



2023 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY



The St. Louis Regional Freightway's 2023 Priority Projects List includes 25 projects representing a total investment of more than \$3.8 billion, up from \$2.75 billion last year. More than \$2 billion of the total covers infrastructure projects that have recently been completed, are already funded and under construction or expected to start in 2022/2023, or are programmed to begin within the next few years. The list, which represents the infrastructure needs of the manufacturing and logistics industries in the Eastern Missouri and Southwestern Illinois area, indicates tremendous progress on a range of projects that will strengthen critical roads, bridges, rail infrastructure, and port and airport facilities across the bi-state St. Louis region. These projects are supporting multimodal connectivity and providing global access to shippers and carriers throughout the world.

A significant update for this year's list includes \$39 million in funding that has been secured for the I-70 bottleneck improvements from Wentzville Parkway to Route Z - the #1 bottleneck location in the St. Louis region. Construction should begin in the fall of 2023.

The updated 2023 Priority Projects list also has identified the Illinois Route 3 Connector between IL Route 3 and IL Route 203 as a new priority. The project, which is funded, aims to improve traffic

flow and network connectivity within the project area. Other new but currently unfunded projects include I-55/70 lane additions from I-255 to I-270 in Illinois, a high-capacity regional crossroad that spans 10-miles; St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL), a project focused on expanding railcar capacity by approximately 1,500 cars at Terminal Rail Road Association's Madison Yard in Venice, Illinois; and the proposed new terminal at St. Louis Lambert International Airport (STL) in St. Louis, the largest and most utilized airport in Missouri.

The Priority Projects List is a valuable tool used by the St. Louis Regional Freightway to align and amplify advocacy for support and funding for critical infrastructure improvements. It is compiled annually by the Freightway's Freight Development Committee. Business and industry leaders work directly with local and state officials and departments of transportation to set infrastructure priorities by helping them to understand how infrastructure and efficiency impacts on-time delivery and costs.

The following fact sheets provide more details on these projects and others in the 2023 Priority Projects List, including the benefits they will deliver for those moving freight through the bi-state St. Louis region.



2023 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY

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) \$19M
- Earth City Access Improvements (MO) \$4M ✓
- Illinois Route 3 Connector between IL Rte 3 and IL Rte 203 (IL) \$81.5M Funded



- J.S. McDonnell Connector Access Improvements (MO) \$2.4M ✓
- I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL) \$36M
- North Park Access Improvements (MO) \$3M ✓
- Illinois Route 158 (Air Mobility Drive) Relocation from Route 161 to Route 177 (IL) \$20M



Partially Programmed for Construction

- North Riverfront Commerce Corridor Improvements (MO) \$34M Partially Funded
- Illinois Route 3 Access Improvements (IL) \$300M Partially Funded
- America's Central Port Intermodal Improvements (IL) \$371.2M Partially Funded
- Kaskaskia Regional Port District Improvements (IL) \$41M Partially Funded



- I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL) \$1.2B
 - I-270 from James S. McDonnell Boulevard to Bellefontaine Rd (MO) \$278M Funded
 - I-270 from Route 367 (Lewis and Clark Boulevard) to Route H (Riverview Dr) (MO) Not Funded
 - I-270 Mississippi River Chain of Rocks Bridge Replacement and 6 lanes from the Mississippi River Bridge to the Chain of Rocks Canal on the Illinois side.(MO/IL) \$332M Funded
 - I-270 6-lane Preliminary Engineering (IL) \$3M Funded
 - I-270 from Illinois Route 3 to East of St. Thomas Road, includes land acquisition & utility relocations (IL) \$76.5M Funded
 - Illinois Route 111 at Chain of Rocks Rd, includes construction engineering, land acquisition & utility relocations (IL) \$19M Funded
- I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) \$500M
 - I-70 Outer Roads Improvements from Fairgrounds Road to Cave Springs Road \$62M Funded
 - I-70 Interchange Expansion or Improvement Projects \$32M Funded
 - I-70 Additional Lane from TR Hughes Boulevard to Bryan Road \$8M Partially Funded
 - I-70 Bottleneck Improvements from Wentzville Parkway to Route Z \$39M Funded
 - I-70 Improvements from Route 141 to I-170 \$178M (Tier 1 and 2*) Not Funded
 - I-70 Improvements between Convention Center Boulevard and Missouri Route 370 Not Funded
 - I-70/I-64 Interchange Improvements (Concept Development Phase) Not Funded
 - I-70 St. Louis City Limit to Benton Street interchange reconfiguration and safety enhancements \$168M (Tier 2*) Not Funded
 - I-70 Wentzville Parkway to Warren County capacity to be added \$27.9M (Tier 3*) Not Funded
 - Partnership between Kansas City and the St. Louis region highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor (MO Statewide Unfunded Needs*)
- St. Louis Lambert International Airport North Cargo Improvements (MO) \$15.2 M



Concept Development or Planning

- I-255/Fish Lake (Ramsey Road) Interchange (IL) \$27M
- Mississippi River Port Development Projects (MO) \$86.1M
- I-55 Improvements from Route Z to U.S. Route 67 (MO) \$212M
- Terminal Railroad Association of St. Louis (TRRA) Tunnel-Arch Riverfront Dewatering (MO) \$8.8M
- Terminal Rail Road Association's St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL) \$52M
- I-55/70 lane additions from I-255 to I-270 (IL) \$456M



- MidAmerica St. Louis Airport Distribution Improvements (IL) \$45M
- St. Louis Lambert International Airport Access Improvements (MO) \$30.3M
- New Terminal for St. Louis Lambert International Airport Estimated Cost TBD



- St. Louis Regional Freightway's highest priority projects

✓ Construction completed

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



2023 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: Asim Raza, TRRA Chief Legal Officer and Director of Real Estate and Marketing, (314) 241-4729

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

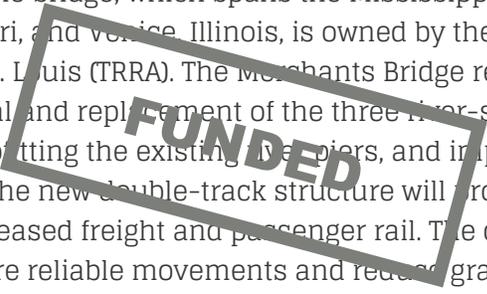


- Construction
- Design
- Planning Study
- Concept Development

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. Construction is anticipated to be complete late 2022.

Construction: Reconstruction of the 131-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 live spans, 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>



A design-bid-build project, reconstruction of the bridge uses innovative project delivery methods that will improve safety and speed completion while limiting bridge and river traffic outages. New spans being constructed in Wisconsin are shipped to St. Louis for final assembly on the Missouri bank of the Mississippi River, before being floated into place immediately after the old spans are floated out. The process requires three separate 10-day rail and river channel outages. Two of the three were installed in September 2021 and March 2022, with the



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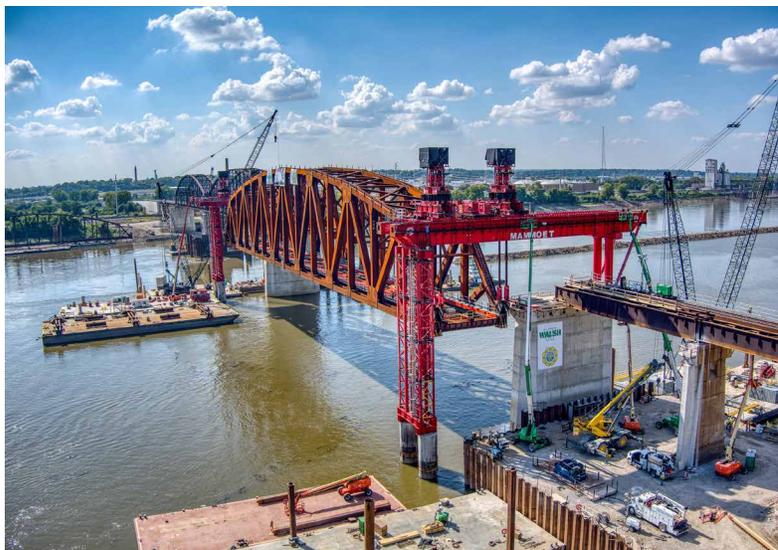
Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Advanced to Construction



third set for August 2022. The east approach will be reconstructed by encasing the existing trestle steel structure and using MSE wall and lightweight cellular concrete technology to widen the structure and provide additional load capacity that will lower future maintenance costs and create a more efficient rail river crossing. All the structural steel for the project is being produced in the United States. Construction is set to be complete late 2022.

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

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

Photo courtesy of Walsh Construction and
Trey Cambern Photography



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

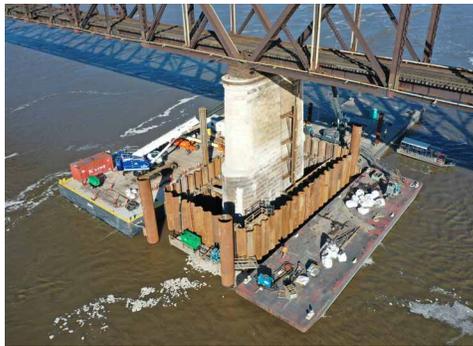
Advanced to Construction



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 third largest inland port system, which also is 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 20 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

“The Class I railroads relying on the Merchants Bridge 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. Implementation of this project will allow those companies – and others moving freight from coast to coast through our region – to move that freight faster, more cost-effectively and more reliably. Just as important, TRRA estimates our impact in the region will almost double, as we as we generate more than \$456 million in local economic activity over a 20-year period.”

- Ron Tindall, former president of TRRA.

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.



2023 PRIORITY FREIGHT PROJECT

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

Programmed for Construction, or in Concept Development



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 Region 5 Engineer, (618) 346-3110
Tom Blair, MoDOT District Engineer, (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on 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, Gateway TradePort and Gateway Commerce Center, three 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* 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



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

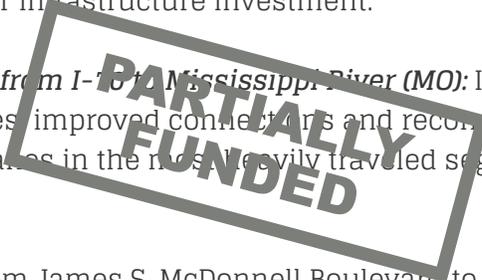
Programmed for Construction, or in Concept Development



generators and users will continue to increase. The ability the interstate has to absorb this traffic will play a major role in the speed, efficiency, and cost to move freight through the region. In addition, a portion of the corridor is in the top five percent of all locations in Illinois where a higher rate of crashes occur compared to roadways with the same physical characteristics. The following proposed improvements seek to improve safety, enhance efficiency, and meet future freight demands to positively impact multimodal access and economic development.

Project 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.

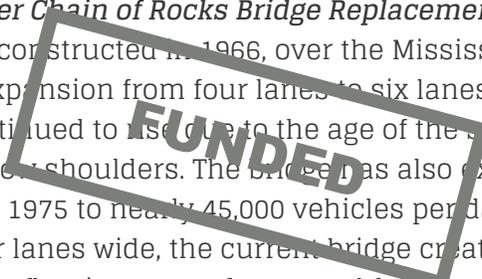
Project Description (A): Improvements from I-70 to Mississippi River (MO): Improvements will include reconstruction of multiple interchanges, improved connectors and reconstruction of selected segments of the outer road, and the addition of travel lanes in the most heavily traveled segments. Estimated cost for the total project is approximately \$700 million.



In 2018, MoDOT announced funding from James S. McDonnell Boulevard to Bellefontaine Road, a project MoDOT Director Patrick McKenna called the department’s largest in the last decade. MoDOT’s Unfunded Needs Report includes \$33.9 million in Tier 1* and the STIP for I-270 from Route 367 to Route H. The accelerated design-build project schedule will allow freight volumes to travel through and to our region more safely. Consolidating this work into one construction project with an accelerated design-build schedule results in fewer delays and greater reliability, resulting in lower freight transportation costs and increasing global competitiveness. Construction began in 2020 and is expected to be complete in late 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 Route 367 (Lewis and Clark Boulevard) to Route H (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 structure, constructed in 1966, over the Mississippi River, reconstruction of the Riverview interchange, and capacity expansion from four lanes to six lanes with shoulders. Maintenance costs for the Chain of Rocks Bridge have continued to rise due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. The bridge has also experienced a significant increase in traffic- from 19,800 vehicles per day in 1975 to nearly 45,000 vehicles per day presently. Approximately 20% of these vehicles today are trucks. At four lanes wide, the current bridge creates a severe freight bottleneck and is not equipped to handle the large freight flow increases forecasted for the region.





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

Programmed for Construction, or in Concept Development



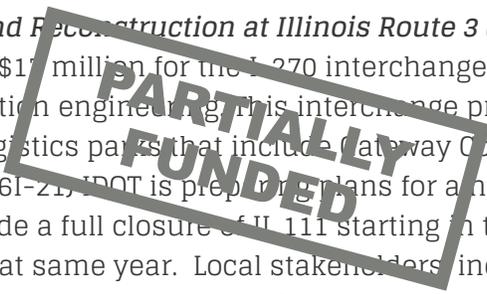
With bi-state regional leadership, both IDOT and MoDOT funded the \$332 million Mississippi River Chain of Rocks Bridge Replacement (MO-IL) (FY 22-27 MYP). Construction could begin in late 2022. The mainline approaches and new bridge will accommodate six lanes with 10-foot shoulder, and the project also will accommodate 6 lanes between the Mississippi River bridge and the Chain of Rocks Canal. The new bridge will consist of dual structures. The first bridge will be built immediately south of the existing bridge. IDOT is committed to doing its best to keep two lanes of traffic open in each direction on I-270. IDOT is the lead agency with MoDOT sharing in the bridge replacement and engineering costs.

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



Project Description (C): I-270 Widening from the Chain of Rocks Canal to IL Route 157, I-270 Interchange

Reconstruction at Illinois Route 111 and Reconstruction at Illinois Route 3 (IL): 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 for this interchange provides direct access to one of the region's largest and fastest growing logistics parks that include Gateway Commerce Center, Lakeview Commerce Center and Gateway TradePort. (TIP 6886I-21) IDOT is preparing plans for a near future letting. It is anticipated that the construction project will include a full closure of IL 111 starting in the spring of a future fiscal year with project completion anticipated later that same year. Local stakeholders including yourselves, will be kept aware of schedule updates and milestones as they become available.



The following IDOT projects are also funded:

- I-270 6-Lane Preliminary Engineering (IL) \$3M Funded
- I-270 from Illinois Route 3 to East of St. Thomas Rd includes land acquisition & utility relocations (IL) \$76.5M Funded
- Illinois Route 111 at Chain of Rocks Rd, includes construction engineering, land acquisition & utility relocations (IL) \$19M Funded



2023 PRIORITY FREIGHT PROJECT

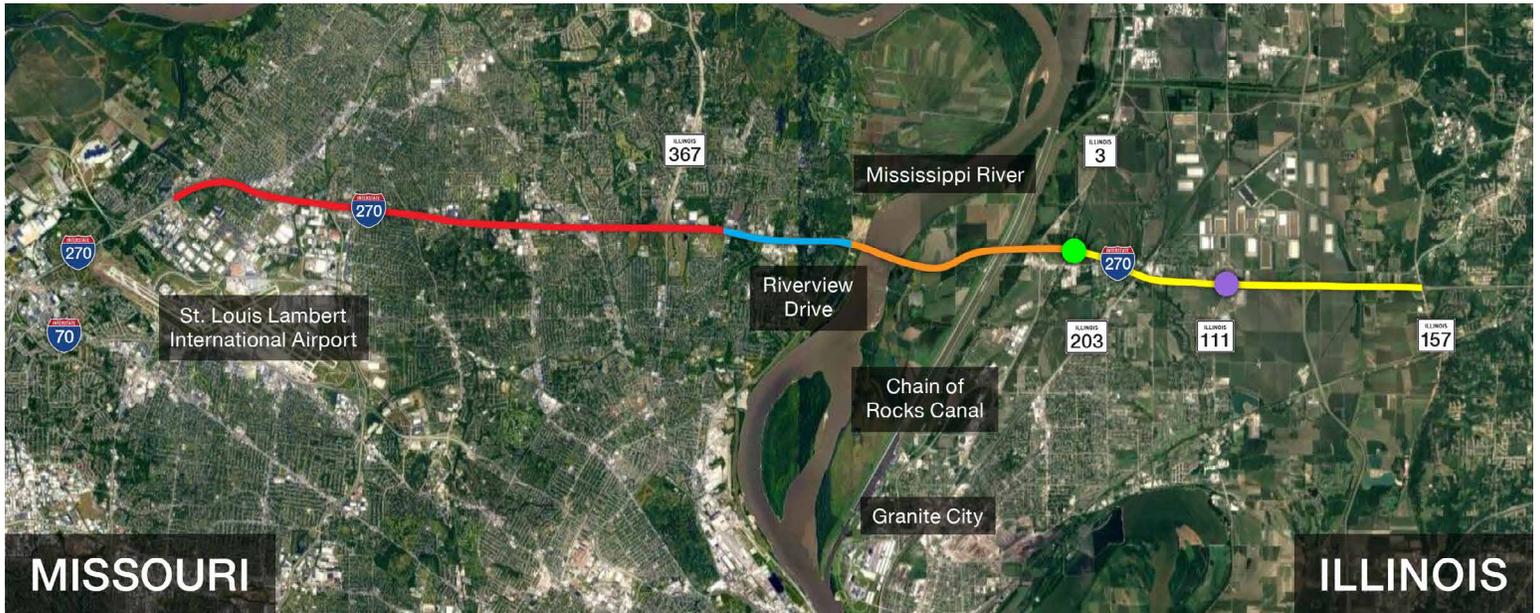
ST LOUIS REGIONAL FREIGHTWAY

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

Programmed for Construction, or in Concept Development



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 project. 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 James S. McDonnell Boulevard to Bellefontaine Rd (MoDOT): \$278 mil - **FUNDED**; Construction underway
- I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): \$332M - **FUNDED**
- I-270 Interchange reconstruction at IL Rte 111 (IDOT): \$19M - **FUNDED**
- I-270 from Illinois Rte 3 to East of St. Thomas Rd (IDOT) \$76.SM - **FUNDED**
- I-270 from east of St. Thomas Rd to IL Rte 157 (IDOT)- **PARTIALLY FUNDED; \$3M ENGINEERING UNDERWAY**
- I-270 from Rte 367 (Lewis and Clark Boulevard) to Rte H (Riverview Dr) (MoDOT) - **NOT FUNDED**



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Programmed for Construction, or in Concept Development



Project Location



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 Aerial



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

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

Approximately \$133 million in funding has been identified for priority project areas. However, several priority projects remain unfunded.

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

Project Impact: The project will enhance east-west freight mobility by providing more capacity where it is needed most, reducing congestion and associated vehicle crashes. Several of the region's highest activity industrial parks are located along this stretch of I-70, including a 1.1 million square foot General Motors 3PL Facility in the Wentzville



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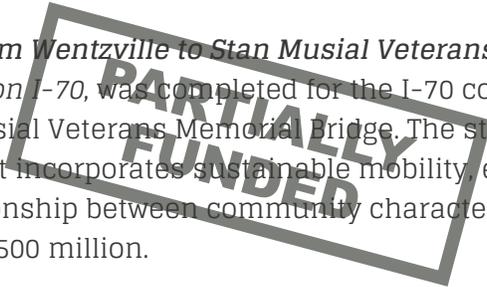
I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)

Programmed for Construction, or in Concept Development



Logistics Center. The Freightway's *Non-Interstate Truck Corridor Study (2021)* 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 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.



The Freight Development Committee identified the following segments as the highest priorities:

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

- The six-mile corridor and bridge improvement project is jointly funded by MoDOT and St. Charles County (TIP 6806E-18) through a cost share agreement. Construction is anticipated to begin in 2021.

I-70 Interchange Expansion or Improvement Projects (Funded, \$32 million)

- Funded interchange expansion or improvement projects include David Hoekel Parkway (TIP 6025C-19) at \$20.4 million, Wentzville Parkway (TIP 6933A-19) at \$4.9 million, Lake St. Louis Boulevard (TIP 6822-19) at \$1.9 million, and Route K (7063B-20) at \$4.8 million.

I-70 Additional Lane from TR Hughes Boulevard to Bryan Road (Partially Funded, \$8 million)

- To address more than 260 hours of annual traffic queuing, the project builds upon a current construction project to provide an additional lane from TR Hughes Boulevard to Bryan Road.

I-70 Bottleneck Improvements from Wentzville Parkway to Route Z (Funded, \$39 million)

- 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. Construction is expected to begin in the fall of 2023.

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

- David Branding, Managing Director for the St. Louis office of Jones Lang LaSalle (JLL)



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Programmed for Construction, or in Concept Development



I-70 Improvements from Route 141 to I-170 (Not Funded, \$178M)

- The project includes interchange improvements, roadway realignment, bridge replacements, and improves both interstate and MetroLink access to St. Louis Lambert International Airport. The project is included in the Missouri High Priority Unfunded Needs List 2021 (with Tier 1* including \$22.6 million and Tier 2* including \$156 million).

I-70 Improvements between Convention Center Boulevard and Missouri Route 370 (Not Funded)

- The Zumbuhl Road and Cave Springs Road interchanges include nine of the Top 50 high-crash intersections in St. Charles County. The project would improve traffic flow at the 7th worst highway bottleneck location in the United States, which currently results in more than 6,860 hours of traffic queuing annually.

I-70/I-64 Interchange Improvements (Tier 1* \$22.6M and Tier 2* \$18M) (Not funded)

- Improvements to the I-70/I-64 interchange are in the concept development phase.

I-70 St. Louis City Limit to Benton Street (Tier 2*) (Not Funded, \$168M)

- Interchange reconfiguration and safety enhancements

I-70 Wentzville Parkway to Warren County (Will not extend project limits, Tier 3*) (Not Funded, \$27.94M)

- Capacity to be added

New Partnership between Kansas City and the St. Louis region

- Highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor (MO Statewide Unfunded Needs*)



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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Connector (IL)

Advanced to Construction



Project Location



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

Estimated Cost: \$81.5M

Owner: Illinois Department of Transportation (IDOT)

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

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

Project Status



Project Description: The project aims to improve traffic flow and network connectivity by improving accessibility within the project area and between arterial routes, eliminating the reliance on circuitous local roads and short trips on the Interstate System, and improving travel time consistency.

Project Funding

The \$81.5 million dollar project is funded.

Project Impact: Aside from improving traffic flow and connectivity, improving connections within the project limits to residential, industrial and business centers and to the greater St. Louis metropolitan area may enhance economic development opportunities for existing and new businesses, as well as improve safety. The project positively impacts a corridor that is economically impactful

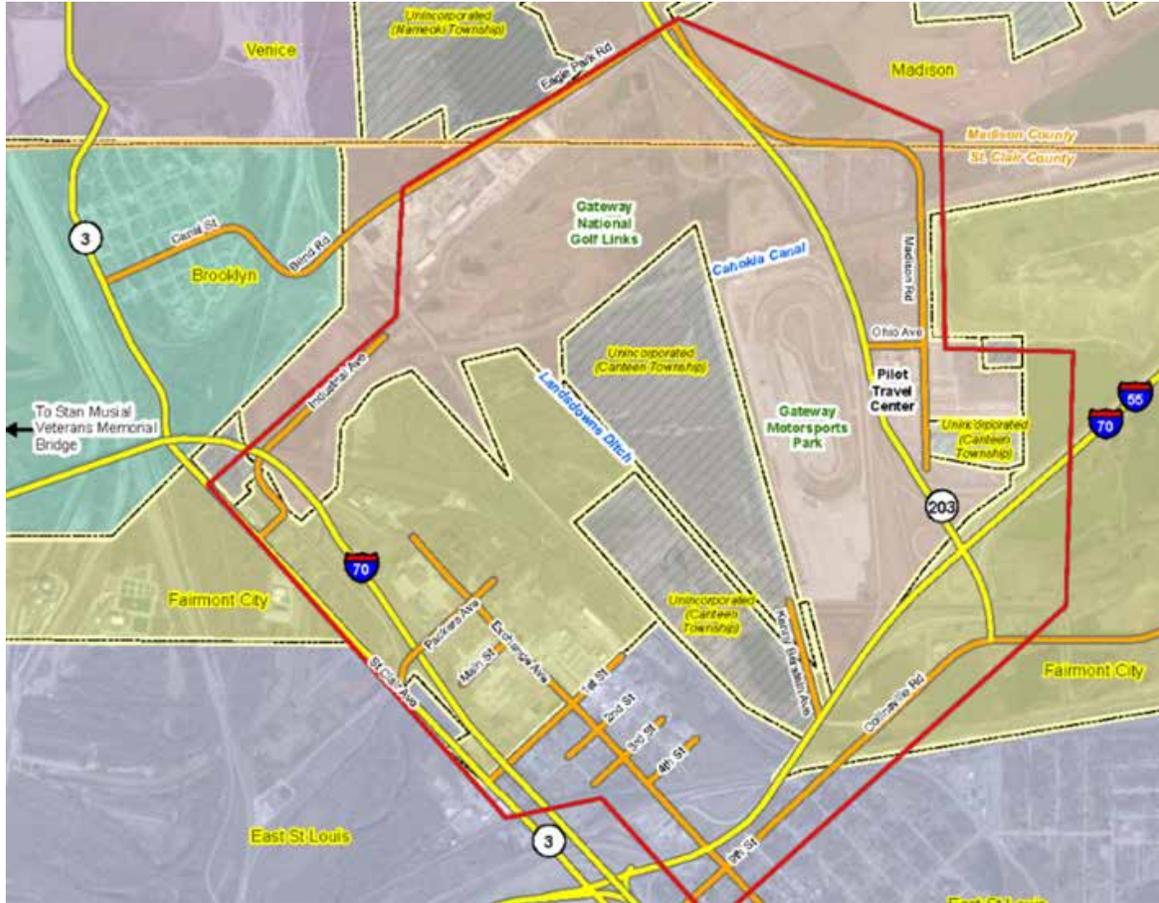


2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Connector (IL)

Advanced to Construction



and successful, features an accessible workforce with a skill concentration in manufacturing and distribution that far exceeds national averages and is optimized for manufacturing and logistics.

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

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

The St. Louis Regional Freightway’s 2020 Non-Interstate Truck Corridor study identified Illinois Route 203 between Interstate 55 and Illinois Route 162 as an Intra-Regional Connector. Intra-Regional Connectors are non-interstate segments of the St. Louis Region’s roadway network that have existing multi-axle traffic providing access for freight and deliveries, primarily through truck traffic or for local deliveries that are not considered freight generators. Intra-Regional Connectors offer system redundancies providing alternate routes to freight movement inbound and outbound from the interstate system. The proposed Illinois Route 3 Connector will benefit freight movement to this truck corridor that provides access for freight and deliveries and/or linkages.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement (IL)

Advanced to Construction



Project Location



Location: Mitchell, Illinois

Estimated Cost: \$19 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, controlled 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 included a complex system of signals and switches controlling freight and passenger rail routing. The existing tower and its associated switching equipment were obsolete and unable to accommodate the growth in rail traffic.

Project Status



Construction

Design

Planning Study

Concept Development

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

Project Funding

In 2021, the project received an additional \$10 million for track, signal and switch improvements. Funding partners included FRA CRISI grant, IDOT, Union Pacific, BNSF Railway, Kansas City Southern and Amtrak.

In 2021, the project received an additional \$10 mil for track, signal and switch improvements where four rail lines intersect at one of the most congested areas in the state of Illinois.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Advanced to Construction



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



Photo by TRAINS



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

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



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 were restricted by diverging turnouts and a specialty track switch known as a single slip switch.



2023 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: \$15.2 million

Owner: St. Louis Lambert International Airport

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

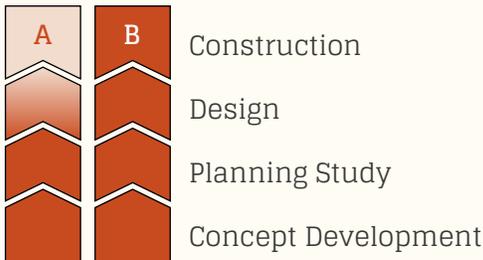
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Project Aerial



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, UPS, and Forward Air. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. These efforts include opening a Livestock Export and Inspection Facility in 2020 to provide on-site service to livestock exporters. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center.

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.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Partially Programmed for Construction



St. Louis Lambert International Airport recorded 52 straight months of passenger growth through December 2019. STL served 15.9 million passengers, an increase of 1.6% from 2018.

Cargo activity in 2019 grew to 158,600,000 lbs., which represented an increase of 6.7%, and through August of 2020 STL has enjoyed a 13.3% growth in cargo tonnage.

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.

“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.”

“STL is seeking to become an effective and preferred animal embarkation point in the Midwest and this cargo flight (second shipment of livestock) moves us one step forward. Seven years ago, this effort was initiated by STL, along with our air cargo consultant and the Midwest Cargo Hub Commission. Today, that work is seeing results.” February 11, 2021

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

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 uncondusive 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 (2021)*. 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.





2023 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: \$371.2 million

Owner: America's Central Port

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

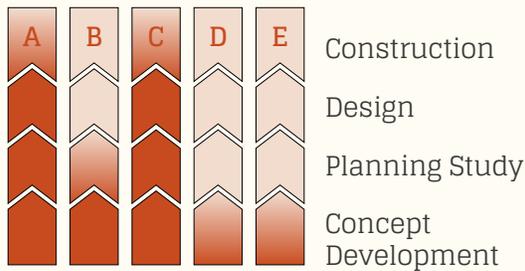
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



Project Need: 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 the 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 under way.

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 2020, 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.



2023 PRIORITY FREIGHT PROJECT

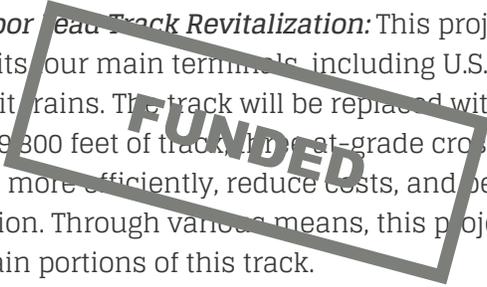
ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Intermodal Improvements (IL)

Partially Programmed for Construction

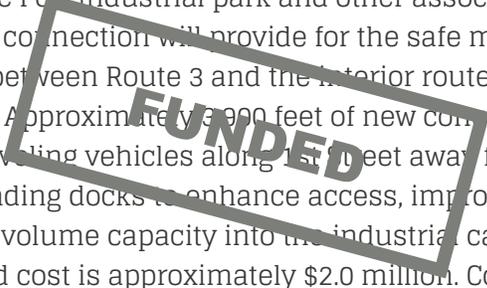


Project Description (A): Granite City Harbor Lead Track Revitalization: This project includes upgrades to the rail track that serves the Granite City Harbor and its four main terminals, including U.S. Steel, with track capable of handling 286,000-pound rail cars delivered by unit trains. The track will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



Project Description (B): Red Dock Rail Expansion: This project consists of adding additional rail track to the Red Dock within the Granite City Harbor. This track would allow for additional capacity of handling 286,000-pound rail cars delivered by unit trains. A total of approximately 3,000 feet of track, five turnouts, and expansion of the track foundation grading would be constructed in this project. This will allow the Red Dock terminal to operate more efficiently, reduce costs, and better compete in the global marketplace. In addition, this expansion project opens up the Granite City Harbor for further rail infrastructure reconfiguration upgrades at other terminals. Estimated cost is approximately \$3.2 million.

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 underway.



“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

Project Description (D): Rail Center (Phase I): This project will create a collective rail center for the movement and repositioning of intermodal containers. The region is perfectly positioned to take advantage of rail movement in the country and to address the nation’s supply chain issues. The construction of the rail center will allow for the effective and efficient movement of twenty- and forty-foot sea containers, with a focus on getting them to their destination more quickly. The project consists of land acquisition, grading and initial rail construction at an estimated cost of \$350 million.

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



2023 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



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



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.

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.



2023 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 Streeter, 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 were served by a deteriorated roadway that forms part of a route between J.S. McDonnell Boulevard and Hanley Road, and forced 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. This location supports portions of Boeing's aircraft manufacturing operations - the largest regional manufacturer with more than 13,000 area employees.

Project Status



Project Description: This project involved the reconstruction of a deteriorated roadway, Eva Avenue, between Frost Avenue and McDonnell Boulevard. The reconstruction improved truck access between J.S. McDonnell Boulevard and Hanley Road, two important arterial corridors described in the Freightway's *Non-Interstate Truck Corridor Study (2021)*, and eliminated 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 was replaced by the railroad. These improvements enhanced access for multiple manufacturers in the vicinity. Construction was completed in 2020.

Project Funding

Construction was completed in 2020.

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



2023 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: \$36 million

Owner: Illinois Department of Transportation (IDOT)

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

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Project Aerial

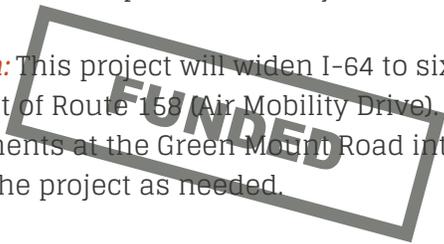


Project Need: The I-64 corridor is an important link between businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), a commercial/cargo and passenger airport approximately 20 miles to the east of downtown St. Louis. The I-64 corridor is generally a minimum 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 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.

Project Funding

In 2019, this project was fully funded and is currently included in IDOT's FY 2021-2026 Proposed Highway Improvement Program.

"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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Partially Programmed for Construction



Project Location



Location: New Athens, Illinois; Red Bud, Illinois

Estimated Cost: \$41 million

Owner: Kaskaskia Regional Port District

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

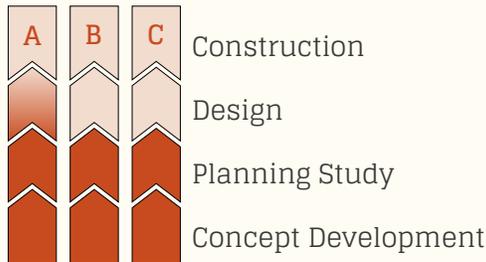
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Project Aerial



Project Need: Kaskaskia Regional Port District (KRPD) is the twelfth 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) KRPD is seeking funding for a second rail loop for KRPD#1 from IDOT and the Illinois Economic Development Administration.

(B) The completed Master Plan at KRPD#2 includes a rail yard, third dock, and second entrance.

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.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Partially Programmed for Construction



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. New by-products from Prairie State Campus to the Kaskaskia River are also generating an additional 1.5 million in tonnage moved. \$10 million in funding has been secured for this project.

Project Description (B) Second Entrance, Third Dock and Other Improvements at Port Terminal #2 (Baldwin): This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. 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. In all, more than \$25 million in capital projects have been identified and prioritized. \$2.7 million has also been secured for a conveyor upgrade and expansion of the fertilizer plant at KRPD #2.

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 major asset for the Port District as it will increase shipping tonnage. In addition, the Fayetteville Terminal is strategically located near many businesses in the region and will benefit area industry and agribusiness. The terminal also has the opportunity to provide primary and redundant shipping options for Scott Air Force Base. Estimated cost for Phase 1 improvements is approximately \$5.5 million.





2023 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

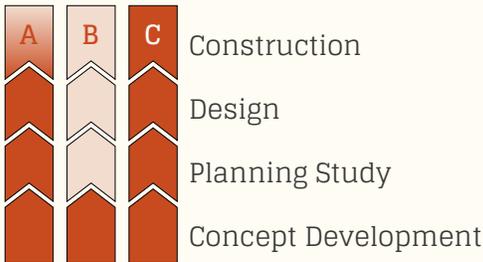
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses 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 the North Broadway Distribution area.

Project Status



Project Funding

(A-1) Construction completed

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

(A-3) Project completed in 2020.

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 key non-interstate Freight Connectors is also described in the Freightway's



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction



Non-Interstate Truck Corridor Study (2021). 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 included a road diet (lane/width restriction) to improve roadway condition and control speeds. Estimated cost for this project was \$4.3 million. Approximately \$3.0 million was programmed with STP funds for partial construction. Metropolitan Sewer District (MSD) provided an additional \$1.3 million in funding for stormwater improvements. Construction of this project is completed.

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

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

Project Description (B) Branch 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 \$1.6 million. This project was completed in 2018.

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

- Rob Orr, Deputy Executive Director
St. Louis Development Corporation

“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



2023 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: \$300 million

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

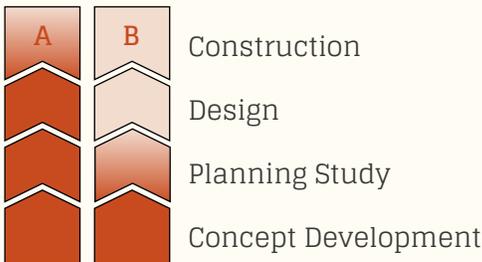
Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110
Richard Sauget, Village of Sauget Mayor, (618) 274-2990

Project 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 for 2 lanes from River Park Dr to Monsanto Ave is funded and included in IDOT’s FY21-26 proposed Highway Improvement Program.

(B) IDOT has programmed approximately \$6.5 million for an engineering study. Estimated project cost is \$100M and is unfunded.

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



2023 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 2019, 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 \$123 million for the two-lane roadway. Approximately \$7.7 million has been programmed for design (TIP 6988A-21). Construction is fully funded in IDOT’s FY2021-2026 proposed Highway Improvement Program. To provide four-lanes an additional \$77 million is required. Total Project Cost: \$200 million = \$123 million 2-lane new construction FUNDED + \$77 million UNFUNDED additional funds for 4-lanes

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. Based on Illinois Route 3 traffic volumes, this equates to more than 55,000 hours of through-traffic delays each year. Calculating the cost of delay, this grade separation project would also provide a cost savings of \$1.5M per year for the passenger and commercial vehicle drives traveling along this section of Illinois Route 3. 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. Approximately \$6.5 million has been programmed for design (TIP 6988B-21). Estimated project cost is \$100 million and is unfunded.

PARTIALLY FUNDED



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

“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



2023 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 Region 5 Engineer, (618) 346-3110

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Project Aerial



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.

Project Status



Anticipated Project Funding

Construction is fully funded in IDOT's FY2021-2026 Proposed Highway Improvement Program (TIP 4953-08). Construction is anticipated to begin in 2022.

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.



2023 PRIORITY FREIGHT PROJECT

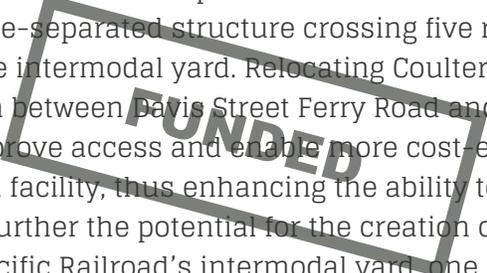
ST LOUIS REGIONAL FREIGHTWAY

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

Advanced to Construction

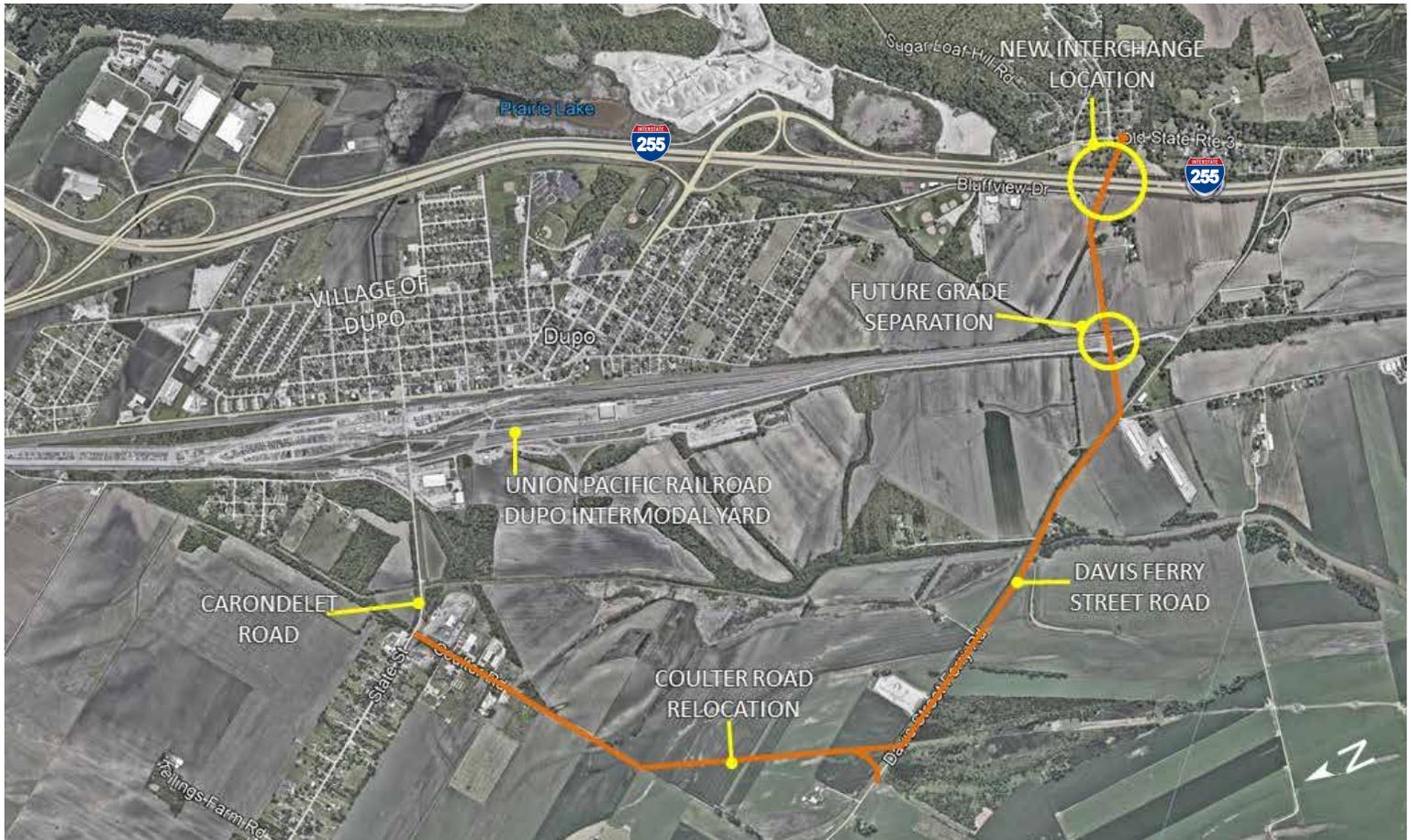


Project Description: The proposed I-255/Davis Street Ferry Road interchange project will be a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Road. Future improvements to Davis Street Ferry Road will allow for a 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.



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

- David Branding, Managing Director for the St. Louis office of Jones Lang LaSalle (JLL)





2023 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

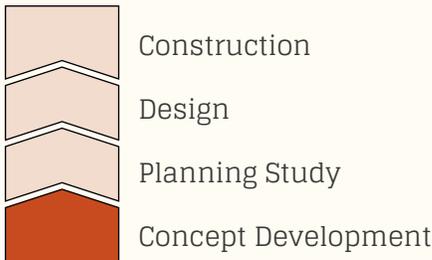
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Project Aerial



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.



2023 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

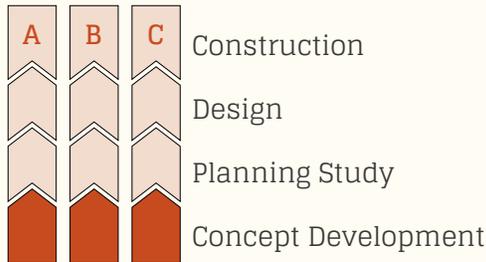
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Project Aerial



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



2023 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 (2021)*. 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 (2021)*. 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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning



Project Location



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

Estimated Cost: \$86.1 million

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

Contact: Jim Nichols, Executive Director, Jefferson County Port Authority, (636) 232-0472

Susan Taylor, Director at City of St. Louis, (314) 657-3740
St. Louis County Port Authority, (314) 615-7668

Project Aerial



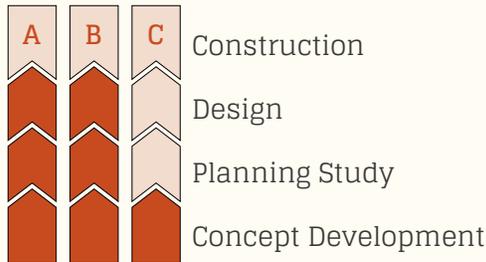
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Project Need: Inland waterborne transportation is a key component of regional goods movement as the St. Louis region is centrally located on the Mississippi and Missouri rivers. The region is ideally suited as a year-round, central node for consolidating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

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

Project Description (A) Jefferson County Port Development projects with Access Roadway: The first port project in Jefferson County includes a planned container-on-vessel (COV) development in Herculaneum that includes phased construction of a proposed multimodal port facility that capitalizes on the transportation of bulk commodities and containers via barge, rail, and truck. The new port will be a critical link on the new, all-water, north-south trade lane connecting the Midwest and the St. Louis region to the lower Mississippi River and on to worldwide destinations. Discussions with the Port of Plaquemines in southern Louisiana have also included feeder services throughout

Project Status



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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning



the bi-state region and other upstream inland port facilities. Total project costs are still being determined, but MODOT's Unfunded Multimodal report proposes \$25 mil. The development team for the project was announced in December, 2021 and it is projected that the new COV service could be operation by sometime in 2024.



A second project in Jefferson County includes land acquisition and preliminary engineering for a public freight harbor located in Crystal City on the Mississippi River, approximately 20 miles south of downtown St. Louis. 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 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. Access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. 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.

Project Description (B) St. Louis City Municipal River Terminal Rail Upgrades: In 2020 a U.S. DOT BUILD grant provided partial funding of \$3.8M. Matching private dollars helped secure the grant funding. (\$7.2M U.S. DOT BUILD+\$3.8M State of Missouri + \$2.8M SCF Marine)



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



St. Louis City Municipal River Terminal

“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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 158 (Air Mobility Dr.) Relocation 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 Region 5 Engineer, (618) 346-3110

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Project Aerial

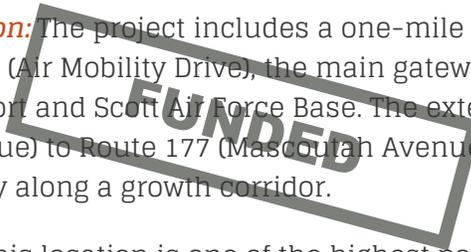


Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica Airport offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an 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 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 (2021)*.

Project Funding

In 2019, the project was fully funded and is included in IDOT's FY2021-2026 Proposed Highway Improvement Program.



2023 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 included 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 included repair and replacement of deteriorated roadway surface to improve drivability and drainage, as well as adding a new Superpave wearing surface. The roadway improvements improved traffic safety and access, increased pedestrian safety, and supported local businesses. Construction was completed in 2020.

Project Funding

Construction completed in 2020.

Project Impact: North Park partners have invested over \$291 million dollars, creating more than 5,000 permanent jobs. Other nearby industrial areas include Aviator Business Park and Hazelwood Logistics Center. Several major corporations are located in North Park including Express Scripts, Schnucks, 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 (2021)*.



2023 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

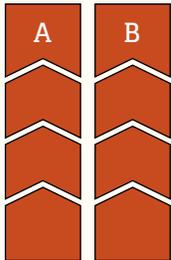
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Project Aerial



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



- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Construction completed in 2020.

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

Project Description (A) St. Charles Rock Road Preservation: This project included 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 were also 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 (2021)*. Estimated cost was approximately \$2.35 million. Construction was completed in 2020.

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



2023 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

*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: 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 U.S. Route 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.

Approximately \$21.5 million in bridge rehabilitation is included in the TIP FY2021-2024 (TIP 6705H-17). MoDOT's Unfunded Needs report includes \$54.2 million in Tier 1* and the STIP includes \$92 million.

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.

* Tier level of MoDOT's high priority unfunded needs.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



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 (2021)* 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.



2023 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: \$8.8 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

*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: 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. Final design was completed in 2020. Construction cost is estimated to be up to \$8 million, but could be significantly lower depending upon test well infiltration rates.

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.

Project Funding

Final design was completed in 2020. Construction funding is contingent on future federal grant opportunities.





2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



Project Location



Location: Unincorporated St. Louis County between Berkeley and Bridgeton

Estimated Cost: TBD

Owner: City of St. Louis/St. Louis Lambert International Airport

Contact: Rhonda Hamm-Niebruegge, Director of Airports, (314) 426-8000

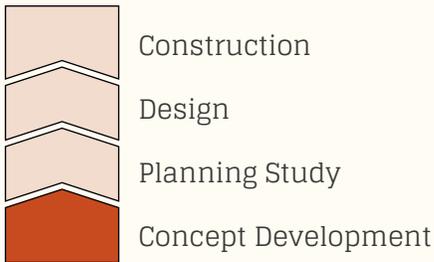
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



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

Project Status



The WSP study looked at existing issues and 2040 needs and concluded that Terminal 1 has surplus space, but is functionally obsolete. The use of two security checkpoints in Terminal 1 prevents passengers in one concourse from going to restaurants and stores in another. This issue is compounded by the fact there is an imbalance in how the concessions are distributed across the concourses. Terminal 2, which is home to Southwest Airlines operations – the airport's dominant airline – has insufficient space for all functions. The airport baggage claim makeup is undersized for both domestic and international baggage and there are no baggage recheck counters for international passengers. The single loaded concourse has long walking distances for connecting passengers and sparse concession opportunities. Both terminal areas are constrained by Runway 12R/30L, I-70 and MetroLink light rail tracks, while Terminal 1 also is constrained by U.S. Department of Defense property. While the airport has done a great job in keeping its facilities competitive with those in other cities, with passenger traffic rebounding

Project Funding

The project is not currently funded. Selling of bonds repaid by airline fees, existing passenger facility charges added on to airline tickets, and federal funds are among the ways this project could be funded.



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



after the COVID-19 pandemic, and cargo tonnage also increasing, Director of Airports Rhonda Hamm-Niebruegge says the planning needs to begin now for future changes.

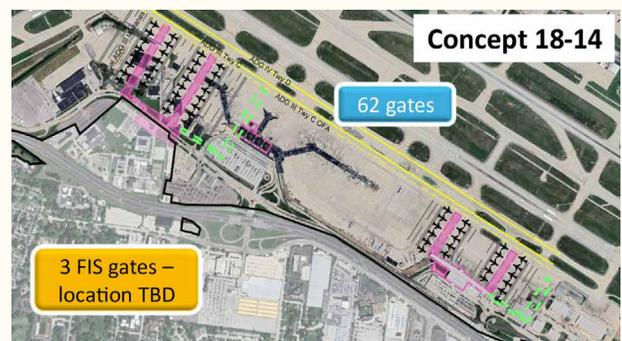
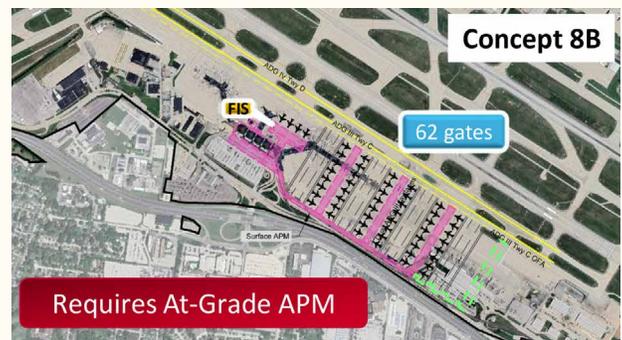
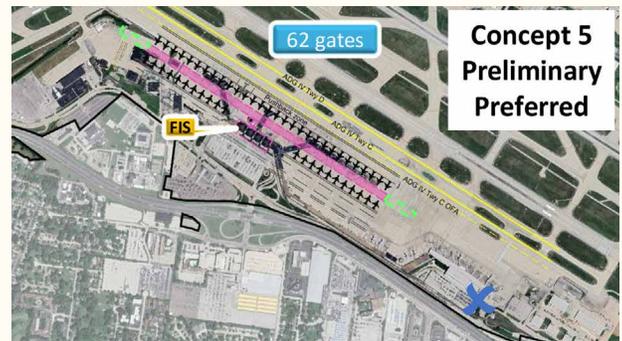
Project Description: Alternative concepts for the proposed new terminal have been developed with a focus on meeting the evaluation criteria established by the airport and project team. Fatal flaw decision points include meeting gate/aircraft parking position needs, elevating the passenger experience, providing dual taxi lanes around concourses, proving aircraft pushback zones off the gates and meeting landside access/curb front needs. Other criteria range from project phasing and constructability, duration and cost (capital as well as operations and maintenance) to non-aeronautical revenue opportunities (parking), expansion beyond 2040 and airport/St. Louis area image.

In all, 22 initial concepts were evaluated, including potential new terminal sites across the entire airport property. Due to cost, only the existing site was retained, and four concepts were shortlisted to receive further evaluation.

In the wake of that process, construction of a single consolidated passenger terminal emerged as the “preliminary preferred” alternative of planners studying St. Louis Lambert International Airport’s future for the next 20 years.

The preferred alternative calls for a new linear concourse totaling 1.57 million square feet, with 62 gates (by 2040) that would replace the 54 scattered across the two current terminals, which together total just 1.3 million square feet. The general concept validates recommendations from previous studies including the 2012 master plan and the more recent privatization study. The 110 foot-wide double-loaded linear concourse would include continued use of the T1 Processor, Dual ADG III taxilanes south of the proposed concourse, and allow for expansion of the existing Terminal 1 west over the Missouri Air National Guard facility. The four iconic domes would remain.

Terminal Alternatives — Shortlisted 4 Concepts



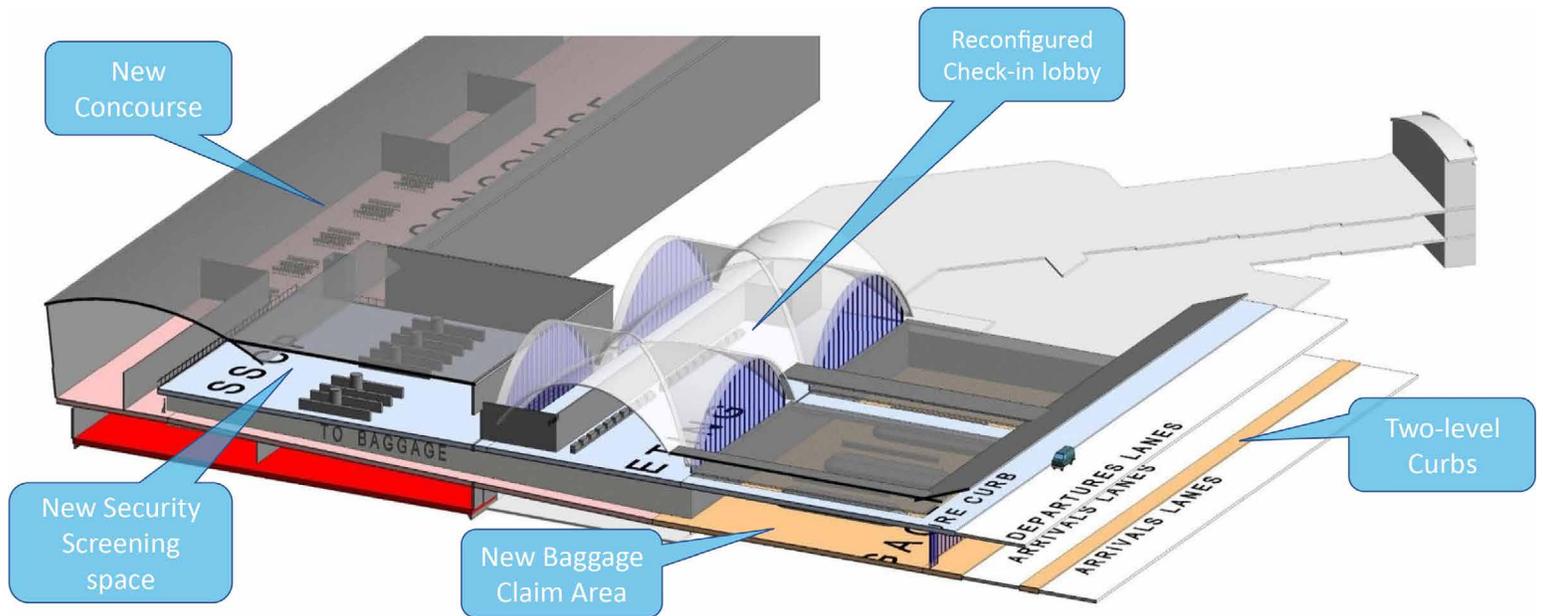


2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



The existing Terminal 2 would either be demolished or could potentially be repurposed as a hotel or other facility. The plan also calls for a new consolidated parking structure to be built in place of the existing garage.

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

discussions with current airlines, city government leaders and others. Additional public input also will be sought. The goal is to continue those discussions over the next 24 months and come to a final decision on how to move forward. If a final plan is approved and funding is secured, Hamm-Niebruegge believes it's possible that such a project could be carried out in 10 to 12 years.

"St. Louis Lambert International Airport, MoDOT and MetroLink working together on ease of accessibility to a new conceptual single terminal is incredibly important and as a region, we should support. This project is a tremendous benefit as an economic development driver allowing us to attract and retain businesses."

- Asim Raza, Chief Legal Officer and Director of Corporate Affairs, Terminal Rail Road Association of St. Louis



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



Project Location



Location: Madison County, Illinois

Estimated Cost: \$456M

Owner: Illinois Department of Transportation (IDOT)

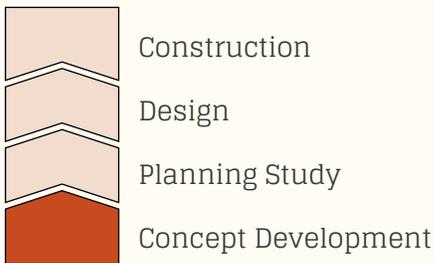
Contact: Kirk Brown, IDOT Deputy Director of Highways, Region 5, (618) 346-3110

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 Status



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

Project Funding

The project is not funded.

The St. Louis Regional Freightway’s 2020 Non-Interstate Truck Corridor study identified Illinois Route 111 between I-55 and Madison Street as a freight connector that helps provide access to the Gateway Commerce Center, Lakeview Commerce Center and offers direct access to the Gateway Trade Port. The study also identified Illinois Route 143 and US Route 40 to/from I-70, both of which are in close proximity of the project, as intra-regional connectors. These connectors include two



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Concept Development or Planning



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

Project Description: The project includes additional lanes that increase capacity by expanding a four-lane highway to a six-lane highway for approximately 10 miles from I-255 to I-270.

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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL)

Concept Development



Project Location



Location: Venice, IL, an economically distressed area and federally designated Opportunity Zone

Estimated Cost: \$52M

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

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 Status



Project Need: St. Louis is an important node in the national freight and passenger rail system due to its central location and multimodal transportation facilities: highway, waterway/port, railway, air cargo, and pipeline. The St. Louis region is home to the second largest freight rail car interchange location in the U.S., behind Chicago. TRRA plays a vital role in the national freight and passenger rail system. Formed in 1889, TRRA was created to interchange rail traffic to national carriers while providing service to 80 local industries and ports in the Metropolitan St. Louis area. TRRA also owns and maintains the Merchants Bridge and MacArthur Bridge over the Mississippi River. TRRA is unique in that it connects with all Class I railroads, the inland ports of St. Louis, and multiple trucking terminals. This allows multiple networks to connect at one centralized location for distribution. These connections provide critical capacity and redundancy for supply chain growth and storage. Network disruptions such as floods, hurricanes, tornadoes, or system shocks due to worldwide events such as crop failure or war cause substantial disruption to the supply chain and affect all modes of distribution. Additional capacity in St. Louis will absorb some of these system shocks to the network.

Project Funding

Bi-State Development and Terminal Railroad Association of St. Louis (TRRA) as sub-grantee have submitted a grant application for a \$45 million USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. TRRA has committed \$7 million in matching funds.

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



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL)

Concept Development

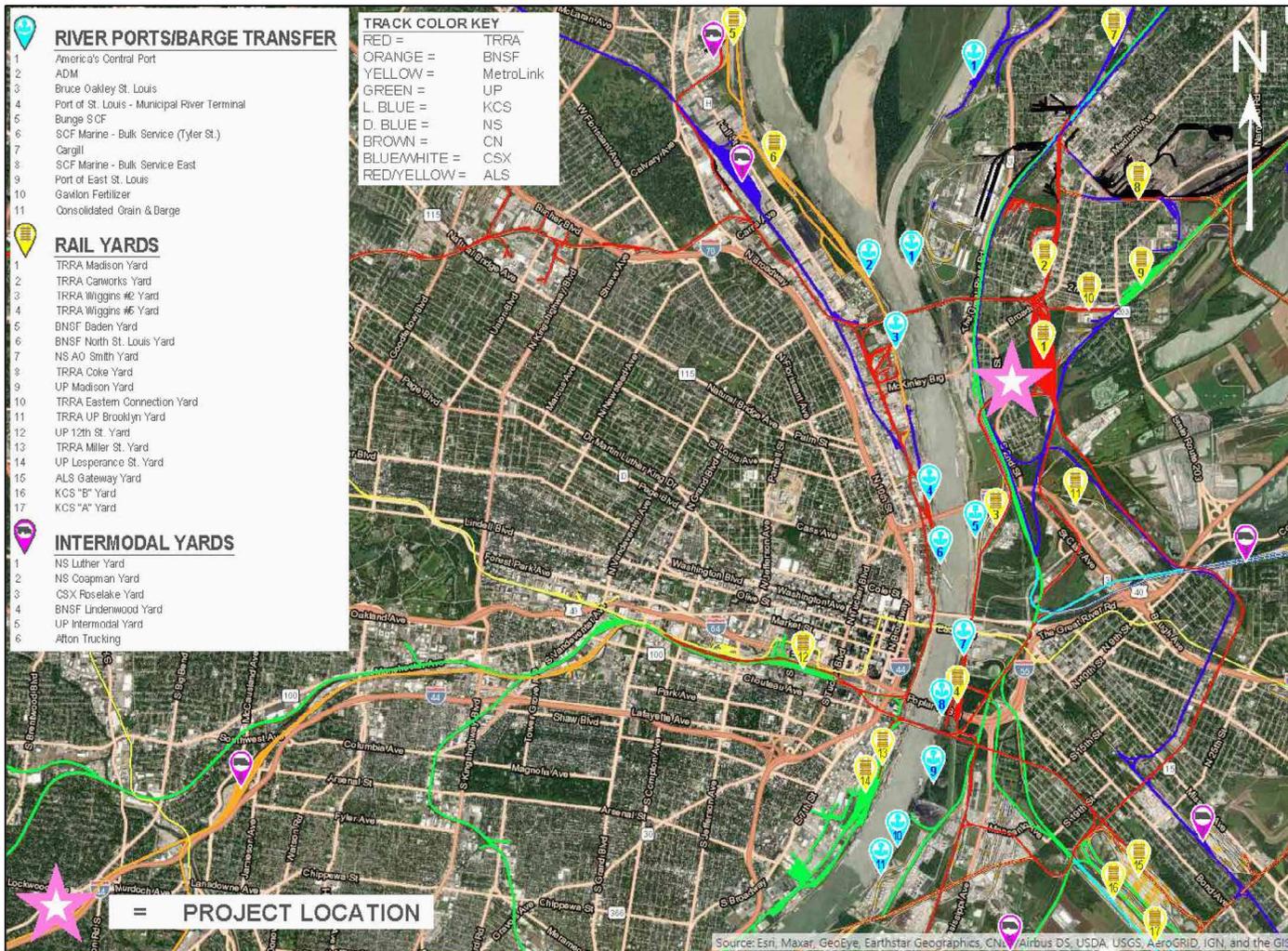


Increased national and global supply chain demand and workforce issues along with increased demand on North America's freight rail network have caused constraints and delays. The national freight network has seen increased traffic and larger train sizes. Today, freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as TRRA Madison Yard were built to handle trains 2,000 to 3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's train lengths takes multiple inefficient moves to complete the yarding process. The amount of time to inbound

today's trains creates bottlenecks on mainlines blocking road crossings and other trains traversing the network.

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

Below is a comprehensive map of TRRA's multimodal connections





2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

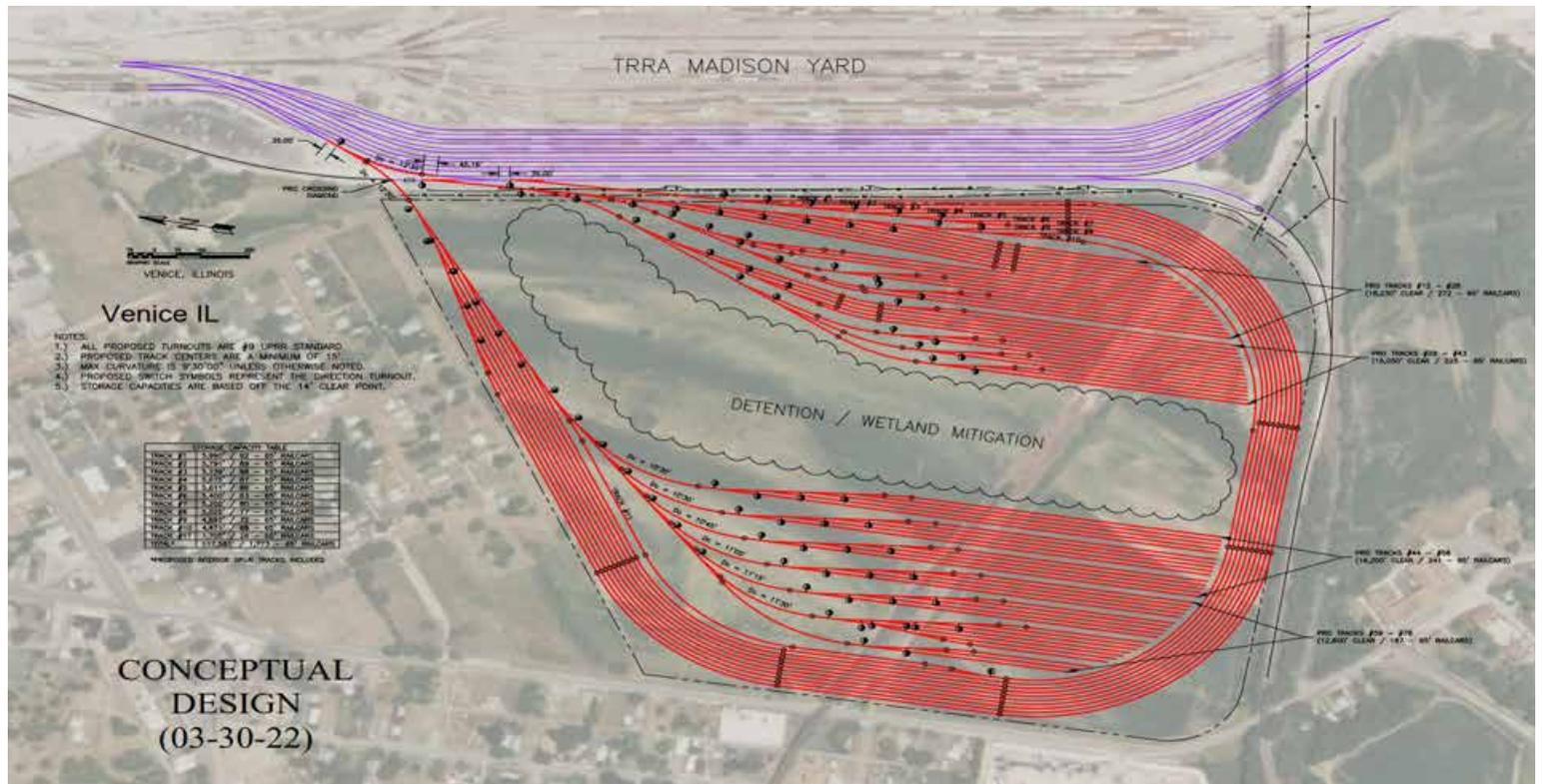
St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL)

Concept Development



Project Description: The St. Louis Multi-Modal Freight Yard Expansion at Madison Yard is a project focused on expanding railcar capacity by approximately 1,500 cars at TRRA’s Madison Yard in Venice, Illinois, which is near St. Louis, Missouri. TRRA owns a 100-acre site adjacent to the classification yard which is an ideal site to expand the classification yard to handle the larger trains and increased rail traffic. The proposed development would increase the current capacity of 2,500 railcars by adding an additional 1,500 to hold a total of 4,000 cars. This type of capacity improvement would allow TRRA to relieve the congested mainlines and efficiently process the increased demand of railcars on the network.

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



TRRA has developed multiple iterations of the layout for the property and has focused in on the one shown above. Detailed design of the project is relatively standard using typical track cross-sections, and switch and curve designs. The longest path to getting the project operational will be securing funding and finalizing the NEPA mitigations with

the federal administering agency for the site, which include wetlands mitigation and noise impacts – this is projected for the Third Quarter of 2023. The NEPA mitigations will dictate the final track configurations. TRRA is proceeding with NEPA studies and coordination prior to RAISE announcements so that the awarding Agency can implement the project



2023 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard (IL)

Concept Development



in an expeditious manner. Construction will consist of grading the site and installing 20 miles or more of track, 80+ switches, yard lighting, detention ponds and sound mitigation. TRRA is a union shop that will require all construction contracts to be in accordance with TRRA's collective bargaining agreements and achieve established DBE requirements for 10% of the value of the construction contract.

The project will be constructed in Madison County, Illinois, Census Tract 4007, listed as an Area of Persistent Poverty (Census Tract basis) and Historically Disadvantaged Community. The project is located in a federally designated Opportunity Zone.

Project Impact: This project benefits not only the Terminal Railroad Association of St. Louis, but also the entire national freight network as it adds capacity at a strategic freight node with connectivity to all Class I national rail carriers, inland ports of St Louis, and truck terminals. It will also positively affect travel times for Amtrak by reducing delays from blocked main lines due to yarding today's larger freight

trains. Specifically, the project will allow increased efficiencies for the Mississippi River freight network for river to rail connections by being able to stage trains off the mainlines; allow for more Storage-in-Transit opportunities, and alleviate freight rail congestion in St. Louis and other midwestern markets.

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

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