



2021 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY



Advancement and funding of St. Louis Regional Freightway 2021 Priority Freight Projects are helping elevate the St. Louis region's global status as a world-class freight hub and enhancing the region's position as the United States' freight nexus in the year ahead.

The Freight Development Committee, responsible for developing this list, has strengthened the bi-state region's role in national and global supply chains and has played a key role in mega project ground breakings and global companies choosing to invest here.

Updates to the 2021 Priority Project List include identification of specific sections of the I-70 projects in St. Charles County, improvements along I-55 in Jefferson County and a Terminal Railroad Association of St. Louis dewatering project in front of the Gateway Arch National Park.

Advanced to Construction (Funded)

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL) \$222M**
- **I-255/Davis Street Ferry Road Interchange (IL) \$42M**
- **Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL) ✓ \$9M**
- **Earth City Access Improvements (MO) \$4M**
- **J.S. McDonnell Connector Access Improvements (MO) \$20.7M**
- **I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL) \$32M**
- **North Park Access Improvements (MO) \$3M**
- **Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL) \$20M**



Partially Programmed for Construction

- **North Riverfront Commerce Corridor Improvements (MO)**
- **Illinois Route 3 Access Improvements (IL) \$121.4M Partially Funded**
- **America's Central Port Intermodal Improvements (IL)**
- **Kaskaskia Regional Port District Improvements (IL)**
- **I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)**
- **Chain of Rocks Bridge Replacement (MO-IL) \$223M Funded**
- **Mississippi River to West of Illinois Route 203 (IL) \$84.5M Funded**
- **I-70 on the West to East of Bellefontaine Road (MO) \$278M Funded**
- **I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)**
- **I-70 Outer Roads from Fairgrounds Road to Cave Springs Road (MO)** \$62M Funded**
- **I-70/Riverview Drive Interchange Reconstruction (MO) \$17M Funded**
- **Improvements to the I-70 Curve and Norfolk Southern Railroad Bridge (MO)** Not Funded**
- **Improvements to the I-70/I-64 Interchange (MO)** Concept Development Phase**
- **New interchange/expansion improvements—David Hoekel Pkwy, Wentzville Pkwy south, Lake St. Louis Blvd South and Route K (Funded)**
- **St. Louis Lambert International Airport North Cargo Improvements (MO)**



* Project titles in bold indicate the St. Louis Regional Freightway's highest priority projects

** Identified as high priority sections 2021

✓ Construction completed

Concept Development or Planning

- **I-255/Fish Lake (Ramsey Road) Interchange (IL) \$27M**
- **Mississippi River Port Development Projects (MO) \$37.5M**
- **I-55 Improvements from Route Z to U.S. Route 67 (MO) \$213M**
- **Terminal Railroad (TRRA) Tunnel-Arch Riverfront Dewatering (MO) \$8M**
- **MidAmerica St. Louis Airport Distribution Improvements (IL) \$45M**
- **St. Louis Lambert International Airport Access Improvements (MO) \$30.3M**





2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Advanced to Construction



Project Location



Location: Mississippi River, Mile Marker 183

Estimated Cost: \$222 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Ron Tindall, TRRA President, (314) 539-4704

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.

Project Aerial



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 six Class I Railroads and Amtrak

The St. Louis region is the:

- 2nd largest freight rail interchange location in the nation
- 3rd largest freight rail interchange location by tonnage

Project Status



Construction: Reconstruction of the 130-year old Merchants Bridge 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 includes 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 will provide additional capacity for increased freight and passenger rail. The double track will also provide more reliable movements and reduce grade delays for motorists and emergency vehicles. Here is a video of the conceptual construction: <https://www.youtube.com/watch?v=SiUTyQWZn6Y>

Project Funding

The project is fully funded. In 2020, TRRA was awarded \$21.5 million in CRISI funding to assist with approximately 10% of the total project cost.

Model for Public-Private Partnerships: In Winter 2020, the Federal Railroad Administration (FRA) awarded TRRA a \$21.5M Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant toward replacement of the Merchants Bridge. TRRA is providing 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 the present. Over a three-



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ST LOUIS REGIONAL FREIGHTWAY

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

Advanced to Construction



year period of time, 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, airports, and trucking industries.

Freight Impact: The Merchants Rail Bridge has rail connections to Amtrak's St. Louis Station and to six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Kansas City Southern, 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 is the #1 priority for the St. Louis Regional Freightway.

Owning the sixth busiest Mississippi River rail bridge in the country serving the nation's third largest rail hub, TRRA interfaces with the nation's second and 10th largest inland port systems, the northern most year-round ice-free Mississippi River port providing services to America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors, I-70, I-64, I-44, and I-55, providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving \$63 million in roadway damage over twenty years.

Illinois and Missouri's impact on the national freight movement (Association of American Railroads, 2012):

- Illinois ranked #1 and Missouri ranked #3 in rail cars carried
- Illinois ranked #3 and Missouri ranked #4 in rail tons carried
- Illinois ranked #2 and Missouri ranked #6 in freight rail employment

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 support 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 will also support nearly 1,100 jobs, including 150 direct jobs.

Current Restrictions: Currently, the Merchants Rail Bridge has speed, clearance, and load restrictions. Load restrictions prevent the crossing of two trains simultaneously, limiting the bridge to one track at all times. Since trains cannot pass on the bridge, they come to a complete stop on or near the approach grades. Load restrictions do not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup.

"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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)

Partially Programmed for Construction



Project Location



Key Logistics Corridor: The St. Louis regional industrial market is amid a historic surge in new construction. Speculative building continues to be delivered to the market with large blocks of space available for lease, making it the perfect market for companies to expand production or enter the St. Louis regional market for the first time. More than 18 million square feet of new industrial space hit the market over the last five years. The epicenter of this construction boom is the northern I-270 corridor running from Missouri to Illinois. This is a major logistics corridor with national manufacturers, suppliers, and distributors.

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

Estimated Cost: \$1.2 billion

Owner: Illinois Department of Transportation (IDOT)
Missouri Department of Transportation (MoDOT)

Contact: Kirk Brown, IDOT Program Development Engineer, (618) 346-3112
Tom Blair, MoDOT District Engineer, (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: economic impact, multimodal impact, efficiency impact, and safety and security in travel. Based on the criteria, the following project addresses regional freight needs and is considered one of the **highest priorities** 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 Avenue in Missouri to Route 111 in Illinois.

Project Impact: The 24-mile, I-270 corridor from I-70 to Route 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 and Gateway Commerce Center, two of the region's largest and fastest growing logistics parks. 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 *Non-Interstate Truck Corridor Study (2020)* 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



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I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)

Partially Programmed for Construction



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 Updates: Over a two-year period, the region's unprecedented track record of bi-state unity has resulted in more than \$600 million in funding from both the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT), and has garnered support from the East-West Gateway Council of Governments' Board of Directors. Funding for these projects is one of our region's greatest examples of successful regionalism and support for infrastructure investment.

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. Estimated cost for the total project is approximately \$700 million.

In 2018, MoDOT announced funding for the \$278M design-build project from I-70 on the west to the west of Riverview Drive, a project MoDOT Director Patrick McKenna called the department's largest in the last decade. The accelerated design-build project schedule will allow freight volumes to travel through and to our region more safely. Consolidating this work into one construction project with an accelerated design-build schedule results in fewer delays and greater reliability, resulting in lower freight transportation costs and increasing global competitiveness. Construction is to begin in 2020 and expected to be completed by December 1, 2023.

In Spring 2020, MoDOT submitted an Infrastructure for Rebuilding America (INFRA) Grant application for the \$40 million I-270 North Gap Closure project from east of Bellefontaine Road to the east just beyond Riverview Drive. 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 IDOT submitting a letter of support for this project.

Project Description (B): Mississippi River Chain of Rocks Bridge Replacement (MO-IL): This project includes replacement of the existing two structures, constructed in 1966, over the Mississippi River, reconstruction of the Riverview interchange, and expanding capacity from four lanes to six lanes with shoulders. Maintenance costs for the Chain of Rocks Bridge have continued to rise due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. The bridge has also experienced a significant increase in traffic - from 19,800 vehicles per day in 1975 to nearly 45,000 vehicles per day presently. Approximately 17% 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.

In Spring 2018 and with bi-state regional leadership, both IDOT and MoDOT announced \$223 million in funding for the Mississippi River Chain of Rocks Bridge Replacement (MO-IL). Construction of this project is anticipated to start within the next three to four years. Engineering design is in process. IDOT is the lead agency with MoDOT sharing in the bridge replacement and engineering costs.



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I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)

Partially Programmed for Construction

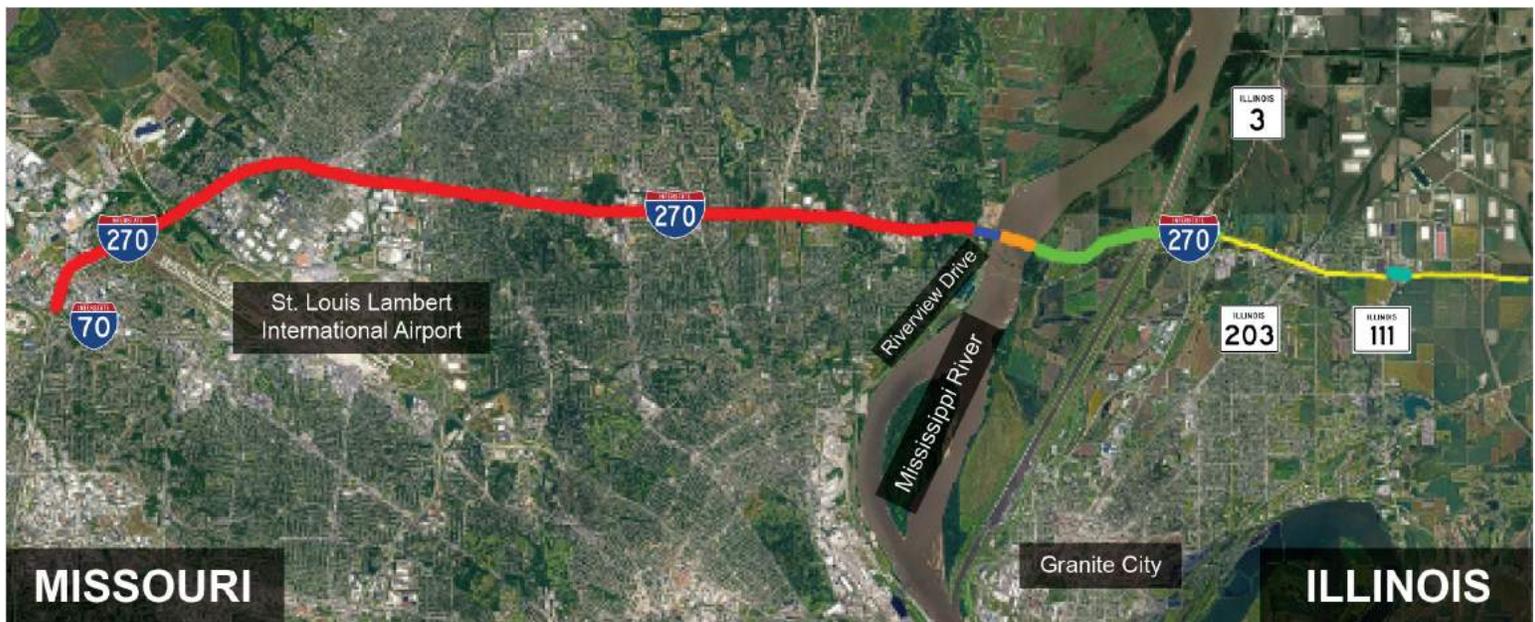


Project Description (C): Widening from Mississippi River to Illinois Route 157 (IL): This project includes increasing the capacity of I-270 by expanding the 8.5-mile corridor from the Mississippi River to Illinois Route 157 from four lanes to six lanes. This project will help ensure the I-270/I-255 outerbelt in the St. Louis region will have a minimum of six lanes to better accommodate future freight flows and reduce a severe freight bottleneck. Estimated cost for this project is \$290 million.

Approximately \$104 million in project components is funded to accelerate implementation of the overall project:

- In Spring 2018, the Illinois Competitive Freight Program included \$17 million for the I-270 interchange reconstruction at Illinois Route 111. IDOT is funding \$2 million for construction engineering. This interchange provides direct access to one of the region's fastest and largest growing logistics parks. (TIP 6886I-21)
- In Fall 2019, IDOT announced \$84.5 million for the six laning from the Mississippi River to west of Illinois Route 203. This work includes reconstruction of the Illinois Route 3 interchange plus the Illinois Route 111 and Chain of Rocks Road intersection. (IDOT MYP 2020-2025)

In Spring 2020, IDOT submitted an Infrastructure for Rebuilding America (INFRA) Grant application for the \$33 million Unclogging the Freight Bottleneck from the Mississippi River to east of Illinois Route 111. 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.



- I-270 from I-70 on the west to east of Bellefontaine (MoDOT): \$278M - FUNDED; Construction starts 2020
- I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): \$223M - FUNDED
- I-270 Interchange reconstruction at Illinois 111 (IDOT): \$19M - FUNDED
- I-270 from Mississippi River to west of Illinois 203, including Illinois 3 interchange (IDOT): \$84.5M - FUNDED
- I-270 from west of Illinois Route 203 to east of Illinois Route 111 (IDOT) - NOT FUNDED
- I-270 from east of Bellefontaine to east of Riverview Drive (MoDOT) - NOT FUNDED



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

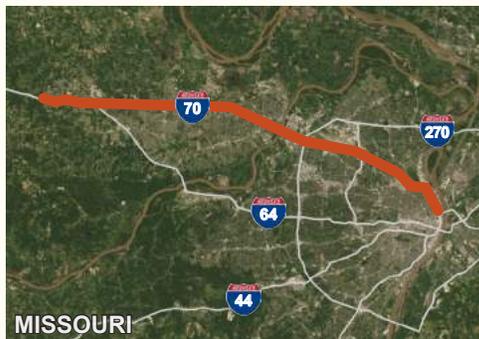
Partially Programmed for Construction



Project Location



Project Aerial



Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

Approximately \$52 million in funding has been identified for priority project areas.

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

Estimated Cost: \$500 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT District Engineer, (314) 453-1800

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

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 new 1.1 million square foot General Motors 3PL Facility in the Wentzville Logistics Center. The Freightway's *Non-Interstate Truck Corridor Study (2020)* 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 recently completed *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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Partially Programmed for Construction



link. Based on this study, the project would address specific safety and congestion issues including interchange, bridge, geometric curve, and parallel road improvements.

Project Description: Improvements from Wentzville to Stan Musial Veterans Memorial Bridge: A Planning and Environmental Linkages study, *Envision I-70*, was completed for the I-70 corridor from the I-64 interchange in Wentzville, Missouri, to the Stan Musial Veterans Memorial Bridge. The study focused on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationship between community character and transportation. Estimated cost for the total project is approximately \$500 million.

In Spring 2020, the Freight Development Committee identified the following I-70 segments as highest priorities for I-70 funding availability:

I-70 Outer Roads Improvements from Fairgrounds Road to Cave Springs Road (Funded, \$62 million)

- The six-mile project is jointly funded by MoDOT and St. Charles County (TIP 6806E-18).

I-70/Riverview Drive Interchange reconstruction (MO) \$17 Million (Funded)

I-70 Wentzville Curve Improvements and Norfolk Southern Railroad Bridge (Not Funded)

- The highway segment is ranked the #1 bottleneck location in the St. Louis region by the East-West Gateway Council of Governments (2016).
- The project rebuilds I-70 between Route Z and Wentzville Parkway, including improvements to the s-curve at the Norfolk Southern Railroad bridge.
- The project is included in the draft *Statewide Transportation Improvement Program (STIP)* at \$38 million. If approved, the project would begin in 2022.
- I-70 new interchange/expansion improvements—David Hoekel Pkwy, Wentzville Pkwy south, Lake St. Louis Blvd south and Route K (Funded)

I-70/I-64 Interchange (MO) (Concept Development Phase)



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement (IL)

Advanced to Construction



Project Location



Location: Mitchell, Illinois

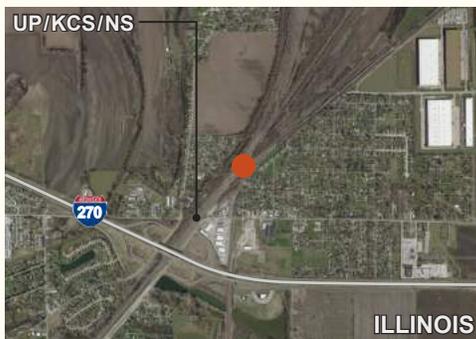
Estimated Cost: \$9 million

Owner: Union Pacific Railroad (UPRR)

Contact: John Jerome, Director of Construction, (314) 331-0663

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Project Aerial



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

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

In 2019, the project received approximately \$5.1 million in CRISI funding to reconfigure the Lenox Interlocking. Remaining project costs are funded through a public-private partnership with the railroads, Amtrak, and IDOT.

Project Description: Realigning the trackage through the Lenox Tower interlocking will increase freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds could also increase from the 40-60 mph range to nearly 80 mph. Increased velocity will reduce the existing bottleneck and increase the capacity and efficiency of the St. Louis region's rail network. In 2018, dispatching control was automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska. This coordination optimizes local rail traffic and allows the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations such as Chicago. In 2019, the project received approximately \$5.1 million in CRISI funding to reconfigure the Lenox Interlocking. Remaining costs are funded through a partnership with the railroads, Amtrak, and IDOT.

Project Impact: This modernization project would reduce freight train delays by 43 hours a week for combined freight, or more than 10 hours per day. The increase in velocity would reduce delays at highway-



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Advanced to Construction



rail grade crossings due to passing trains, thereby decreasing traffic delays for nearby communities and reducing emissions from idling vehicles. The project would also consolidate six operator positions, eliminate tower facility expenses, and lower track maintenance. Overall, the project will enable 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.

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

Right (Top): The Lenox Tower’s interior houses the operator’s office and the interlocking equipment, which consists of the interlocking machine and track model board. The Lenox Tower is one of the last three manually operated interlocking plants in the St. Louis Area in Illinois.

Right (Bottom): The 80-lever G pistol-grip electric interlocking machine is housed in a large wooden console. A track model board above the console shows the 80 switch locations on each of the railroad tracks.

“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





2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Partially Programmed for Construction



Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$18.2 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

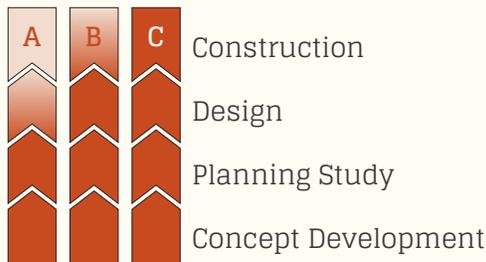
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Project Aerial



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 Status



Project Impact: St. Louis Lambert International Airport is moving forward with an international air cargo facility, which includes construction 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, Amazon, and UPS. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center.

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 was completed in 2017.

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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Partially Programmed for Construction



Project Description (A): Banshee Road Reconstruction: This project includes rebuilding Banshee Road from J.S. McDonnell Boulevard to Lindbergh Boulevard, 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 un conducive to major freight flows. The project would support the Northern Tract air cargo center. The importance of the Banshee Road corridor as a key non-interstate Emerging Connector is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*. Estimated cost is approximately \$9.1 million. Construction for this project is currently unfunded. Design funds have been tentatively programmed in 2025, but design funds will not be expended until construction funding has been secured.

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.

"The addition of new daily cargo activity is extremely encouraging and we (saw) even greater results through the end of 2019 because Amazon boosted activity in two daily flights at STL in September. Increasing cargo activity and revenue has been a strategic focus of the Airport for the last several years."

- Rhonda Hamm-Niebruegge, Director
St. Louis Lambert International Airport



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Intermodal Improvements (IL)

Partially Programmed for Construction



Project Location



Location: Granite City, Illinois

Estimated Cost: \$21.3 million

Owner: America's Central Port

Contact: Bill Stahlman, Director of Engineering, (618) 452-8450

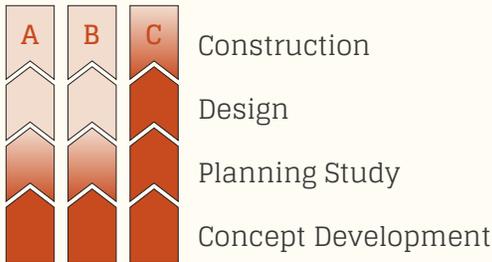
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Project Aerial



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

Project Status



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 container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.

Project Funding

(C) Construction is funded with \$1.59 million in funding assistance from the IDOT Competitive Freight Program (TIP 6894A-19). Construction is anticipated to begin in 2021.

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 "Ag Coast" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity for agricultural products anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2015, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Intermodal Improvements (IL)

Partially Programmed for Construction



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

Project Description (B): Red Dock Rail Expansion: This project consists of adding additional rail track to the Red Dock within the Granite City Harbor. This track would allow for additional capacity of handling 286,000-pound rail cars delivered by unit trains. A total of approximately 3,000 feet of track, five turnouts and expansion of the track foundation grading would be constructed in this project. This will allow the Red Dock terminal to operate more efficiently, reduce costs, and better compete in the global marketplace. In addition, this expansion project opens up our Granite City Harbor for further rail infrastructure reconfiguration upgrades at other terminals. Estimated cost is approximately \$2.75 million.

Project Description (C): New Port Entrance at Illinois Route 3: This project includes construction of a new right-in, right-out entrance to the Port industrial park and other associated roadway upgrades. The connection will provide for the safe movement and flow of traffic between Route 3 and the interior routes of E Street and 1st Street. Approximately 3,900 feet of new concrete roadway will realign traveling vehicles along 1st Street away from the warehouse loading docks to enhance access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is approximately \$2.0 million. Construction is funded with \$1.59 million in funding assistance from the IDOT Competitive Freight Program. Construction is anticipated to begin in 2021.

"The St. Louis region is the envy of the barge industry. Location in the heart of the nation and strategically positioned at the northernmost ice-free lock-free point on the Mississippi River."

- Gary LaGrange, CEO (retired), Port of New Orleans

"St. Louis regional ports were ranked by the U.S. Army Corps of Engineers as the most efficient inland port district in terms of tons moved per river mile in 2015. The St. Louis region is two and a half times more efficient on its river usage than its closest competitors. The numbers reinforce the St. Louis region's critical role in the nation's freight network and further solidifies its position as the Ag Coast of America."

- American Journal of Transportation, 2017



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

MidAmerica St. Louis Airport Distribution Improvements (IL)

Concept Development or Planning



Project Location



Location: Mascoutah, Illinois

Estimated Cost: \$45 million

Owner: MidAmerica St. Louis Airport

Contact: Bryan Johnson, Airport Director, (618) 266-5240

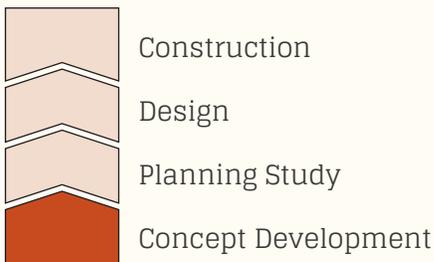
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



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 I-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.

Project Status



Construction

Design

Planning Study

Concept Development

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.

Project Funding

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

Airport Update: From 2015 to 2018, MidAmerica St. Louis Airport increased its total passengers served by more than 60%. The total number of passengers served increased again in 2019 to nearly 330,000. In Summer 2019, the State of Illinois announced \$96 million for the 5-mile MetroLink commuter extension from Shiloh-Scott MetroLink to MidAmerica St. Louis Airport. In addition to airport passengers, potential users could include airport employees, Boeing manufacturing facility, and North Bay's produce warehouse.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

J.S. McDonnell Connector Access Improvements (MO)

Advanced to Construction



Project Location



Location: Berkeley, Missouri

Estimated Cost: \$2.4 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Deputy Director, (314) 615-8501

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Project Aerial



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 are served by a deteriorated roadway that forms part of a route between J.S. McDonnell Boulevard and Hanley Road, and forces manufacturers in the vicinity to use the I-170 on-ramp at Frost Avenue and the I-170 off-ramp at Airport Road to make this connection. Part of this patchwork of roads traverses the Formerly Utilized Sites Remedial Action Program contamination area, requiring coordination with the U.S. Army Corps of Engineers to develop adequate procedures for any excavation necessary in this area.

Project Status



Project Funding

The project is funded through construction. Construction is in process and anticipated to be complete in 2020.

Project Description: This project involves the reconstruction of a deteriorated roadway, Eva Avenue, between Frost Avenue and McDonnell Boulevard. The reconstruction will improve truck access between J.S. McDonnell Boulevard and Hanley Road, two important arterial corridors described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*, and will eliminate the practice of using the I-170 ramp at Frost Avenue and the I-170 off-ramp at Airport Road to make this connection. In addition to roadway reconstruction, the deteriorated Norfolk Southern railroad crossing at Frost Avenue is anticipated to be replaced by the railroad. These improvements will improve access for multiple manufacturers in the vicinity. Construction is in process and anticipated to be complete in 2020.

Project Impact: The project supports existing and new facilities by linking to the freight network. This will also provide additional flexibility for freight flows within the manufacturing cluster north of St. Louis Lambert International Airport.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Dr.) (IL)

Advanced to Construction



Project Location



Location: O'Fallon, Illinois

Estimated Cost: \$32 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Program Development Engineer, (618) 346-3112

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Project Aerial



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 Road in Illinois, which is located just west of the MidAmerica St. Louis Airport. For the remaining three-mile corridor to the airport, I-64 is only a four-lane highway.

Project Status



Project Description: This project will widen I-64 to six lanes from Green Mount Road to west of Route 158 (Air Mobility Drive). Other safety and capacity improvements at the Green Mount Road interchange will be incorporated into the project as needed.

Project Funding

In 2019, the project was fully funded in the Illinois 2020-2025 Multi-Year Plan.

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

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

- Ryan Krull, Commercial Manager
Watco Terminal & Port Services



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Concept Development or Planning



Project Location



Location: New Athens, Illinois; Red Bud, Illinois

Estimated Cost: \$40.0 million

Owner: Kaskaskia Regional Port District

Contact: Ed Weilbacher, General Manager, (618) 282-3807

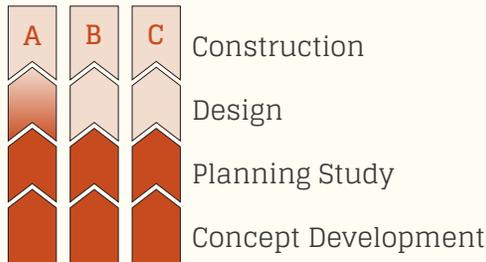
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



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

Project Status



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 double by 2022.

Project Funding

(A) BUILD and INFRA funding requests for the \$9 million project were not received. The Port District is still actively seeking funds.

(B) The Port completed a \$120,000 Master Plan that outlines capital improvements needed to strategically expand the port.

Project Description (A) Upgrades to Lead Rail Track and Add Second Rail Loop Track at Port Terminal #1 (New Athens): This project includes upgrades to an outbound conveyor to accommodate new business prospects. 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.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Concept Development or Planning



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. Anticipated improvements include reconfiguring the loop track to accommodate two movements at the same time. A new outbound conveyor, second interior track, and track location is also needed. This will include adding a second track to the existing loop track and a second dump pit. New cargo will include gypsum and fly ash. The \$9 million cost estimate is currently being refined and improvements may be operational by 2021. BUILD and INFRA funding requests for the project were not received. The Port District is still actively seeking funds.

Project Description (B) Second Entrance and Third Dock at Port Terminal #2 (Baldwin): This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. Estimated cost is approximately \$535,000. The Port has completed a \$120,000 Master Plan that outlines capital improvements, including a third dock, needed to strategically expand the port. More than \$25 million in capital projects have been identified and prioritized.

Project Description (C) Port Development at Fayetteville Terminal: This project includes improvements associated with Phase One of the *Fayetteville Terminal Master Plan*, which consists of access road construction from Illinois Route 15 and development of a grain terminal facility. The Fayetteville Terminal (River Mile 36) is the northernmost-possible facility on the Kaskaskia River. The Fayetteville Terminal will be a huge asset for the Port District as it will increase shipping tonnage. In addition, the Fayetteville Terminal is strategically located near many businesses in the region and will benefit area industry and agribusiness. The terminal also has the opportunity to provide primary and redundant shipping options for Scott Air Force Base. Estimated cost for Phase 1 improvements is approximately \$5.5 million.

“The Port of Plaquemines [Louisiana] to St. Louis route would be a key component of the service American Patriot Holdings intends to implement through the Mississippi River basin. There are a wide variety of opportunities we are exploring, which include utilizing the vessels and port facilities for agricultural products, including refrigerated cargo. The timing is right for us to market this new option, which will move large numbers of containers via the Mississippi River—our nation’s greatest river highway.”

- Sandy Sanders, Executive Director
Plaquemines Port Harbor & Terminal District



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction



Project Location



Location: St. Louis, Missouri

Estimated Cost: \$33.7 million

Owner: City of St. Louis, Missouri

Contact: Rob Orr, Deputy Executive Director, (314) 657-3738
Tom Blair, St. Louis District Engineer, MoDOT (314) 453-1800

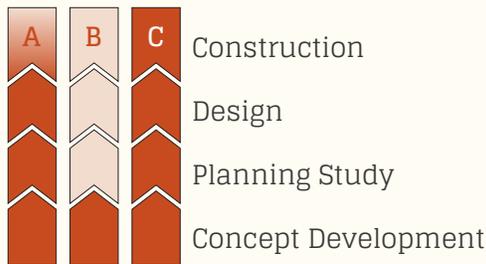
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



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 Business Park, Hall Street corridor, and North Broadway Distribution area.

Project Status



Project Funding

(A-1) \$4.3 million is programmed for construction in 2020 (TIP 6744-18).

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

(A-3) Project is under construction and anticipated to be complete in 2020.

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

Project Description (A) Hall Street and Riverview Drive 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 Street and Riverview Drive corridors as a key non-interstate Freight Connectors is also described in the Freightway's



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction



Non-Interstate Truck Corridor Study (2020). Estimated cost for the total project is approximately \$27.1 million. This project includes three segments:

(A-1) Hall Street from Grand Avenue to Adelaide Avenue: This segment includes a road diet (lane/width restriction) to improve roadway condition and control speeds. A bicycle path from Grand Avenue to Prairie Avenue will provide a future connection to the riverfront trail. Estimated cost for this segment is approximately \$4.3 million. Approximately \$3.0 million is programmed in STP funds for partial construction (TIP 6744-18). Metropolitan Sewer District (MSD) will also provide an additional \$1.3 million in funding for stormwater improvements. Construction is anticipated to begin in 2020.

(A-2) Hall Street from Adelaide Avenue to Riverview Drive: This segment includes roadway resurfacing, median improvements, and stormwater improvements. 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 (TIP6798H-18).

(A-3) Riverview Drive from Hall Street to I-270: This segment includes pavement improvements as well as intersection improvements at the Hall Street and Riverview Drive intersection. Estimated cost for this segment is approximately \$5.8 million. Intersection improvements were completed in 2019. Remaining corridor improvements were also recently completed.

Project Description (B) Branch Street Improvements: This project includes improvement to Branch Street from Levee Road to 14th Street, 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 Street floodwall gate is closed. Estimated cost for the project is approximately \$5 million. The project is currently unfunded.

Project Description (C) I-70 Westbound Off-Ramp to North Broadway Relocation: This project included relocation of the westbound I-70 off-ramp to Carrie Avenue. The ramp was configured and lengthened to allow westbound vehicles on I-70 to exit and turn south on North Broadway Street. Estimated cost for the project is approximately \$1.58 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

“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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Partially Programmed for Construction



Project Location



Location: St. Clair County, Illinois

Estimated Cost: \$121.4 million*

Owner: Illinois Department of Transportation (IDOT), Village of Sauget

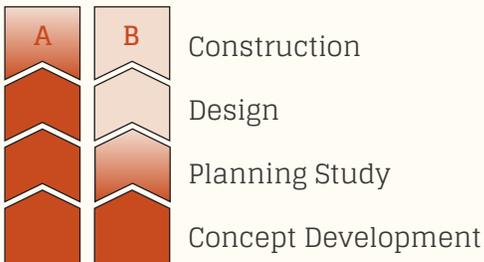
Contact: Kirk Brown, IDOT Program Development Engineer, (618) 346-3112
Richard Sauget, Village of Sauget Mayor, (618) 274-2990

Project Aerial



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

Project Status



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

Project Funding

(A) Construction is fully funded in the Illinois 2020-2025 Multi-Year Plan.

(B) IDOT has programmed approximately \$6.4 million for an engineering study. Construction cost estimates will be determined by the study. Construction cost is currently unfunded and no funding sources or partnerships have been identified.

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

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

* Estimated cost includes an engineering study for Project B, but does not include total engineering or construction cost. Construction cost estimates will be determined by the engineering study.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Partially Programmed for Construction



The importance of the Illinois Route 3 corridor as a key non-interstate Freight Connector is described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*. This corridor is also part of America's Agriculture Coast or "Ag Coast" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2015, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.

Project Description (A) Illinois Route 3 Relocation: This project includes new construction of a 2.1-mile corridor of Illinois Route 3 from River Park Drive in East St. Louis, Illinois, south to Monsanto Avenue in Sauget, Illinois. The majority of the north section between River Park Drive and Trendley Avenue would be on structure due to existing railroads. The south section between Trendley Avenue and Monsanto Avenue requires grade separation structures over railroads. The proposed additional lanes and grade-separated structures will decrease congestion, improve safety, address clearance issues, and better accommodate truck and freight movements. Estimated cost is approximately \$115 million for the two-lane roadway. Construction is fully funded in the Illinois 2020-2025 Multi-Year Plan.

Project Description (B) Illinois Route 3 Railroad Grade Separation Bridge: This project includes a structure that carries Illinois Route 3 traffic over the Alton & Southern Railroad. Without this improvement, this location will continue to experience significant delays of 20 to 30 minutes for each unit car train, resulting in hours of through-traffic delays each day. In addition, it is also anticipated that nearby rail barge offload facilities will increase the number of units in the immediate future. The project has multiple benefits to the region in terms of improving access to the growing business community and encouraging future business development. The project will require coordination with the Terminal Railroad Association of St. Louis (TRRA) and the Alton and Southern Railroad. IDOT has programmed approximately \$6.4 million in the 2020-2025 Multi-Year Plan to complete a Phase 1 and Phase 2 engineering study. Total engineering and construction cost estimates will be determined by the engineering study.

"When I think of the St. Louis region, and I think of logistical advantage, I can come up with very few areas that can offer the same width and depth of modal systems as the Illinois Route 3 corridor."
- Rick Orytl, Vice President, Metro East Industries



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255/Davis Street Ferry Road Interchange (IL)

Advanced to Construction



Project Location



Location: Dupou, Illinois

Estimated Cost: \$42 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Program Development Engineer, (618) 346-3112

Project Aerial



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Project Status



Project Need: The new I-255/Davis Street Ferry Road interchange would replace the existing interchange at Exit 9 (Old Illinois Route 3/Main Street) with improved roadway geometry. A combination of the Union Pacific Railroad intermodal terminal in Dupou, the Columbia Quarry, and new and expanding truck facilities have added to the volume of heavy truck traffic traveling through Dupou. The new interchange will serve existing Dupou 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 Dupou.

Anticipated Project Funding

Construction is fully funded in the Illinois 2020–2025 Multi-Year Plan (TIP 4953-08). Construction is anticipated to begin in 2021.

Project Impact: By improving access from I-255 to Davis Street Ferry Road, truck traffic will be re-routed to improve safety, capacity, and traffic operations in Dupou. 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 Dupou Intermodal Yard in order to expand operation and remain competitive, as well as support development near the proposed interchange.



2021 PRIORITY FREIGHT PROJECT

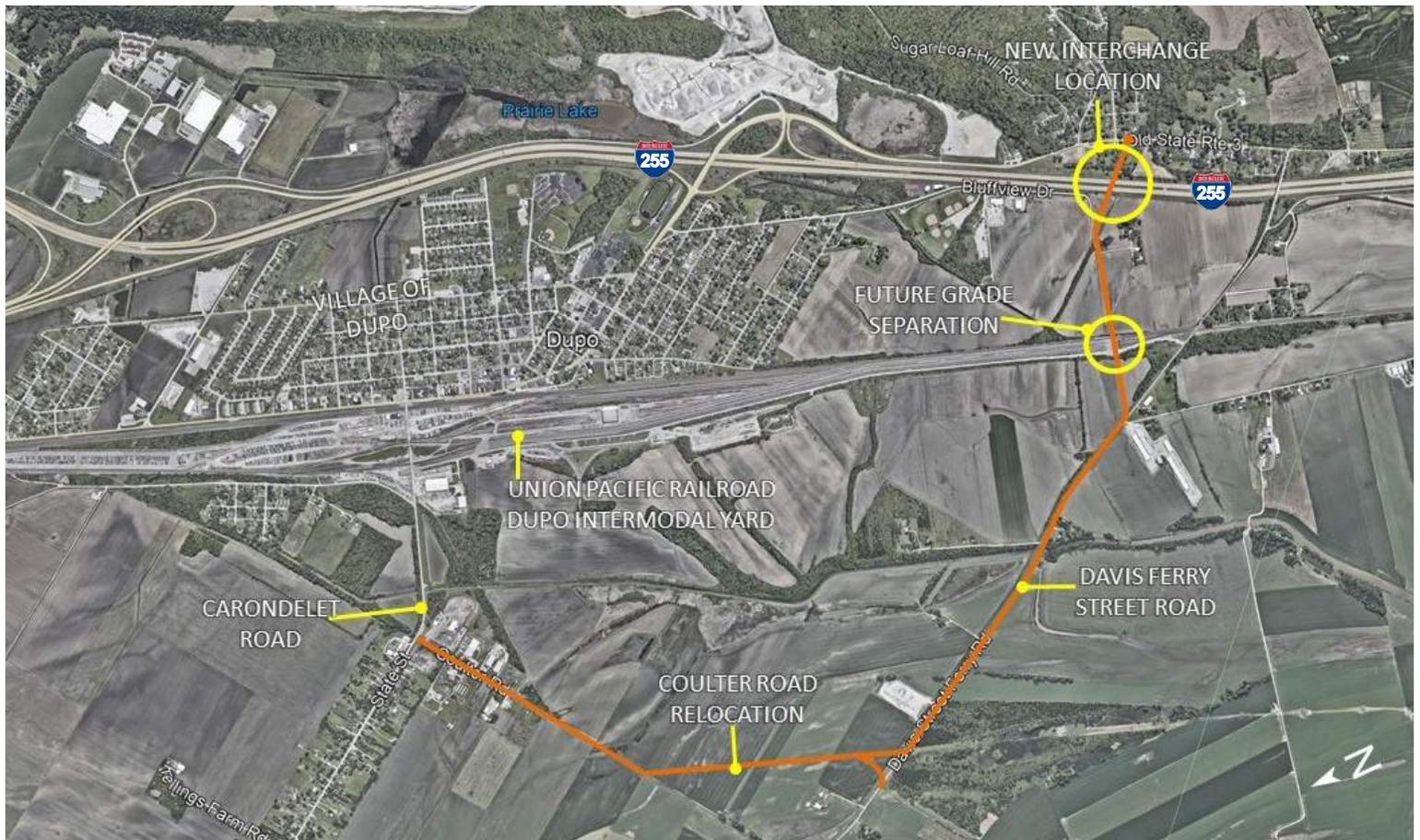
ST LOUIS REGIONAL FREIGHTWAY

I-255/Davis Street Ferry Road Interchange (IL)

Advanced to Construction



Project Description: The proposed I-255/Davis Street Ferry Road 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 Road. Future improvements to Davis Street Ferry Road will allow for a grade-separated structure crossing five rail tracks at the southern end of the intermodal yard. Relocating Coulter Road will provide a better connection between Davis Street Ferry Road and Carondelet Road. 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 Road relocation, future railroad grade separation, and Colter Road Relocation improvement are not included with the project funding.





2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255/Fish Lake (Ramsey Road) Interchange (IL)

Concept Development or Planning



Project Location



Location: Columbia, Illinois

Estimated Cost: \$27 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Edie Koch, Monroe County Economic Development, (618) 939-8681

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Project Aerial



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 Status



Project Description: This project would improve the current Fish Lake (Ramsey Road) 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 Funding

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

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.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Concept Development or Planning



Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$30.3 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

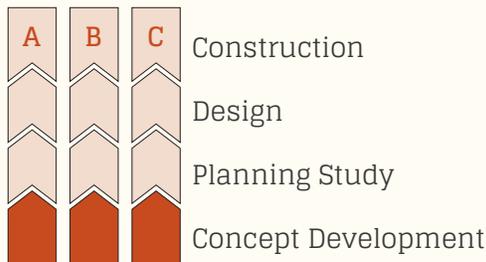
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Project Aerial



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 Status



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

Project Funding

Improvements are included in the region's 2045 Long-Range Transportation Plan, but the projects are currently unfunded. No funding sources or partnerships have been identified.

Project Description (A) Cargo City Access Analysis: This project includes a study of the logistics center for air freight, Cargo City. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements as entry requires trucks to intermingle with passenger vehicles. The project will analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost of the study is approximately \$250,000.

Project Description (B) Fee Fee Road Bridge Improvement: This project includes a proposed Fee Fee Road bridge over the Norfolk Southern mainline and a new intersection between Fee Fee Road (City of Bridgeton) and Missouri Bottom Road (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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Concept Development or Planning



intersection suitable for heavy vehicle movements, bridge the Norfolk Southern mainline, and connect to Fee Fee Road. The improvements will provide commercial vehicles access to 250 acres planned for commercial and industrial development at the airport. By creating a new intersection, development along Fee Fee Road becomes more attractive to heavy freight users. The importance of the Fee Fee Road corridor as a key non-interstate Emerging Connector is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*. Estimated cost is approximately \$10 million.

Project Description (C) Gist Road Upgrade: This project includes upgrading and realigning Gist Road (City of Bridgeton) between the Norfolk Southern mainline and the I-270 bridge. Gist Road 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 Road corridor as a key non-interstate Emerging Connector is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*. Estimated cost is approximately \$20 million.

“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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning



Project Location



Location: Jefferson County / St. Louis County / City of St. Louis, Missouri

Estimated Cost: \$37.5 million

Owner: Jefferson County Port Authority, St. Louis County Port Authority, City of Saint Louis Port Authority

Contact: Neal Breitweiser, Director at Jefferson County, (636) 797-6168
St. Louis County Port Authority, (314) 615-7668
Susan Taylor, Director at City of St. Louis, (314) 657-3740

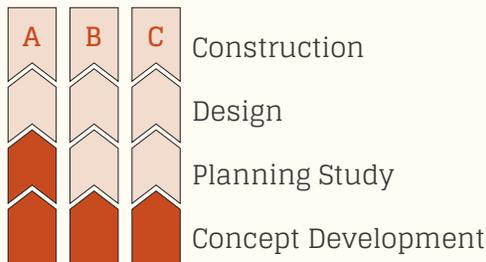
Project Aerial



The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. 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 Status



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 Funding

All three projects have requested funding in the FY18-22 Capital Improvement Program.

Project	Million	Year
Project A	\$8.5	FY18-FY22
Project B	\$2.0	FY21
Project C	\$5.0	FY20-FY22

Project Description (A) Crystal City Port Development with Access Roadway: This project includes land acquisition and preliminary engineering for a public freight harbor located on the Mississippi River approximately 20 miles south of downtown St. Louis in Crystal City, Missouri. The project will allow Jefferson County Port Authority to move forward with the phased construction of the proposed multimodal port facility that will capitalize on the transportation of bulk commodities and containers via barge, rail, and truck (and a small airport located within two miles). Initial discussions with the Port of Plaquemines have also focused on loading operations at a centralized location in Jefferson County, such as the Crystal City Port, with feeder services



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning



throughout the bi-state region. The proposed facility is well positioned for aggregate, sand, and grain shippers. The facility also has intersecting rail lines from the Union Pacific and BNSF Railway, and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad. The proposed Crystal City Port will assist in creating additional flexibility and connectivity to the region’s freight system while assisting in repurposing existing industrial sites. The current roadway network available to provide access forces traffic-supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections.

As a result of the planned regional port development and significant growth potential at the Crystal City Port, access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Overall, the Crystal City Port Development project provides freight movement options away from congestion in the downtown St. Louis area and affords unobstructed access to the Gulf of Mexico. Estimated cost is approximately \$8.5 million. The FY18-FY22 Capital Improvement Program includes \$8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction. Estimated total cost to complete the port is \$240 million.

Project Description (B) City of St. Louis South Riverfront

Site Preparation: This project includes clearing, remediation, and preparation of a site along the south riverfront for intermodal development. Part of this 20-acre site covers a former rail yard that has immediate access to the Union Pacific Railroad and Prairie Rail Solutions, a rail services company. While the site does not currently provide river access, the location is an ideal spot for last-mile truck and rail transfer of goods. Both railroads have indicated strong support for an intermodal facility at the site. Estimated cost is approximately \$4 million. The FY18-FY22 Capital Improvement Program includes \$2 million in funding for site preparation in FY22.

Project Description (C) St. Louis County Port Development

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

“The relationships we are building with ports like Jefferson County and the neighboring ports in and around St. Louis are important first steps in creating a transportation network between Plaquemines Port and upper ports along the Mississippi River. We plan to move thousands of containers from our port to theirs utilizing the American Patriot Holdings unique container transport vessels. This is a real job multiplier.”

- Sandy Sanders, Executive Director
Plaquemines Port Harbor & Terminal District

“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



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 158 (Air Mobility Dr.) Expansion from Route 161 to Route 177 (IL)

Advanced to Construction



Project Location



Location: Shiloh, Illinois

Estimated Cost: \$20 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Program Development Engineer, (618) 346-3112

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Project Aerial



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 Status



Project Description: The project includes a one-mile extension of Illinois Route 158 (Air Mobility Drive), the main gateway from I-64 to MidAmerica Airport and Scott Air Force Base. The extension from Route 161 (Carlyle Avenue) to Route 177 (Mascoutah Avenue) would extend a two-lane roadway along a growth corridor.

Project Funding

In 2019, the project was fully funded in the Illinois 2020-2025 Multi-Year Plan. Design is scheduled for 2020.

Project Impact: This location is one of the highest potential corridors for supporting industrial real estate development and freight transportation, and the roadway expansion would facilitate this future growth. In addition to growth at the airport, Scott Air Force Base also provides a \$3 billion annual impact on the regional economy, a 40 percent increase in the past decade. The base expansion has fueled business growth and available property for expansion around the base, and the airport has exceptional community support. The importance of the Illinois Route 158 (Air Mobility Drive) corridor, as well as the intersecting Illinois Route 177 corridor, as key non-interstate Freight Connectors, is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Park Access Improvements (MO)

Advanced to Construction



Project Location



Location: Berkeley, Missouri

Estimated Cost: \$3.0 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Acting Director, (314) 615-8501

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Project Aerial



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

Project Status



Project Description: This project includes phased safety and capacity improvements along Hanley Road from I-70 to Madison Avenue. 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 include repair and replacement of deteriorated roadway surface to improve drivability and drainage, as well as adding a new Superpave wearing surface. The proposed roadway improvements would improve traffic safety and access, increase pedestrian safety, and support local businesses. Construction was completed in 2020.

Project Funding

Construction is in process with anticipated completion 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, SFR, and Vatterott College. The importance of the Hanley Road corridor as a key non-interstate Freight Connector is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Earth City Access Improvements (MO)

Advanced to Construction



Project Location



Location: Earth City, Missouri

Estimated Cost: \$4.1 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Acting Director, (314) 615-8501

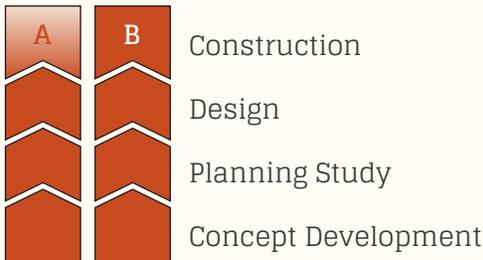
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



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

Project Status



Project Impact: The Earth City area serves the City of Bridgeton industrial and warehouse district, as well as major corporations including UPS, FedEx, Spectrum Brands, Save-A-Lot, and U.S. Cellular.

Project Description (A) St. Charles Rock Road Preservation: This project includes critical preservation of the existing network by resurfacing the 1.3-mile St. Charles Rock Road corridor from Tausig Road to Earth City Expressway (Route 141). Additional intersection improvements to enhance safety and capacity will also be incorporated. The importance of the St. Charles Road corridor, as well as the Route 141 corridor, as key non-interstate Freight Connectors is also described in the Freightway's *Non-Interstate Truck Corridor Study (2020)*. Estimated cost is approximately \$2.35 million. Construction is fully funded and anticipated to be complete in 2020 (TIP 6607B-17).

Project Funding

(A) The project is funded through construction. \$2.35 million is programmed with construction anticipated to be complete in 2020 (TIP 6607B-17).

Project Description (B) Arterial Roadway Repairs: This project includes additional pavement repairs in the Earth City area. Approximately \$1.75 million was programmed for repairs. All project phases were completed in 2019.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



Project Location



Location: Jefferson County, Missouri

Estimated Cost: \$212 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT District Engineer, (314) 453-1800

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Project Aerial



Project Need: The I-55 corridor directly north of Route Z is generally a six-lane highway and serves approximately 71,000 vehicles per day. South of Route 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.

Project Status



The project cost was estimated in 1996 from a major Transportation Investment Study. Since that time, the corridor has been widened (from Route M to Route 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 Route Z and US 67. A new study has not been programmed at this time.

Project Funding

The project is identified as a 2030-2039 investment priority within the region's fiscal constraint in *Connected 2045*, the regional Long-Range Transportation Plan. Final funding numbers may be revised from this conceptual study.

Some components associated with the overall project are included in the FY2020-2023 TIP.

Project Description: 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 Route Z to U.S. Route 67, and interchange improvements.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



Other I-55 components included in the FY2020-2023 Transportation Improvement Program (TIP):

- New southbound auxiliary lane from Route A to U.S. Route 67, \$3.6 million (TIP 6887C-19)
- Pavement preservation from Route 141 (north of project) to U.S. Route 67, \$3.0 million (TIP 6807X-18)
- Bridge rehabilitation of seven bridges from Loughborough Avenue (north of project) to U.S. Route 67, \$21.5 million (TIP 6705H-17)

Project Impact: Intra-regional connector truck corridors connect to this segment of I-55 to access existing transportation-related industries. These corridors, such as Route Z and U.S. Route 67, are described in the Freightway's *Non-Interstate Truck Corridor Study (2020)* and provide access to and from significant manufacturing industries such as Dow Chemical and Doe Run Companies. I-55 also provides connectivity to the large River Cement quarry and intermodal (rail-road-barge) facility, and the growing port operations at Riverview Commerce Park. Other multimodal support services rely on access to I-55, including DeSoto Car Shop, one of the largest rail car repair and painting facilities owned and operated by Union Pacific Railroad. The project also supports the future Crystal City Port development, which requires a new I-55 interchange providing roadway access not only to the port, but planned inland freight development as well. The region's planned container-on-vessel port will utilize this segment of I-55 to distribute containerized cargo that will be dispersed throughout the region and a two-state radius.



2021 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Terminal Railroad Association of St. Louis (TRRA) Tunnel Arch–Riverfront Dewatering (MO)

Concept Development or Planning



Project Location



Location: City of St. Louis, Missouri

Estimated Cost: \$8 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Asim Raza, TRRA Chief Legal Officer and Director of Real Estate and Marketing, (314) 241-4729

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Project Aerial



Project Need: TRRA’s Merchants Subdivision carries 18-20 freight and passenger trains per day, including up to 10 scheduled Amtrak routes each day through the St. Louis Arch tunnel. The tunnel carries traffic until the Mississippi River reaches major flood stage, 40 feet on the St. Louis Gage, defined as a 100-year flood. The tunnel has been flooded out of service three times since 2016.

Project Status



Project Description: The project would drill dewatering wells and pump incoming flood water at a rate which would keep water in the tunnel at a level that allows for train traffic to continue operation in a flood that reaches up to 45 feet on the St. Louis Gage. Test wells are scheduled to be completed in May 2020 to determine infiltration rates, number of wells, and pump capacity needed. Final design is anticipated to be completed in late 2020. Construction cost is estimated to be up to \$8 million, but could be significantly lower depending upon test well infiltration rates.

Project Funding

Final design is anticipated to be completed in late 2020. TRRA submitted a U.S.DOT CRISI (Consolidated Rail Infrastructure and Safety Improvements) grant application to advance the project.

Project Impact: Mississippi River flood events will continue to adversely affect rail service near the Gateway Arch National Park without improvements. The project will ensure that freight and passenger rail traffic can continue to operate during the majority of flood events.