DESCRIPTION (B)**

**Illinois Transfer 3rd Main Railroad Track between TRRA’s 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 and enabling simultaneous inbound trim and through track operations, boosting yard capacity. Today’s freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as TRRA’s 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 TRRA’s 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., IL Rte. 15 (Missouri Ave.), Martin Luther King Dr. and IL Rte. 3. The project reduces 5 mph crossings on Rte. 3 in Sauget by 1-2 trains per day.

Estimated project cost is \$29 million. IDOT is providing \$15 million in federal funds and \$14 million in non-federal funding for the project. Permitting for construction is underway. Bid letting is expected in fall/winter 2026 with construction to start in 2027. ■



**LOCATION**

Shiloh, Illinois

**ESTIMATED COST**

\$70.3 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110

Norm Etling  
St. Clair County Engineer  
(618) 233-1392



**PROJECT FUNDING**

The relocation project from IL Rte. 161 to Rte. 177 is funded and is included in IDOT’s FY 2025 – FY 2030 Proposed Highway Improvement Program. Construction began in summer 2024 and is expected to be completed in summer to fall 2026.

Construction on the segment from IL Rte. 177 to Rte. 15 is unfunded, but \$350,000 has been funded for preliminary engineering.

**ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT**

**IL Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 15 (IL)**

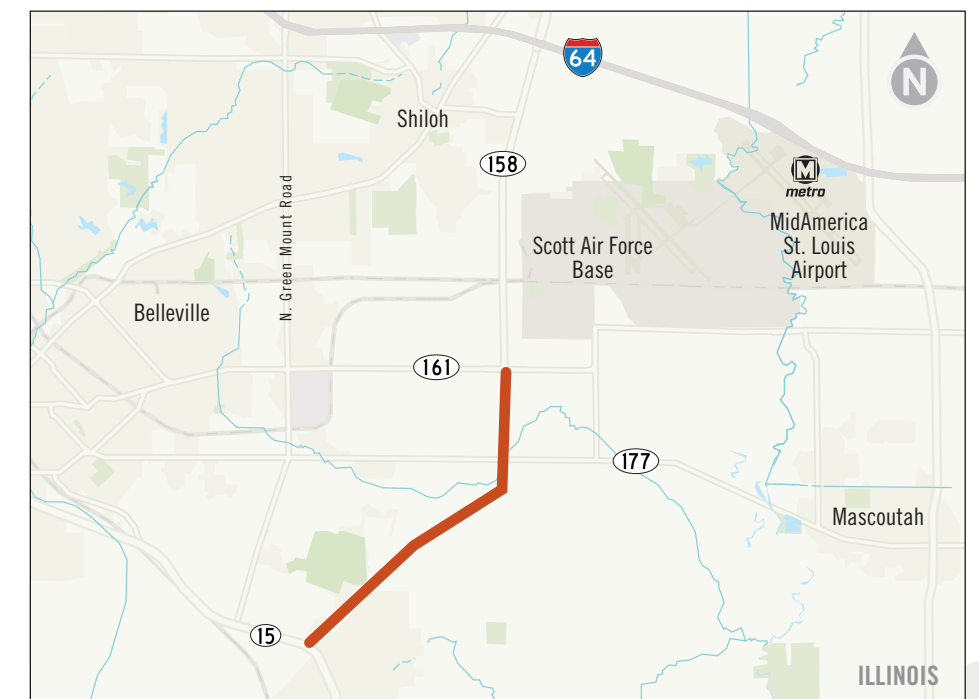
**Partially Programmed for Construction**

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** 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.

**PROJECT DESCRIPTION** The first phase of this project, which is under construction, includes a one-mile extension of IL Rte. 158 (Air Mobility Dr.), the main gateway from I-64 to MidAmerica St. Louis Airport and Scott



Air Force Base. The \$19.99 million extension from Rte. 161 (Carlyle Ave.) to Rte. 177 (Mascoutah Ave.) would extend a two-lane roadway along a growth corridor.

The second phase will further extend the two lanes of IL Rte. 158 an additional five miles from IL Rte. 177 to IL Rte. 15. \$350,000 is available for preliminary engineering, but the remainder of the \$50 million in estimated construction costs is currently unfunded.

**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 IL Rte. 158 (Air Mobility Dr.) corridor, as well as the intersecting IL 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 IL Rte. 161 and IL Rte. 158 intersection



## Mississippi River Port Development Projects (MO)

### Partially Programmed for 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** 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.

#### 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

Cyndi Buchheit-Courtway  
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

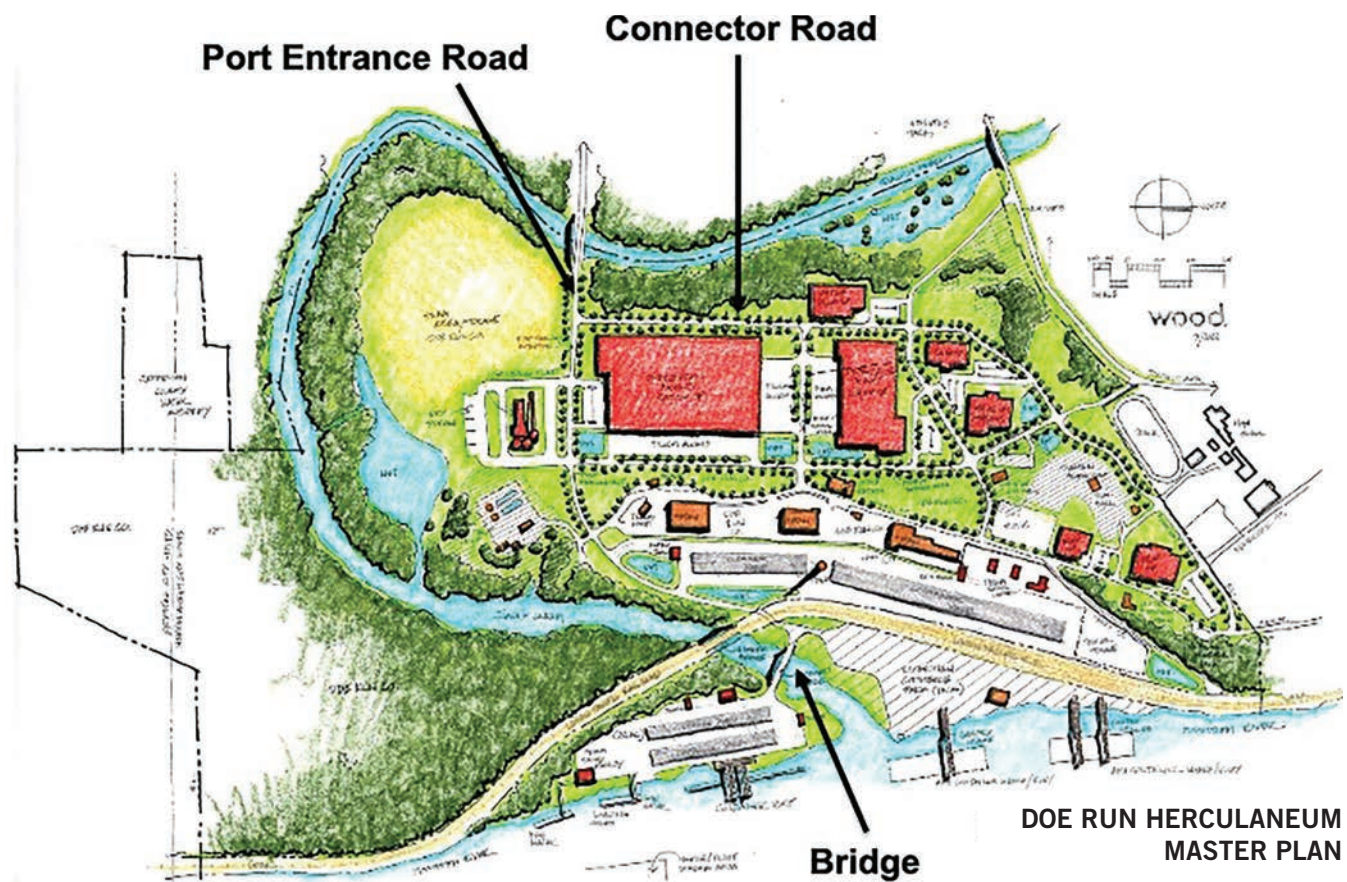


#### PROJECT FUNDING

**(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, which was acquired in 2024 by Ingram Infrastructure Group.





(A) Jefferson County Port Development

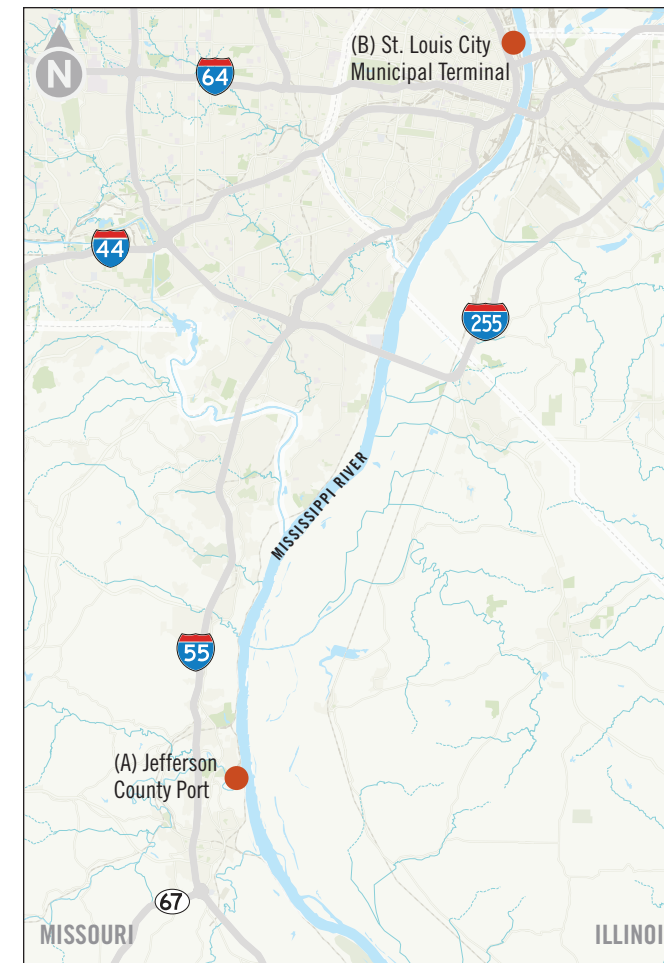
In late summer 2024, the Jefferson County Port Authority (JCPA) closed on the \$20 million purchase of approximately 18 acres along the Mississippi River at 600 Riverport Way in Herculaneum, Mo. The acreage was sold to JCPA by Riverview Commerce Park, LLC (RCP), along with the operations of RCP. The site will serve as the first publicly owned terminal facility in Jefferson County and as the catalyst for various other infrastructure improvements tied to further port development.

**“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

A new port entrance road is under construction and should be completed summer 2026. The planned Broadway Extension Road will provide additional access within the proposed development. That project was in final design stage in the first quarter of 2026 and expected to go out for bid late spring/early summer 2026.

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.



■ ■ ■ ■

**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 U.S. DOT BUILD; plus \$1.8 million SCF (now Ingram Infrastructure Group). Ingram continues to expand rail capacity with the goal of accommodating two unit trains from just north of the MRT to the Stan Musial Veterans Memorial Bridge (I-70) over the Mississippi River.

■ ■ ■ ■

**PROJECT DESCRIPTION (C)**

**St. Louis City South Riverfront Redevelopment**

This project will redevelop the former South Refuse site located at 4230 South First St. adjacent to the Mississippi River and I-55. This 11.6 acre city-owned



(B) St. Louis City South Riverfront redevelopment site

site will be repurposed for port operations. This site has direct barge, rail, and truck accessibility. The upstream end will have 2400 feet of mooring and is currently occupied by two fleets. Union Pacific railroad is the rail industrial lead. Union Pacific has a rail spur into the Kinder Morgan tank farm immediately north and a spur into the Watco warehouse immediately south. The project includes construction of a new \$13 million South Refuse complex to the west and \$3 million for riverfront site development. The City of St. Louis Port Authority will issue a request for proposal for the development of this site. Contingent to funding, project scope could include a rail spur that accommodates eight to nine cars, a 400 foot sheet metal dock and a warehouse up to 90,000 sq. ft. The Port Authority is pursuing Economic Development Administration Grant dollars for the project. ■

**“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 REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

## Kaskaskia Regional Port District Improvements (IL)

### Partially Programmed for 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 **highest priority** for the region.



**PROJECT NEED** The Kaskaskia Regional Port District (KRPD) is the 3rd largest inland port district in the United States. The District owns and maintains multiple port facilities while partnering with private operators who lease, develop, and manage terminal operations.

In addition to its existing terminals, KRPD is developing the new Weilbacher Terminal. This facility will become the closest river terminal to Scott Air Force Base and will provide approximately 128 acres for future industrial and logistics development. KRPD is also advancing major upgrades and expansion efforts at Port Terminal #1 and Port Terminal #2 to support new commodities, improve operational efficiency, and strengthen multimodal transportation capabilities.



Kaskaskia Regional Port District Facilities

#### LOCATION

New Athens, Baldwin and Fayetteville, Illinois

#### ESTIMATED COST

\$51 million  
(Partially Funded)

#### OWNER

Kaskaskia Regional Port District (KRPD)

#### CONTACT

Brent Donovan  
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)** \$2.7 million from IDOT for the conveyor upgrade and expansion (Completed), \$1.7 million from (EDA) and \$1.3 million State of Illinois local match supporting two laydown yards and new entrance road (Completed).

**(C)** Completed Study funded by \$315,000 from the U.S. Department of Defense and \$35,000 from IDOT. MARAD Marine Highway awarded \$1.1 million used to purchase 10 rail cars. An additional \$5 million was released from DCEO for multiple other projects.



**PROJECT IMPACT** The projects provide improvements to meet existing customer needs and attract new industrial opportunities. The projects would 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 2026.**



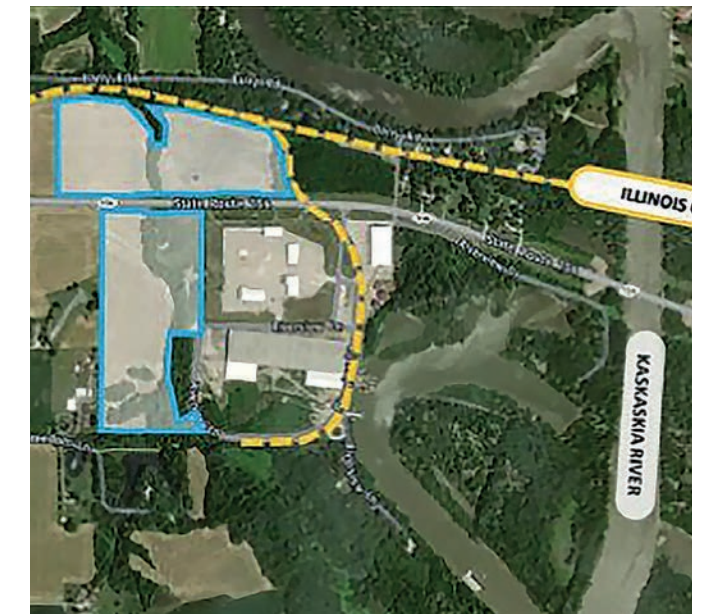
#### FUNDED PROJECT DESCRIPTION (A)

**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 2026, 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, which is expected to be underway in summer



Lead rail track and second rail loop at Terminal #1



2026 and completed in 2027. 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 summer 2027.



### PROJECT DESCRIPTION (B)

**Second Entrance, Third Dock and Other Improvements at Port Terminal #2 (Baldwin):** Significant milestones have been reached at Port Terminal #2 (River Mile 18.0) to accommodate high volumes of truck traffic and expand industrial capacity. The \$2.7 million IDOT-funded conveyor upgrade and fertilizer plant expansion is now complete. To facilitate tenant expansion, KRPD has also completed a \$3.4 million concrete laydown yard, supported by \$1.7 million in EDA funding and a \$1.3 million local match from DCEO. This expansion is expected to create 24 new jobs and allow for the processing of 240,000 additional tons of coiled steel.

Furthermore, the acquisition of ten rail cars via a \$1.1 million MARAD Marine Highway grant is complete, providing the port with essential specialized equipment. Current active efforts include a \$4.32 million project funded by IDOT's Competitive Freight Program

to install a double track under the overhead crane and a retaining wall to mitigate dock congestion. Looking forward, the Port is utilizing its \$120,000 Master Plan to seek an \$11.25 million MARAD grant, paired with a \$2.75 million local match, to construct a \$14 million third dock to further increase throughput.



### PROJECT DESCRIPTION (C)

**Weilbacher Terminal Development:** The Weilbacher Terminal (formerly Fayetteville), located at River Mile 36, is the northernmost facility on the Kaskaskia River and is strategically positioned as the closest river terminal to Scott Air Force Base (SAFB). This 128-acre site is a major asset for the District, providing critical primary and redundant shipping options for SAFB and regional agribusiness. A \$350,000 feasibility study exploring the construction of a jet fuel pipeline from the terminal to Scott Air Force Base and MidAmerica St. Louis Airport is now complete. This strategic study was funded by a \$315,000 grant from the U.S. Department of Defense Office of Local Defense Community Cooperation (OLDCC) and a \$35,000 contribution from IDOT. By securing this northernmost logistics hub, KRPD ensures the region can meet the growing needs of both national defense and private industry. ■



#### 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.

## ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

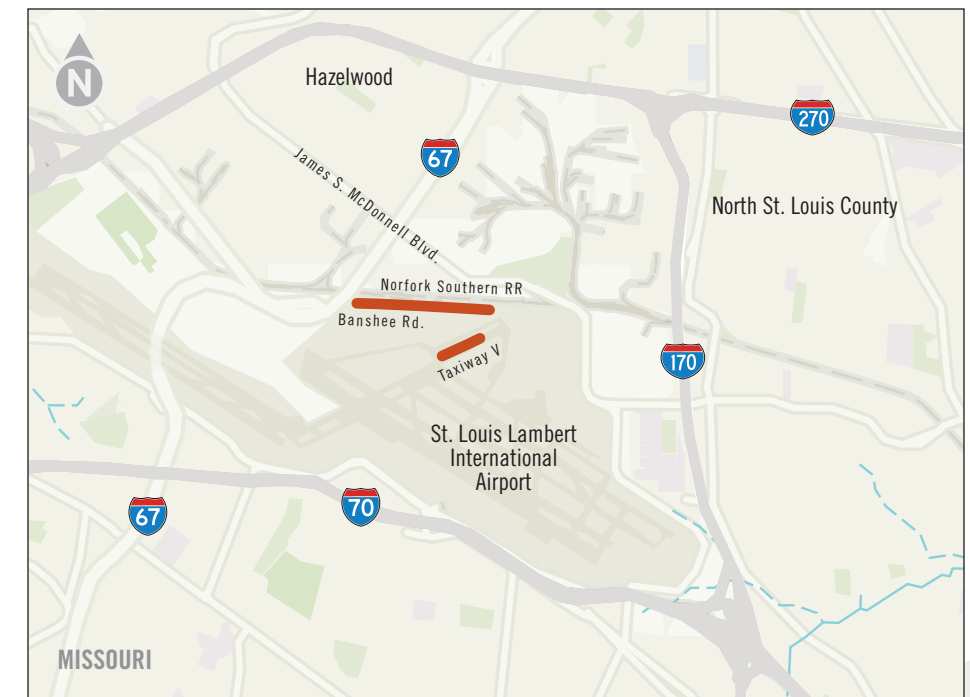
### Partially Programmed for Construction

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 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 PrimeFlight. The airport continues to attract new businesses to increase its revenue base and utilize its 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. By 2024, STL had fully rebounded to just under 16 million passengers for the year. The airport also handled 160 million pounds of cargo in 2023, including livestock.

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. The airport also handled 160 million pounds of cargo in 2023 including livestock.



### 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 not very conducive to major freight flows. The project would support the Northern Tract air cargo center. The importance of the Banshee Rd. corridor as a key non- interstate Emerging Connector is also described



Improved cargo facilities



Improved cargo facilities

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





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

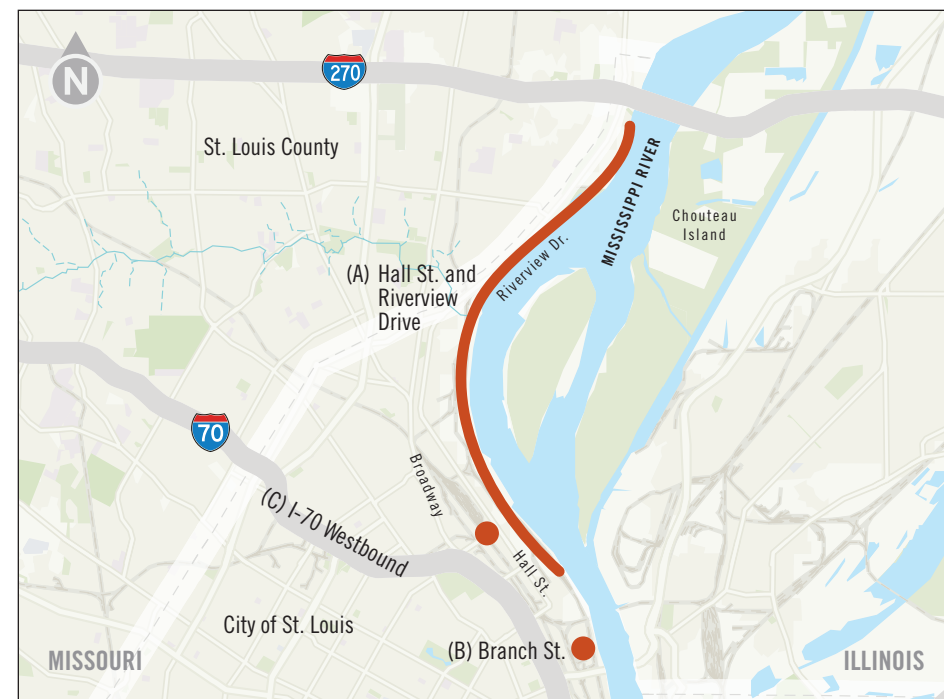
## North Riverfront Commerce Corridor Improvements (MO)

**Partially Programmed for 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** 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



**LOCATION**

St. Louis, Missouri

**ESTIMATED COST**

\$33.7 million  
(Partially Funded)

**OWNER**

City of St. Louis, Missouri

**CONTACT**

Rob Orr  
Deputy Executive Director  
(314) 657-3738

MoDOT  
(314) 453-1800



**PROJECT FUNDING**

**(A-1)** Construction completed on this \$4.3 million project with \$3 million from MoDOT and \$1.3 million from MSD.

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

**(A-3)** \$5.8 million project completed in 2020.



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

**FUNDED 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 STIP 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 underway with roadwork almost completed. MSD is designing drainage detail.



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.



**COMPLETED 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





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

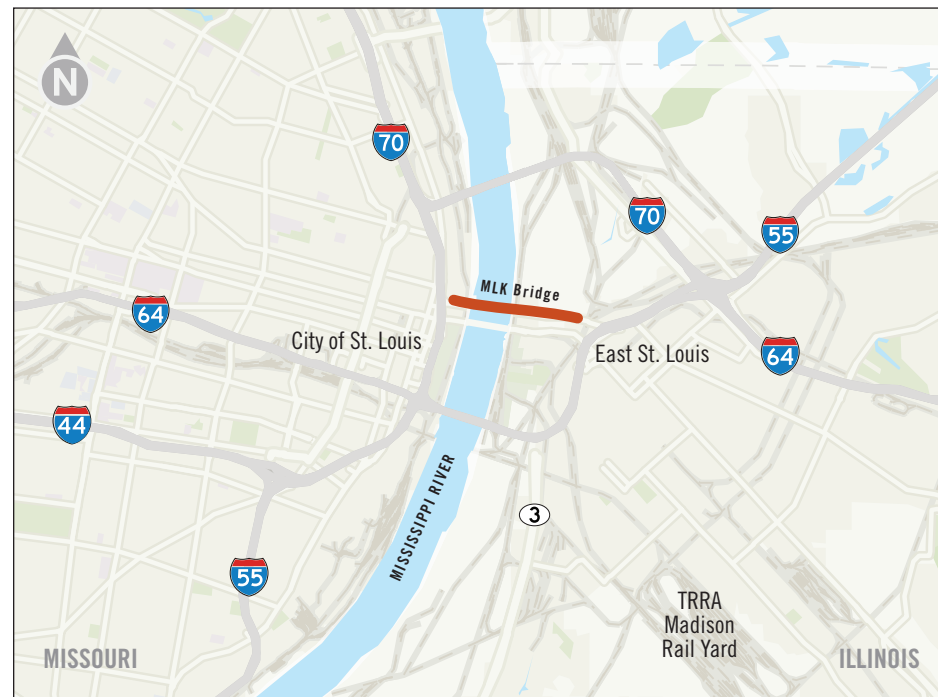
## Martin Luther King (MLK) Bridge Replacement over the Mississippi River (MO-IL)

### 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** 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).



**LOCATION**

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

Mississippi River  
Mile Marker 181

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

**ESTIMATED COST**

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

**OWNER**

Illinois Department of  
Transportation (IDOT)

Missouri Department of  
Transportation

**CONTACT**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110

MoDOT  
(314) 453-1800



**PROJECT FUNDING**

IDOT's FY 2025 – FY 2030  
Highway Improvement  
Program includes \$10 million  
for preliminary engineering.  
IDOT is the lead agency and  
Missouri and Illinois will share  
cost equally.



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. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

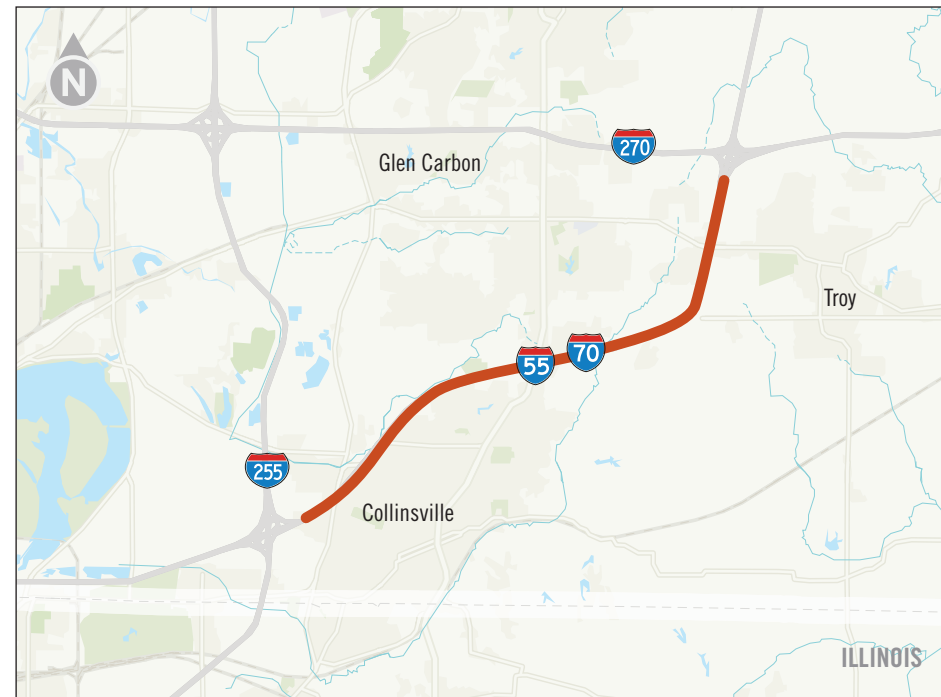
## Interstate 55/Interstate 70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL)

### Concept Development or Planning

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



**LOCATION**

Madison County, Illinois

**ESTIMATED COST**

\$570 million

**OWNER**

Illinois Department of Transportation (IDOT)

**CONTACT:**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110



**PROJECT FUNDING**

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



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

Highway (M-55). This segment of I-55/70, along with the entire I-55 and I-70 alignments 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 IL 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 IL 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. IL 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 IL 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. As of spring 2025, IDOT has allocated \$12.5 million for PE I to study capacity.

**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





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

### Concept Planning or Development

**LOCATION**

Columbia, Illinois

**ESTIMATED COST**

\$75 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.

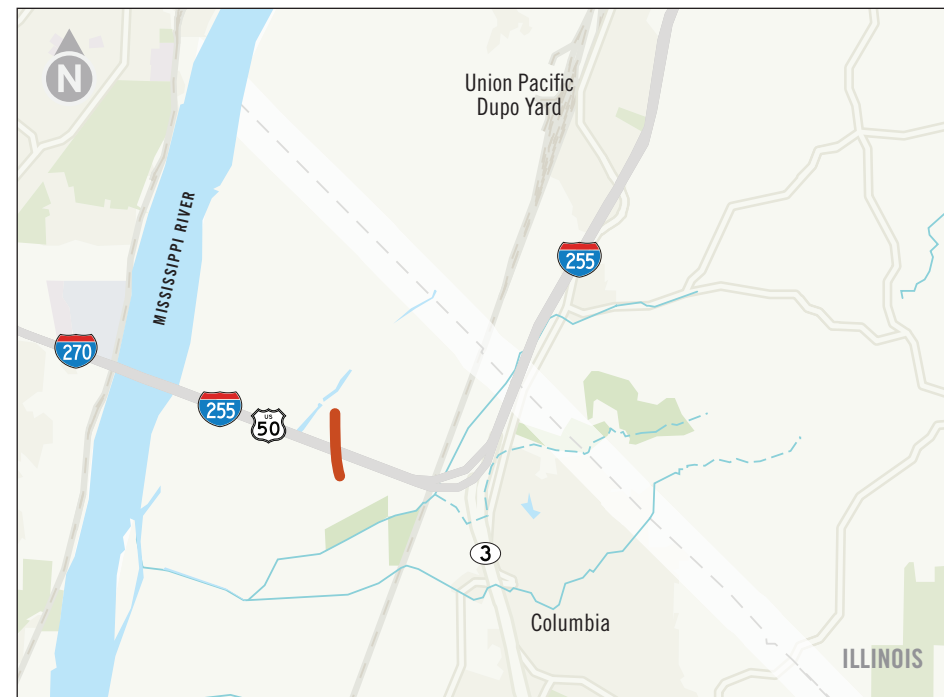


**PROJECT NEED** The Dupo Intermodal Yard in Illinois is one of the region's largest intermodal assets. Access to the yard includes several at-grade crossings with Union Pacific mainline tracks, causing delays to trucks serving the facility and creating safety issues for motorists. The site also lacks 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. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

### 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** 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.



**LOCATION**

Mascoutah, Illinois

**ESTIMATED COST**

\$45 million

**OWNER**

MidAmerica St. Louis Airport

**CONTACT**

Darren James  
Airport Director  
(618) 566-5240



**PROJECT FUNDING**

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



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 airport leadership announcing a 25% growth in passengers in a year-over-year comparison of 2025 and 2024. In anticipation of this

and future growth, the airport celebrated the opening of its new terminal expansion in summer of 2023.

Construction is underway on Phase 4B work of the MidAmerica St. Louis Airport terminal modification program, which adds a new Federal Inspection Station to its newly constructed General Aviation Facility for U.S. Customs and Border Protection.

St. Clair County has completed construction of the new of the new 5.5-mile MetroLink extension connecting the Shiloh-Scott MetroLink station to MidAmerica St. Louis Airport and revenue service is anticipated in summer 2026. In addition to airport passengers, potential users could include employees of the airport, Boeing’s manufacturing facility and North Bay Produce’s warehouse. ■



New MetroLink Station at MidAmerica St. Louis Airport





ST LOUIS REGIONAL FREIGHTWAY ■ 2027 PRIORITY PROJECT

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

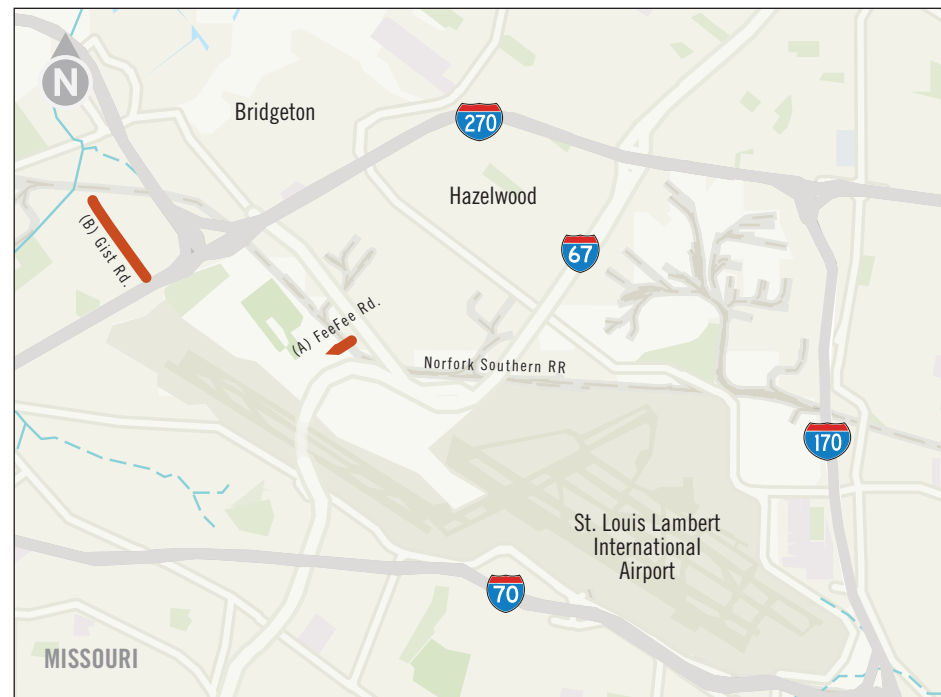
### Concept Planning or Development

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 several development sites comprised of industrial land adjacent to the airport, including both aeronautical and non-aeronautical land uses, that is ideal for logistic businesses and airborne cargo users. The following projects will attract more freight-centered development.



**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.



**PROJECT DESCRIPTION (A)**

**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 the commercial and industrial development on or near 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 unfunded.



**PROJECT DESCRIPTION (B)**

**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 unfunded. ■

“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 ■ 2027 PRIORITY PROJECT

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

### Concept Planning or Development

**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**

Carrie Nelsen  
IDOT Region 5 Engineer  
(618) 346-3110

MoDOT  
(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 **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 unfunded 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 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**

[Illinois Department of Transportation FY2026-2031 Highway Improvement Plan \(Page 8-i\)](#)

[Missouri High Priority Unfunded Needs \(Oct 2025\)](#)

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

[Non-Interstate Truck Corridor Study \(July 2023\)](#)

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



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