



2017 FREIGHT DEVELOPMENT PLAN

ST LOUIS REGIONAL FREIGHTWAY

The St. Louis Regional Freightway plays a critical role in the growth of regional manufacturing and distribution sectors within the bi-state region including seven counties in Missouri and Illinois and the City of St. Louis. With support from the East-West Gateway Council of Governments (EWCOG) Board of Directors and the manufacturing, logistics and industrial real estate industries, all modes of transportation, economic development organizations and both the Illinois and Missouri Departments of Transportation, the St. Louis Regional Freightway is garnering national recognition as a premier freight hub and continues to build public-private partnerships to maximize infrastructure funding opportunities.

In 2016, the Freight Multimodal Transportation Project List was unanimously approved by the EWCOG Board of Directors. The list was presented to the USDOT Federal Highway Administration Administrator Gregory Nadeau and the Maritime Administration Administrator Paul Jaenichen, who described our efforts as a model for the country. Additionally, the project list is helping the region gain critical support for infrastructure funding from state lawmakers and the congressional delegations from Illinois and Missouri.

The Freight Development and Needs Analysis Committee updated the project list for 2017. The committee is chaired by Mike McCarthy, President of the Terminal Railroad Association of St. Louis (TRRA). The project list update included a regional freight transportation needs analysis to document existing conditions, economic benefits and identify network constraints. Through this public-private partnership, the project list is a tool for elected leaders, the DOTs and regional leaders to better understand the infrastructure needs of manufacturing and logistic industries that represent the region and the nation's supply chain. Project selection was based on the following criteria:

- Economic Impact
- Efficiency Impact
- Multimodal Impact
- Safety and Security in Travel

Projects throughout the St. Louis region were submitted by local agencies and committee members. The 2017 project list includes nationally significant projects like the Merchants Bridge (TRRA) over the Mississippi River and I-270 improvements. Projects that improve access to the transportation network include the North Riverfront Commerce Corridor Improvement project in north St. Louis and Illinois Route 3 improvements in East St. Louis and Sauget, Illinois. New projects include improvements to Interstate 70, Hanley Road, and St. Charles Rock Road in Missouri and Interstate 64, Air Mobility Drive expansion, and Kaskaskia Regional Port District projects in Illinois.

Moving forward, our goals include continuing efforts to create a platform that takes advantage of the nation's unprecedented 25 percent increase in freight activity by the year 2045. During 2017, we will continue to work collaboratively with public and private sector leaders to help validate multimodal transportation needs and explore funding opportunities for efficient, reliable, cost-effective and safe delivery of freight movement that allows both the region and the nation to compete in the global market.

St. Louis Regional Freightway
Executive Director
Mary C. Lamie, P.E.

Freight Development and Needs Analysis Chairman
Terminal Railroad Association of St. Louis President
Mike McCarthy



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The Freight Development and Needs Analysis Committee updated the project list for 2017.

Improving the Multimodal Transportation Network

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)***
- **I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)***
- Union Pacific Railroad Lenox Tower Replacement (IL)
- St. Louis Lambert International Airport North Cargo Improvements (MO)
- I-70 Improvements from I-64 Interchange (MO) to Stan Musial Veterans Memorial Bridge
- America's Central Port Improvements (IL)
- MidAmerica St. Louis Airport Distribution Improvements (IL)
- J.S. McDonnell Connector Access Improvements (MO)
- I-64 Improvements from Greenmount Road to Illinois Route 158 (Air Mobility Drive) (IL)
- Kaskaskia Regional Port District Improvements (IL)

Access to the Multimodal Transportation Network

- **North Riverfront Commerce Corridor Improvements (MO)***
- **Illinois Route 3 Access Improvements (IL)***
- I-255 / Davis Street Ferry Road Interchange (IL)
- I-255 / Fish Lake (Ramsey Road) Interchange (IL)
- I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO)
- St. Louis Lambert International Airport Access Improvements (MO)
- Mississippi River Port Development Projects (MO)
- Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)
- North Park Access Improvements (MO)
- Earth City Access Improvements (MO)

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



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Project Location



Location: Mississippi River, Mile Marker 183

Estimated Cost: \$200 million

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

Contact: Mike McCarthy, TRRA President, (314) 539-4704

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

Project Aerial



The Merchants Bridge serving the St. Louis region:

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

The St. Louis region is the:

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

Without FASTLANE grant funding, the Merchants Rail Bridge could be taken out of service within ten years. Meanwhile, in its current condition with restricted speed, single-track capacity, and rising maintenance costs, the bridge will continue to cause delays in the national multimodal freight/rail and passenger service networks.

Project Status



Anticipated Project Funding

If FASTLANE funding is secured, construction could start late 2017 and be completed as early as 2021.

Source	Million	Percent
TRRA	\$40	20%
Federal FASTLANE	\$75	37.5%
TRRA (i.e. RRIF loan)	\$85	42.5%

The 127-year-old Merchants Rail Bridge spans the Mississippi River between St. Louis, Missouri and Venice, Illinois and is owned by the Terminal Railroad Association of St. Louis (TRRA). 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.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

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 and 1,094 jobs, including 254 direct jobs at TRRA. The proposed \$200 million bridge replacement will support an estimated \$9.4 million in wages and 135 full-time equivalent jobs annually over a four-year construction period. The overall economic activity of \$237 million will also increase.

Current Restrictions: Currently, the Merchants Rail Bridge has speed, clearance, and weight 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 often 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.

Project Details: The Merchants Rail Bridge replacement project includes removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double track structure will provide additional capacity for increased freight and passenger rail. The double track will also provide more reliable movements and reduce grade crossing delays for motorists and emergency vehicles. All of these benefits will help reduce stress on the National Highway Freight Network that is anticipated to grow by 40 percent over the next three decades.

Project Readiness: If funded, construction could start late 2017 and be completed as early as 2021. Design is 60 percent complete with 100 percent completion expected in June 2017. NEPA Categorical Exclusion clearance is anticipated late summer 2017. The RRIF (Railroad Rehabilitation & Improvement Financing) loan application is in credit-worthiness review and expected to close in Fall 2017.

Owning the sixth busiest Mississippi River rail bridge in the country serving the nation's third largest rail hub, the TRRA interfaces with the nation's 3rd and 8th largest inland port systems, the northern most year-round ice-free Mississippi River port providing services to America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors, I-70, I-64, I-44, and I-55, providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving \$63 million in roadway damage over twenty years.

Illinois and Missouri's impact on the national freight movement (2012 AAR):

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

The Merchants Rail Bridge replacement is a model for public-private partnerships. TRRA will fund nearly two-thirds of the cost of the project, which will greatly improve freight movement in the nation. Once FASTLANE grant funding is secured, construction could start late 2017 and be completed as early as 2021.



2017 PRIORITY FREIGHT PROJECT

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I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)

Project Location



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

Estimated Cost: \$1.1 billion

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

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110
Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

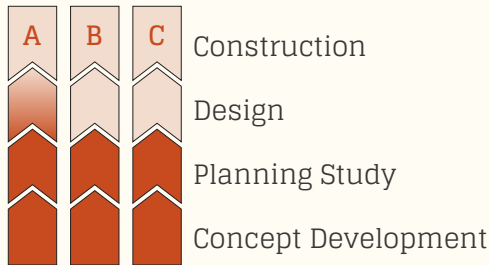
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: economic impact, multimodal impact, efficiency impact, and safety and security in travel. Based on the criteria, the following project addresses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

Project Aerial



Project Need: The St. Louis region is home to national and international manufacturers and logistics businesses that are part of the global supply chain. The I-270 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-55, I-44, I-64, and I-70. During morning and evening peak periods, heavy traffic causes significant delays on portions of the outer belt, particularly the I-270 corridor in northern St. Louis County and Madison County.

Project Status



The I-270 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 Illinois Route 111 in Illinois. Furthermore, the section of I-270 from Lilac Avenue to Lindbergh Boulevard in Missouri needs additional improvements to address congestion issues near the I-170 and Lindbergh Boulevard interchanges.

Project Funding

(A) \$7 million is programmed for preliminary engineering (TIP 6446-15). Design is included in the IDOT MYP. Construction is currently not funded.

(B) Preliminary engineering is funded by IDOT and MoDOT (TIP 6501-17). Construction is not funded.

(C) \$157 million is programmed for a potential design build project by MoDOT (TIP 6501-17).

Project Impact: The I-270 corridor from Lindbergh Boulevard to Illinois Route 111 is one of the most important regional freight corridors. In Missouri, it serves major freight generators within and near St. Louis Lambert International Airport. In Illinois, I-270 feeds directly into the Lakeview Commerce Center and Gateway Commerce Center, two of the region's largest and fastest growing logistics parks. The I-270 corridor also offers easy access to major destinations in Illinois including the Conoco Phillips Refinery, America's Central Port, and Terminal Railroad Association Madison Yard.



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I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)

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

Project Description (A) Mississippi River Chain of Rocks Bridge Replacement (MO-IL): This project includes a replacement of the existing two structures, constructed in 1966, over the Mississippi River and construction of a new structure. The Chain of Rocks Bridge has experienced rising maintenance costs due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. In particular, there has been a significant increase in traffic from an average daily traffic (ADT) of 19,800 vehicles per day in 1975 to more than 51,000 vehicles per day. At four lanes wide, the current bridge is not equipped to handle the large freight flow increases forecasted for the region. IDOT is the lead agency for this project but both states will share costs equally. Approximately \$7 million (TIP 6446-15) is programmed in the FY17-FY22 TIP for preliminary engineering. Final design is included in the FY17-FY22 IDOT Multi-Year Plan. Construction is currently not funded. Estimated cost is \$185 million.

Project Description (B) Corridor Widening from Lilac Avenue to Illinois Route 111 (MO-IL): This project includes increasing the capacity of I-270 by expanding from four lanes to six lanes along the 7.6-mile corridor from Lilac Avenue in Missouri to Illinois Route 111 in Illinois. The project would ensure that the I-270 outer belt in the St. Louis region would have a minimum of six lanes to better accommodate future freight flows while reducing congestion and bottlenecks. The MoDOT FY17-FY21 TIP (6501-17) includes \$12 million programmed for preliminary engineering for the Missouri portion of the corridor. The IDOT Multi-Year Plan also includes funding for preliminary engineering in FY17-FY22. Construction is not funded. Estimated cost for the total project is \$350 to \$400 million.

Project Description (C) Corridor Improvements from Lilac Avenue to Lindbergh Boulevard (MO): This project includes various safety, congestion, and capacity improvements from Lilac Avenue to Lindbergh Boulevard. The project also includes interchange improvements at I-170 and Lindbergh Boulevard to relieve congestion issues. The area is a critical bottleneck for regional freight as I-170 and Lindbergh Boulevard are the primary freight routes from I-270 to St. Louis Lambert International Airport and surrounding manufacturing and logistics businesses. The improvements will be necessary for the regional freight system to accommodate future forecasted traffic. The MoDOT FY17-FY21 TIP (6501-17) includes \$157 million programmed for a potential design build project between Lindbergh Boulevard and Riverview Drive in Missouri. Estimated cost for the total project is \$500 million.



2017 PRIORITY FREIGHT PROJECT

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Union Pacific Railroad Lenox Tower Replacement (IL)

Project Location



Location: Mitchell, Illinois

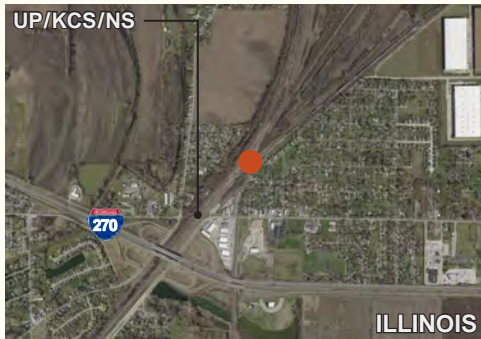
Estimated Cost: \$14.8 million

Owner: Union Pacific Railroad (UPRR)

Contact: Paul Hinton, Service Unit Superintendent, (314) 331-0663

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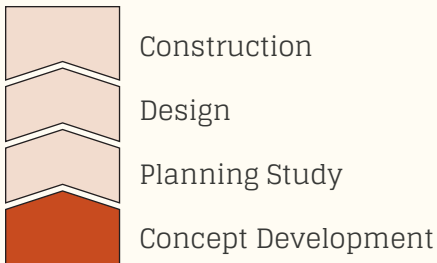
Project Aerial



Project Need: Built in 1924, the existing Lenox Tower at the junction of Union Pacific corridors in the City of Mitchell, Illinois controls a major railroad junction where five of the region's Class I railroads operate services. The existing tower and its associated switching equipment are obsolete and unable to accommodate the growth in rail traffic.

Project Description: Modernization of the Lenox Tower interlocking will increase freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds could also increase from the 40-60 mph range to nearly 80 mph. Increased velocity will reduce the existing bottleneck and increase the capacity and efficiency of the St. Louis region's rail network. Dispatching control would be automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska. This coordination would optimize local rail traffic and allow the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations such as Chicago.

Project Status



Project Funding

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

Project Impact: This project would reduce freight train delays by 10.1 hours per day. The increase in velocity would reduce 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 would also consolidate six operator positions, eliminate tower facility expenses, and lower track maintenance. Overall, the project will enable freight and passenger trains to travel through the region more safely and efficiently while allowing rail traffic to be better integrated into system-wide patterns.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$20.7 million

Owner: St. Louis Lambert International Airport

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

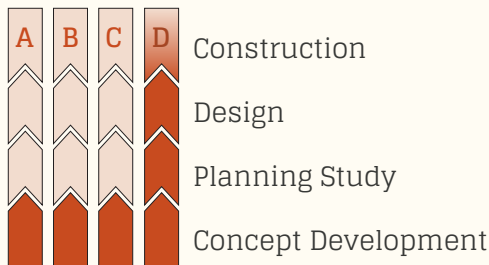
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Project Aerial



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 a development agreement with Bi-National Air Cargo to develop 60 acres of airport property referred to as the Northern Tract. The airport is also in the final stage of approval to become a USDA port of embarkation to allow live animal charters to depart from St. Louis. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center. 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.

Project Funding

(D) MoDOT will issue a \$6.1 million grant to fund construction.

Remaining projects are currently unfunded. No funding sources or partnerships have been identified.



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

Project Description (A) Norfolk Southern Railroad Spur on Northern Tract: This project includes constructing a 1,200-foot long railroad spur from Norfolk Southern mainline track to connect to the Northern Tract of the airport. The spur would support the 60-acre logistics and air cargo center under development at this site. Estimated cost is \$2.5 million.

Project Description (B) Banshee Road Reconstruction: This project includes rebuilding Banshee Road in order to accommodate heavy commercial truck traffic. The three-lane road currently has issues with drainage and roadway geometry that make it un conducive to major freight flows. The project would support the Northern Tract air cargo center. The project would also include a structure over Coldwater Creek. Estimated cost is \$9.1 million.

Project Description (C) McDonnell Boulevard / Airport Road Intersection Reconstruction: This project includes reconstruction of the intersection of McDonnell Boulevard and Airport Road. The intersection plays a critical role in freight movement for the St. Louis Air Cargo Facility currently used by FedEx, UPS, and Forward Air. The existing intersection has a complex series of turning movements within a very confined area and also is the site of numerous crashes. The project would correct roadway geometry, eliminate difficult turning movements, and meet updated design standards in order to accommodate current and future users. Estimated cost is \$3 million.

Project Description (D) Taxiway Victor Connector to Cargo Ramp: This project will construct a full-strength concrete taxiway capable of supporting the largest jets. It will provide common-use access to Trans States Airlines and Airport Terminal Services ramps, as well as the Bi-National Air Cargo ramp. The Missouri Department of Transportation has partnered with the airport to finance the Taxiway Victor Connection and will issue a grant to fund construction of the \$6.1 million project.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from I-64 Interchange (MO) to Stan Musial Veterans Memorial Bridge

Project Location



Location: St. Charles County; St. Louis County; City of St. Louis, Missouri

Estimated Cost: \$500 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

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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 40-mile corridor through Missouri also experiences moderate to heavy congestion during peak hours.

Project Status



Project Description: A Planning and Environmental Linkages study for the I-70 corridor from the I-64 interchange in Wentzville, Missouri to the Stan Musial Veterans Memorial Bridge was included as a recommendation in the region's 2045 Long-Range Transportation Plan. The Missouri Department of Transportation, in partnership with Metro and East-West Gateway Council of Governments, is beginning the high-level *Envision I-70* study to advance this effort. The study will focus on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationships between community character and transportation.

Project Funding

The *Envision I-70* planning study is currently funded and on-going. No funding sources or partnerships have been identified beyond the planning study.

Project Impact: The study will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Based on findings from the corridor plan, the project would address specific safety and congestion issues including pavement reconstruction and interchange improvements.



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America's Central Port Improvements (IL)

Project Location



Location: Granite City, Illinois

Estimated Cost: \$22.5 million

Owner: America's Central Port

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

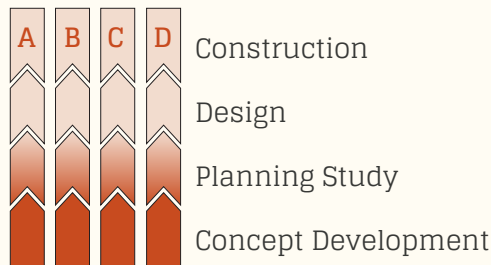
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Project Aerial



Project Need: America's Central Port 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: rail, river, and road. The Port offers over 1.7 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 recently opened the new Madison Harbor expansion (formerly known as South Harbor) in 2016. The new harbor offers the northern-most lock-free and ice-free access to the Gulf of Mexico on the Mississippi River. It also offers additional opportunities for container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.

Project Funding

The Port is currently updating the Port Master Plan. No funding sources or partnerships have been identified beyond the planning study.

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 a minimum of 115RE rail sections, new cross ties, and improved drainage. Approximately 9,800 feet of track, three at-grade crossings, and 14 turnouts would be upgraded. The project will allow tenants to operate more efficiently, reduce costs, and better compete in the global marketplace. Estimated cost is \$8 million.

Project Description (B) Granite City Harbor General Cargo Dock Revitalization: This project includes upgrades to the general cargo dock at the Granite City Harbor that serves two main terminals,



2017 PRIORITY FREIGHT PROJECT

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America's Central Port Improvements (IL)

including U.S. Steel. A pipe pile fender system will be installed to protect the steel sheet pile wall, the deck will be paved over with reinforced concrete, an improved drainage system will be installed, and approximately 3,450 feet of railroad track will be upgraded to handle 286,000 pound rail cars. Estimated cost is \$6.8 million.

Project Description (C) Union Pacific / Kansas City Southern Connection Through A&K Yard: This project includes construction of new railroad track from the Union Pacific / Kansas City Southern Railway mainline through the A&K Granite City rail yard into the Port. Approximately 3,200 feet of new railroad track will be laid along with a new No. 15 turnout at the mainline. The new connection will allow direct deliveries from two Class I rail carriers, providing lower shipping costs and transparent competition amongst all carriers for Port shippers. Estimated cost is \$4.5 million.

Project Description (D) 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 roadway upgrades. The connection will provide for the safe movement and flow of traffic between Illinois 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 improve access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is \$3.2 million.



2017 PRIORITY FREIGHT PROJECT

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MidAmerica St. Louis Airport Distribution Improvements (IL)

Project Location



Location: Mascoutah, Illinois

Estimated Cost: \$45 million

Owner: MidAmerica St. Louis Airport

Contact: Tim Cantwell, Airport Director, (618) 266-5240

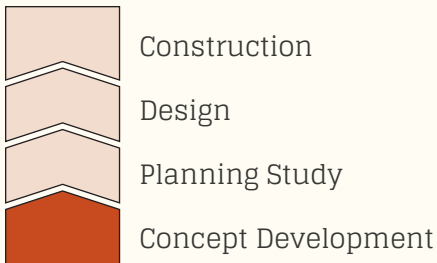
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Project Aerial



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 offers air cargo facility development of over 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 and retain clustered 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 Funding

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

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.



2017 PRIORITY FREIGHT PROJECT

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J.S. McDonnell Connector Access Improvements (MO)

Project Location



Location: Berkeley, Missouri

Estimated Cost: \$2.4 million

Owner: St. Louis County Department of Transportation

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

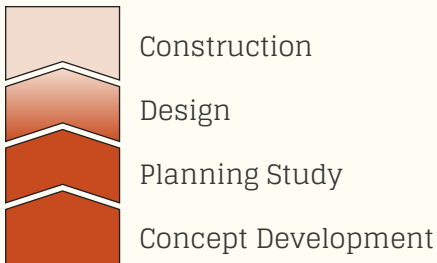
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Project Aerial



Project Need: One of the St. Louis region’s greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities are served by a deteriorated roadway that forms part of a route between James S. McDonnell Boulevard and North Hanley Road, and forces manufacturers in the vicinity to use the I-170 ramp at Frost Avenue and the I-170 ramp off-ramp at Airport Road to make this connection. Part of this patchwork of roads traverses the Formerly Utilized Sites Remedial Action Program contamination area, requiring coordination with the U.S. Army Corps of Engineers to develop adequate procedures and specifications for any excavation necessary in this area.

Project Status



Project Description: This project involves the replacement of a deteriorated roadway that forms part of a route between James S. McDonnell Boulevard and North Hanley Road. The reconstruction will improve truck access between these two important St. Louis County arterial roadways and will eliminate the current unsafe 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 the west end of Frost Avenue will need to be replaced. These improvements will improve access for multiple manufacturers in the vicinity.

Project Funding

Final plans are expected to be complete in early 2018. No funding sources or partnerships have been confirmed for construction.

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



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-64 Improvements from Greenmount Road to Illinois Route 158 (Air Mobility Drive) (IL)

Project Location



Location: O'Fallon, Illinois

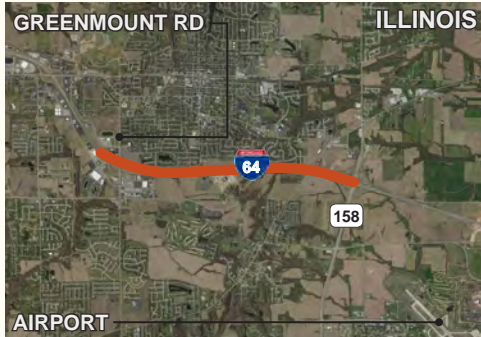
Estimated Cost: \$20 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

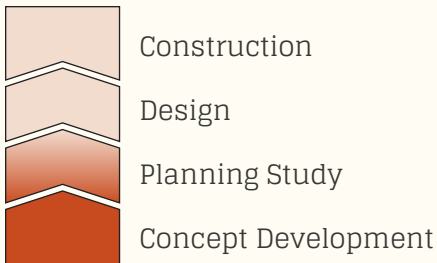
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



Project Need: The I-64 corridor is an important link between major businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), approximately 20 miles to the east of downtown St. Louis. MidAmerica is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. 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.

Project Status



The I-64 corridor is generally a minimum of six lanes from downtown St. Louis until the interchange with Greenmount 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 section.

Project Description: This project would widen I-64 to six lanes from Greenmount Road to Illinois Route 158 (Air Mobility Drive). Other safety and capacity improvements would be incorporated into the project as appropriate.

Project Funding

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

Project Impact: The interstate widening would increase capacity and access to MidAmerica St. Louis Airport and surrounding developments. The airport offers air cargo facility development of over 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.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Project Location



Location: New Athens, Illinois; Red Bud, Illinois

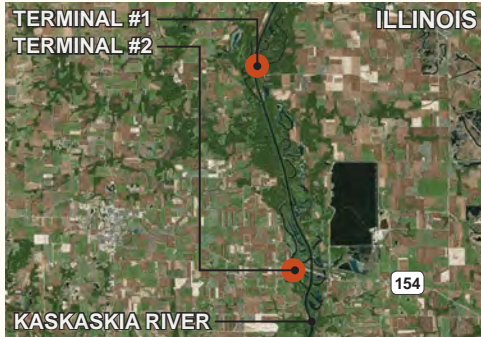
Estimated Cost: \$3.61 million

Owner: Kaskaskia Regional Port District

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

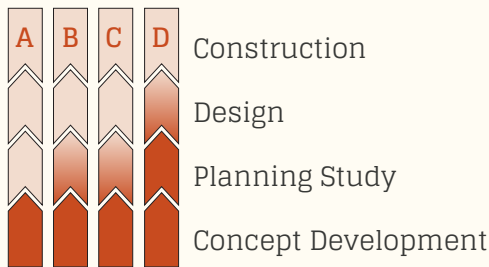
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Project Aerial



Project Need: Kaskaskia Regional Port District is the 8th 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.

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.

Project Funding

(B) Terminal #1 has been approved for an \$85,000 study to review outbound movement.

Other projects are currently unfunded. No funding sources or partnerships have been identified.

Project Description (A) Fuel Pipeline Feasibility Study: This project includes a feasibility study for a proposed fuel pipeline to connect Scott Air Force Base with the uppermost terminal, the Fayetteville Terminal, on the Kaskaskia River. The pipeline would provide an alternate method for fuel delivery to the Air Force Base and allow for increased market choices in sourcing fuel. The pipeline could also serve a redundancy function for the Scott Air Force Base to ensure critical needs are satisfied at all times. Estimated cost for the feasibility study is \$125,000.

Project Description (B) Outbound Conveyor Upgrade and Retrofit: This project includes upgrades to an outbound conveyor to accommodate new business prospects. Port Terminal #1 (River Mile 24.5) is located in rural New Athens, Illinois and was constructed in the late 1970s to



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

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 as needed. The Kaskaskia Port District has been approved for an \$85,000 planning grant for Terminal #1 to review the outbound movement to accommodate two movements at the same time. This will include adding a second track to the existing loop track and a second dump pit. Estimated cost is \$1 million.

Project Description (C) Container-on-Barge Capacity: This project includes infrastructure improvements to Port Terminal #2 (River Mile 18.0) to develop a container-on-barge inbound and outbound handling facility. The Port has an existing 50-ton overhead crane that is ideally suited for handling containers. Additional infrastructure improvements would include a new scale, laydown yard, additional chassis, a staging area, and on-site handling equipment. Estimated cost is \$2.1 million.

Project Description (D) Port Secondary Access: 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 \$385,000.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Project Location



Location: St. Louis, Missouri

Estimated Cost: \$55 million

Owner: City of St. Louis, Missouri

Contact: Susan Taylor, St. Louis City Port Development, (314) 657-3744

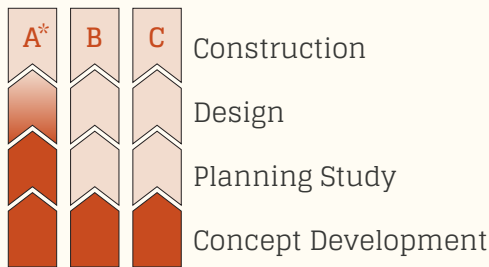
The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Status



Project Funding

(A) \$4.3 million STP funds (TIP 6744-18) are programmed for preliminary engineering (FY18) and construction (FY19) for Hall Street, Phase I. Additional CMAQ and STIP funds for improvements are outlined in the project description.

* Project status for Phase I only. Phase II in Concept Development.

Project Impact: Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The following projects were identified in the 2012 North Riverfront Commerce Corridor Land Use Plan as a high priority. These projects will improve supply chain reliability, increase efficiency, and lower transportation costs.

Project Description (A) Hall Street and Riverview Drive Improvements: This project includes improvements to Hall Street, the primary corridor that trucks utilize to access I-70 from the Riverfront Corridor. The project will also include resurfacing, drainage improvements,



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

improving at-grade rail crossings, ITS signage when at-grade crossings are blocked by trains, and evaluation of grade separation structures. In addition, Metropolitan Sewer District has begun planning \$10 million in EPA-mandated improvements to existing North Riverfront storm and sanitary sewer networks. The project is segmented into the following two phases: (I) East Grand Avenue to Adelaide Avenue and (II) Adelaide Avenue to I-70. The Missouri Department of Transportation (MoDOT) has CMAQ funding for intersection improvements and signal reconstruction planned at the Hall Street and Riverview Drive intersection in 2018. MoDOT has STIP funding for pavement improvements on Riverview Drive from Hall Street to I-270 with construction planned in 2019. MoDOT also has funding for preliminary engineering for scoping pavement improvements on Hall Street from Adelaide Avenue to Riverview Drive with a tentative future construction date in 2020. Estimated cost for the total project is \$45 million.

Project Description (B) Branch Street Improvements: This project includes improvements to Branch Street, which provides truck traffic access to the Municipal River Terminal. Connecting directly to I-70, the street provides convenient interstate access for trucks using the terminal and for freight users in the surrounding area. As trains have continued to grow in length, rail delays have increased and are impacting growth. The project improves the at-grade crossings and the speed and efficiency of current freight flows to prepare the area for future traffic demands. The project will also upgrade the current I-70 and Branch Street interchange to streamline the movement of goods and enhance the bicycle/pedestrian connection between the Riverfront Trail and city neighborhoods west of I-70. Estimated cost is \$5 million.

Project Description (C) Municipal River Terminal Rail Access Improvements: This project seeks to better align tracks through the Municipal River Terminal, making it easier for trains to access and pass through the terminal. The project supports approximately 10,000 jobs and a significant number of businesses that operate out of the North Riverfront Commerce Corridor. DJN Intermodal, Affton Trucking, JB Hunt, SAIA, and many other trucking facilities are located along Hall Street. American Commerce Barge Lines transloads millions of tons of coal at its river terminal off Hall Street while both BNSF Railway and Norfolk Southern have large rail yards in the corridor. Proctor & Gamble is expanding its plant and other major industrial operations including Dial Henkel products, PD George chemicals, Alro Steel, ProPak, and the St. Louis Business Center. Estimated cost is \$5 million.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Project Location



Location: St. Clair County, Illinois

Estimated Cost: \$145 to \$195 million

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

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

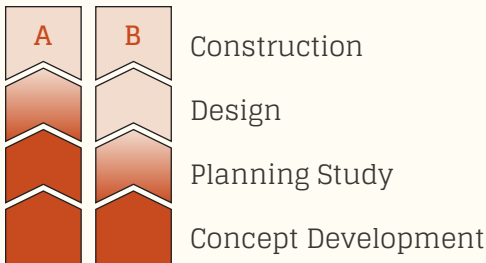
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Project Aerial



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 Dupu. The corridor is responsible for 215,000 jobs and a \$9.2 billion annual payroll. A significant portion of the region's freight generators and users are located in the area, including America's Central Port, Union Pacific Dupu Intermodal Yard, American Milling, and business parks such as Gateway Commerce Center and Lakeview Commerce District.

Project Status



Project Impact: The State of Illinois 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 Illinois Route 3 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

Project Funding

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

(B) Approximately \$11 million in grants have been allocated for the Railroad Bypass.

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 project will consider a two-lane option and a four-lane option with potential phasing. The majority of the north section



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

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 two 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 \$125 million for the two-lane option and \$170 million for the four-lane option.

Project Description (B) Falling Springs Road / Illinois Route 3 Railroad Bypass: This project includes construction of the Falling Springs Diversion bypass loop with a structure that carries traffic from Illinois Route 3 over the Alton & Southern Railroad between Monsanto Avenue and Queeny Avenue. Without improvements, this location will continue to experience significant delays due to the 20 to 30 minute traffic delays for each unit car train that results in hours of through-traffic delays each day. In addition, it is also anticipated that nearby rail barge offload facilities will increase the number of units in the immediate future. The project has multiple benefits to the region in terms of improving access to the growing business community, encouraging future business development, and opening up to 220 acres of dormant industrial land for active use adjacent to a community of chronic economic distress. The proposed project will bypass the existing heavily used Illinois Route 3 at-grade crossings using local roads such as Monsanto Avenue, Queeny Avenue, and Falling Springs Road. Work will include a grade-separated structure where two railroads (Alton & Southern Railroad and Terminal Railroad Association) converge, eliminating two public crossings along a segment of Falling Springs Road. A new segment of Falling Springs Road will be constructed and intersection improvements will also be needed to effectively move vehicles to the proposed grade separation to the east. Estimated cost is \$20 to \$25 million.

An initial request has been submitted for engineering funding for approximately 10 percent of the total project cost, or approximately \$1.8 million. About \$11 million in grants have been allocated for various segments of the project, including a \$9.2 million grant from the Illinois Commerce Commission Grade Crossing Protection Fund as part of the 2017-2020 cycle. Other grants originated from state intersection improvement funds, TARP, CMAQ, and STP funds (each are structured in the location, manner, and time in which they can be applied). Both the Alton & Southern Railroad and Terminal Railroad Association have come to an understanding on the alignment and project scope. This will enable IDOT, the railroads, and regional leaders to focus on funding solutions for the improvements.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

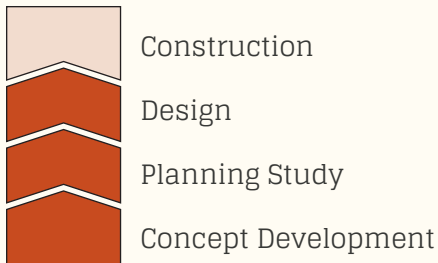
Project Location



Project Aerial



Project Status



Anticipated Project Funding

\$27.7 million STP funds (TIP 4593-08) are programmed for construction in FY18. **The local share is unfunded.**

Source	Million	Percent
Federal	\$16.1	58%
State (IDOT)	\$4.0	15%
Local	\$7.6	27%

Location: Dupou, Illinois

Estimated Cost: \$36 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

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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 and safer 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/crossroad intersections related to Exit 9 in Dupou.

Project Description: The proposed I-255 / Davis Street Ferry Road interchange project would include a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Road. Improvements also include a future grade-separated structure at the southern end of the intermodal yard, crossing five rail tracks near Davis Street Ferry Road. The project will improve access and enable more cost-effective traffic into the intermodal facility, thus enhancing the ability of the Dupou Discovery Business Park to attract business development and further the potential for the creation of thousands of new jobs. Estimated cost is \$25.3 million for construction. Estimated cost for the entire project including construction, right-of-way acquisitions, utility relocations, and design is \$36 million.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

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 Dupo. From an economic perspective, this project is a unique situation in the St. Louis region that will provide a competitive advantage to value-added rail freight movement and business development opportunities. The development is conservatively comprised of approximately 1,000 to 2,000 acres in the first several phases of the business park development with extensive adjacent acreage for additional future expansion. Phase I of Discovery Business Park includes approximately 9 million square feet of commercial, retail, office, and light industrial space on approximately 840 acres. Phase II of the project involves the development of 13 million square feet of commercial and industrial space on approximately 1,000 acres. Both phases combined would total an estimated 22 million square feet of building space on an estimated 1,840 acres. The surrounding development is estimated to bring thousands of jobs to the area as the project progresses. The interchange project would be a key benefit for the Dupo Intermodal Yard in order to expand operation and remain competitive, as well as support development near the proposed interchange.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Project Location



Location: Columbia, Illinois

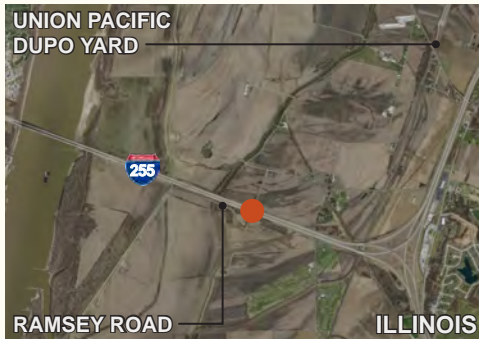
Estimated Cost: \$27 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Emily Fultz, Director of Community Development, (618) 281-7144

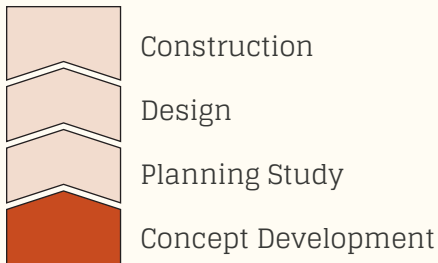
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Project Aerial



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 St. Louis region in an attempt to meet growing intermodal 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.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO)

Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$200 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

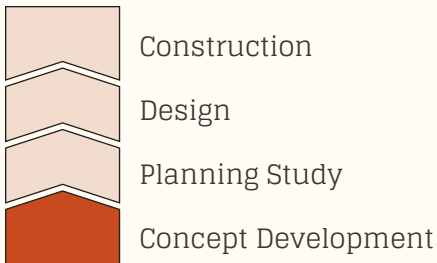
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Project Aerial



Project Need: Interstate 70 is one of the most important national east-west freight corridors and is the backbone of a transportation system connecting the St. Louis region to other states and the entire nation. Each year, the I-70 corridor in Missouri carries more than 31.5 million tons of freight with a value in excess of \$59 billion. The region's 2045 Long-Range Transportation Plan recommended a corridor and interchange study from Natural Bridge Road to Hanley Road. This segment of I-70 is an important link to St. Louis Lambert International Airport and major industrial areas including North Park, Aviator Business Park, and Hazelwood Logistics Center. Several large corporations are located in these industrial areas such as Boeing and Express Scripts.

Project Status



Project Description: The project includes safety and pavement improvements along the 2.5-mile segment from Natural Bridge Road to Hanley Road. The project also incorporates I-170 interchange improvements that will address current congestion and bottleneck issues.

Project Funding

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

Project Impact: The project will help reduce congestion, increase safety, and improve capacity of this stretch of the interstate. Project improvements also enhance freight and cargo movement to significant freight generators and users such as the St. Louis Lambert International Airport, North Park development, Boeing campus, and other major industrial areas.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$30.25 million

Owner: St. Louis Lambert International Airport

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

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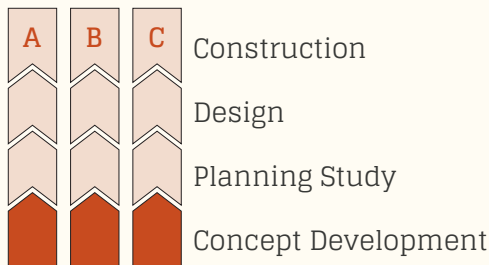
Project Aerial



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 combined with available and accessible land.

Project Impact: St. Louis Lambert International Airport has over 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 Status



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 \$250,000.

Project Funding

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

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 track traffic and the available land envelope does not provide any opportunity for improvements. The project would construct a new



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

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. Estimated cost is \$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 road 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. Estimated cost is \$20 million.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Project Location



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

Estimated Cost: \$17.5 million

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

Contact: Neal Breitweiser, Director at Jefferson County, (636) 797-6168
Joe Bannister, Vice President for Real Estate, (314) 615-7692
Susan Taylor, Director at City of St. Louis, (314) 657-3740

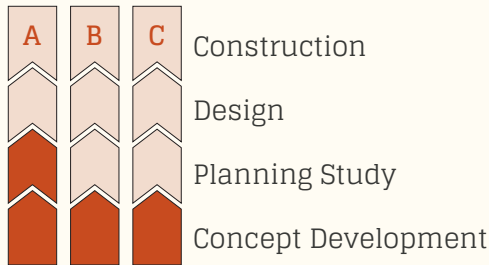
Project Aerial



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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 Status



Project Impact: In 2010, about 31.8 million tons of waterborne cargo valued at approximately \$9.5 billion moved through the St. Louis region. Three Missouri ports located in the St. Louis region - Jefferson County Port Authority, St. Louis County Port Authority, and City of Saint Louis Port Authority - are seeking to enhance waterborne freight flow.

Project Funding

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

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

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



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad. The proposed Crystal City Port will assist in creating additional flexibility and connectivity to the region's freight system while assisting in repurposing existing industrial sites. The current roadway network available to provide access would force traffic supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections. As a result of the planned regional port development and significant growth potential at the Crystal City Port, access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Overall, the Crystal City Port Development project provides freight movement options away from congestion in downtown St. Louis area and affords unobstructed access to the Gulf of Mexico. Estimated cost is \$8.5 million. The FY18-FY22 Capital Improvement Program includes \$8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction. Estimated total cost to complete the port is \$240 million.

Project Description (B) City of St. Louis South Riverfront Site Preparation: This project includes clearing, remediation, and preparation of a site along the south riverfront for intermodal development. The National Geospatial-Intelligence Agency is expected to vacate the 20-acre site due to relocation and expansion of a new \$1.75 billion facility. A portion of the site includes a rail yard with immediate access to the Union Pacific and Patriot Rail, a national shortline railroad. While the site does not currently provide river access, the location is an ideal spot for last-mile truck and rail transfer of goods. Both railroads have indicated strong support for an intermodal facility at the site. Estimated cost is \$4 million. The FY18-FY22 Capital Improvement Program includes \$2 million in funding for site preparation in FY22.

Project Description (C) St. Louis County Port Development North / South Sites: This project includes the exploration of building ports in northern and southern portions of St. Louis County. Estimated cost is \$5 million. The FY18-FY22 Capital Improvement Program includes \$1 million annually for the project. County locations not yet identified and therefore not depicted on project location or aerial maps. Estimated total cost to complete the project is \$25 million.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

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

Project Location



Location: Shiloh, Illinois

Estimated Cost: \$10 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

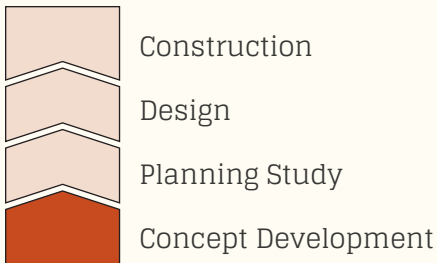
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses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

Project Aerial



Project Need: 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 over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs. 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. 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 1-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 Illinois Route 161 (Carlyle Avenue) to Illinois Route 177 (Mascoutah Avenue) would extend a two-lane roadway along a primary growth corridor.

Project Funding

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

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.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Park Access Improvements (MO)

Project Location



Location: Berkeley, Missouri

Estimated Cost: \$1.7 million

Owner: St. Louis County Department of Transportation

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

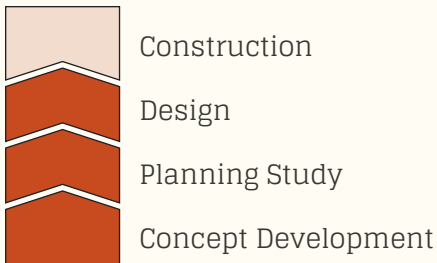
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Project Aerial



Project Need: 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 over 5 million square feet of building area within a Foreign Trade Zone and an Enhanced Enterprise Zone. North Park is the only urban redevelopment project in the nation located at the intersection of two major highways, an international airport, and a university. Hanley Road, the major corridor serving North Park and other businesses, requires improvements to accommodate existing and future businesses.

Project Status



Project Description: This project includes phased safety and capacity improvements along Hanley Road from I-270 to Madison Avenue. This 2-mile corridor provides direct connections to I-270, I-170, and I-70 and links freight to North Park and other development zones east and west of the airport. The infrastructure improvements include repair and replacement of deteriorated roadway surface to improve drivability and drainage as well as adding a new Superpave wearing surface. The proposed roadway improvements would improve traffic safety and access, increase pedestrian safety, and support local businesses. Project design is complete and estimated cost for construction is \$720,000.

Project Funding

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

Project Impact: North Park partners have invested over \$291 million dollars, creating over 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 Corporation, Schnucks, SFR, and Vaterott College.



2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Earth City Access Improvements (MO)

Project Location



Location: Earth City, Missouri

Estimated Cost: \$2.25 million

Owner: St. Louis County Department of Transportation

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

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

Project Aerial



Project Need: Earth City is one of the largest industrial areas in the St. Louis region. The site contains numerous industrial facilities as well as office complexes, agricultural land, and entertainment venues. The 12,700-acre site also has approximately nine miles of river frontage along the Missouri River, of which 0.4 miles is used for river barge shipping. St. Charles Rock Road, one of the major roads serving the Earth City area and I-270, requires improvements to accommodate existing and future business access and traffic volumes.

Project Status



Project Description: The project includes critical preservation of the existing network through resurfacing the four-lane roadway as well as additional intersection improvements to enhance safety and capacity. Preliminary engineering is expected to be complete in FY17. Some right-of-way acquisition may be required in FY18, and then construction could begin as early as FY19. Construction is currently not funded.

Anticipated Project Funding

\$2.25 million (TIP 6607B-17) is programmed for preliminary engineering and land acquisition but **construction is not funded.**

Project Impact: Several major corporations are located in Earth City including UPS, FedEx, Spectrum Brands, Save-A-Lot, and U.S. Cellular. The 1.3-mile St. Charles Rock Road corridor from Taussig Road to Earth City Expressway (Missouri Route 141) also serves the City of Bridgeton industrial and warehouse district.

Source	Million	Percent
Federal	\$1.8	80%
Local	\$0.45	20%