

St. Louis Regional Freightway 2016 Freight Development Project List

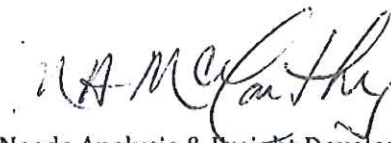
The mission of the St. Louis Regional Freightway is to develop and grow the manufacturing and the logistic industries through partnerships with public and private sector leaders. Our members include a broad cross-section of industry leaders representing manufacturing, logistics, commercial real estate, workforce development, economic development organizations, academia, all modes of transportation, both the Illinois and Missouri Departments of Transportation and the East-West Gateway Council of Governments. Through these collaborative efforts, our members have prepared a priority list of multimodal transportation projects that align economic development with the region's supply chain.

The Needs Analysis and Freight Development Committee (NAFD), chaired by Terminal Railroad Association of St. Louis (TRRA) President Mike McCarthy, is responsible for preparing the region's Freight Development Plan (FDP) that includes a list of multimodal transportation projects that will help grow our economy through the region's manufacturing and logistics industries. The Freight Development Plan will help drive economic growth through freight infrastructure improvements and will help raise awareness and support for multimodal infrastructure funding. Investing in our transportation infrastructure will increase the freight network's efficiency, reliability, capacity and level of service, leading to increased productivity, competitiveness and economic growth.

The projects in the attached Freight Development Project List were developed through a request for projects throughout the St. Louis region from state and local agencies and our committee members. On February 23, 2016, we held our inaugural NAFD committee meeting, during which we vetted the original list with public and private stakeholders from across the region. We also voted on the selection criteria that would be used to prioritize these projects. We weighted the selection criteria according to the input of the committee and ranked the projects accordingly. We then coordinated this list with both the Missouri and Illinois Departments of Transportation, as well as the East-West Gateway Council of Governments. Finally, we reconvened the NAFD committee on April 5, 2016, and developed this list. The final list will be incorporated into the Needs Analysis Plan and Freight Development Plan which will be completed this fall. The Freight Development Project List is available on the St. Louis Regional Freightway website at TheFreightway.com.



St. Louis Regional Freightway
Executive Director
Mary C. Lamie, PE



Needs Analysis & Freight Development Chairman
TRRA President
Mike McCarthy

St. Louis Regional Freightway 2016 Freight Development Project List

The following Freight Development Project List includes high priority projects for the St. Louis region based on the following:

Primary Criteria - Economic Impact, Multimodal Impact and Efficiency Impact

Secondary Criteria - Strategic Alignment, Business Development Impact, and Public Safety Impact

This list will be reviewed and presented to the St. Louis Regional Freightway Council in summer of 2016. It will also be updated on an as needed basis and as new projects are evaluated based on the needs of the region's supply chain and economic growth.

Improving the Multimodal Transportation Network:

- **Merchants Rail (TRRA) Bridge Replacement over the Mississippi River.**
Total estimated project cost is \$222 million.
- **Replace the I-270 Mississippi River Bridge** (constructed in 1966) with a new 6-lane structure. Total estimated project cost is \$160-\$175 million.
- **I-270 widening from 4 to 6 lanes between IL 111 in Illinois and Lilac Avenue in Missouri.** Total estimated project cost is approximately \$350-\$400 million.
- **I-270 improvements from Lilac Avenue to Lindbergh Boulevard in Missouri.** The total estimated project cost is \$243 million.
- Replace Lenox Rail Tower (Union Pacific Railroad) and track switches in Mitchell, Illinois with a modern system to address existing bottleneck. Total estimated project cost is \$12-\$15 million.
- Lambert-St. Louis International Airport - North Cargo City Improvements:
 - Norfolk Southern Spur on Northern Tract. Provides rail access to new North Cargo City. Total estimated project cost is \$2.5 million.
 - Banshee Road Reconstruction. Total estimated project cost is \$9.1 million.
 - McDonnell Boulevard/Airport Road Intersection Reconstruction. Total estimated project cost is \$3 million.
 - Taxiway V Connector to Cargo Ramp. Total estimated project cost is \$6.1 million.
- Pontoon Road overpass to elevate traffic over the Alton & Southern Railroad track in Granite City, Illinois. Total estimated project cost is \$14-\$16 million.

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

St. Louis Regional Freightway

2016 Freight Development Project List (Continued)

Improving Access to the Multimodal Transportation Network:

- **North Riverfront Commerce Corridor Improvements** in St. Louis, Missouri:
 - Hall Street Improvements. Total estimated cost is \$45 million.
 - Branch Street Improvements. Total estimated cost is \$5 million.
 - Municipal River Terminal Rail Access Improvements. Total estimated cost is \$5 million.
- **Relocated Illinois Route 3** in St. Clair County, Illinois from River Park Drive in East St. Louis south to Monsanto Avenue in Sauget (1.1 miles) with a 2-lane option (\$125 million) and a 4-lane option (\$170 million).
- **Falling Springs Road/Illinois Route 3 Railroad Bypass** in Sauget, Illinois. Diversion bypass loop including a structure to carry traffic from Illinois Route 3 over the A&S Railroad and TRRA. Total estimated project cost is \$20 - \$25 million. Partial funding received from the Illinois Commerce Commission.
- **Interstate 255/Davis Street Ferry Road New Interchange** in Dupu, Illinois. IDOT has included \$19.5 million in the MYP 2016-2021. The funding shortfall is \$7-\$9 million.
- **Interstate 70 St. Louis County Improvements** between Natural Bridge and Hanley Road, including the Interstate 170 Interchange. Estimated total cost of \$200 million.
- **Interstate 255/Fish Lake Interchange** and additional access to Union Pacific Railroad's intermodal Dupu yard in Columbia, Illinois. Estimated project cost is \$27 million
- **Lambert-St. Louis International Airport - Access Improvements:**
 - **Cargo City Access Analysis.** Aimed at finding alternatives for truck access between Cargo City and the interstate network. Total estimated cost \$250,000.
 - **Fee-Fee Road Bridge Improvement.** Bridges Norfolk Southern Railroad mainline and provides new intersection at Missouri Bottom Road. Total estimated cost \$10 million.
 - **Gist Road Upgrade.** Adds center lane to existing two lane road for trucks. Total estimated cost is \$7 million.
- **Crystal City Port Improvements** in Jefferson County, Missouri - Land acquisition and preliminary engineering for a public freight harbor that services Union Pacific and the BNSF railroads. Total estimated cost is \$8.1 million.

St. Louis Regional Freightway 2016 Freight Development Project List (Continued)

Improving the Multimodal Transportation Network:

- America's Central Port (ACP) rail enhancements that support the new Madison Harbor (formerly the South Harbor) in Granite City, Illinois. Total estimated cost is \$11.5 million.
- MidAmerica St. Louis Airport Distribution Improvements for a Norfolk Southern Railroad Spur. Estimated cost \$45 million.
- Boeing Composite Center Access Improvements – Roadway and rail improvements in Berkeley, Missouri. Total estimated cost is \$2.4 million.

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

Individual Project Descriptions

Improving the Multimodal Network

Merchants Rail Bridge (TRRA) Replacement over the Mississippi River

The 126-year-old Merchants 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 Bridge has rail connections to Amtrak's St. Louis Station and to all six Class I railroads serving BNSF, CSX, Canadian National (CN), KCS, Norfolk Southern and Union Pacific. These 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 in Granite City, IL	Conoco Phillip's (Largest U.S. refining facility in Wood River, IL)	Cargill	ADM
World Wide Technologies	General Motors	Hersey's	Unilever
Mallinckrodt	Bunge	AB InBev	Monsanto
SCF Lewis & Clark Marine	Afton Chemical	Boeing (Defense, Space & Security)	Kinder Morgan

As the sixth **busiest Mississippi rail bridge in the country serving the nation's third largest rail hub, Merchants Bridge carries over 40 million gross tons annually**, playing a critical role linking America's eastern and western freight rail networks. The TRRA interfaces with the nation's third largest inland port system, the northern most year-round ice-free Mississippi River port providing services to America's Central Port (with container on barge capacity), Kaskaskia River Port District and the St. Louis Port Authority. The Merchants Bridge is in close proximity to four interstate freight corridors **I-70, I-55, I-44 and I-64** providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads will be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million and saving \$63 million in roadway damage over 20 years.

The Merchants Bridge has both clearance and weight restrictions. The clearance issues 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. Weight restrictions prevent the Merchants Bridge to accommodate modern train loads, which impose operating costs in terms of delay, braking and startup.

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 125 percent by 2040. Total estimated project cost is \$222 million. If funded, construction could start late 2017 and be completed as early as 2021.

Public-Private Partners: TRRA: \$46 mil (21%)

Federal Share FASTLANE: \$75 mil (34%) (MODOT/ Bi-State Development sponsors)

RRIF Financing paid by TRRA: \$101 mil (45%)

Total Cost: \$222 mil

Contact: TRRA President Mike McCarthy

(314) 539-4704

Individual Project Descriptions

Improving the Multimodal Network

Interstate 270 Widening and Improvements in Missouri and Illinois

The St. Louis region is home to national and international manufacturers and logistics companies that are part of the global supply chain, and they require access to markets on both sides of the Mississippi River, across the U.S. and internationally. The I-270 and I-255 outer belt freeway is a key link to the region's freight network that provides connectivity to I-55, I-44, I-70 and I-64, and it is one of the most travelled freight corridors in the St. Louis region. During morning and evening rush periods, heavy levels of traffic cause significant delays throughout the region.

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 IL 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 interchanges.

The section of I-270 from Lindbergh Boulevard east to IL Route 111 is currently one of the most important regional freight corridors. On the Missouri side, this stretch serves major freight generators in and around Lambert – St. Louis International Airport. On the Illinois side, it feeds directly into Lakeview Commerce Center and Gateway Commerce Center, two of the region's largest and fastest growing logistics parks. The northern side of this Illinois stretch offers easy access to the Conoco Phillips Refinery in Wood River and the Triple Crown Services Intermodal Yard between the Gateway and Lakeview Commerce Centers. To the south, this stretch provides convenient access to America's Central Port and the Terminal Railroad Association's railyard in Madison, Illinois.

With freight forecasted to grow heavily in the next few decades, traffic around these freight generators and users will continue to increase. The ability for this stretch of the interstate to absorb this traffic will play a major role in the speed, efficiency and cost to move freight through the region. The following proposed improvements are considered to be a **Very High Priority** for the St. Louis Regional Freightway as part of its Freight Development Plan.

Individual Project Descriptions *Improving the Multimodal Network*

Interstate 270 Widening and Improvements in Missouri and Illinois

- **Replacement of the existing two structures carrying I-270 over the Mississippi river (constructed in 1966) and constructing a new structure** - This structure has experienced a significant increase in traffic from a projected average daily traffic (ADT) of 19,800 vehicles per day in 1975, to more than 51,000 vehicles per day today. Because the structure is nearing the end of its design life, additional repairs have become necessary and geometrics have become sub-standard. At just four lanes wide, this bridge is not prepared to handle the large freight flow increases forecasted for the region.

Expected total cost is \$160-\$175 million. IDOT MYP 2016-2021 includes \$9 million for preliminary engineering. Advanced funding for final plans to the FY 2018 annual fiscal program is requested.

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

- **Widening I-270 from Lilac Avenue (Missouri) to IL Route 111 (Illinois) from four to six lanes** – This project involves increasing the capacity of I-270 by increasing the number of lanes from four to six. Doing so would mean the entire I-270/I-255 belt in the St. Louis region would have a minimum of six lanes, better accommodating future freight flows while reducing congestion and bottleneck. Estimated to cost \$350-\$400 million

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

- **I-270 Corridor Improvements from Lilac Avenue to Lindbergh Boulevard** - This project addresses various safety and congestion issues from Lilac Avenue to Lindbergh Boulevard. Also included are interchange improvements at Lindbergh and at I-170. Currently, both interchanges suffer from congestion issues. This is a critical bottleneck for regional freight because Lindbergh Boulevard and I-170 are the primary routes trucks take from I-270 to Lambert Airport and the surrounding logistics and manufacturing businesses. These improvements will be necessary for the regional freight system to be able to handle future forecasted traffic. The estimated total cost is \$243 million.

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

Individual Project Descriptions *Improving the Multimodal Network*

Replacing the Union Pacific Railroad Lenox Rail Tower in Mitchell, Illinois

Built in 1924, the existing Lenox Tower located at the junction of Union Pacific (UPRR) rail lines in Mitchell, Illinois controls a major railroad junction where **five** of the region's six Class 1 railroads operate services. The existing tower and its associated switching equipment are obsolete and unable to handle the traffic moving through the area.

Modernization of the Lenox interlocking will increase freight train speed limits from the 5 - 30 mph range to the 40 - 60 mph range through the intersection. Passenger train speeds could increase through this section from 40 - 60 mph range to 79 mph. This increased velocity will reduce the existing bottleneck while increasing the capacity and efficiency of the St. Louis region's rail network. Dispatching control would be automated and incorporated into Union Pacific's centralized dispatching office in Omaha, NE. This would optimize the local rail traffic, allowing the railroads to increase the velocity through the St. Louis terminal, which creates a competitive advantage with other interchange locations such as Chicago. There are an average of 46 trains passing through the Lenox Tower interlocking plant a day. This project would reduce train delay by 43 hours a week for Amtrak and freight trains.

This increase in velocity would also decrease the amount of time crossing gates are down for passing trains, thus decreasing traffic delay for the Granite City community, which would reduce emissions from idling cars. Overall, this change would allow local rail traffic flow to be better integrated into regional and system-wide patterns.

These improvements will provide more reliable on-time performance for Amtrak and help move freight rail through the region more efficiently and safely. This project is a high priority for the St. Louis Regional Freightway. Estimated to cost \$12-\$15 million to complete.

Contact: Union Pacific Railroad Superintendent Kelli Dunn

(314) 331-0663

Individual Project Descriptions

Improving the Multimodal Network

Pontoon Road Overpass over Alton and Southern Railway in Granite City, Illinois

The Pontoon Road Overpass project will elevate traffic (9,800 ADT) over the existing Alton & Southern Railway mainline track in Granite City, Illinois. The proposed project will eliminate the additional time burden created by the ongoing expansion of the Alton & Southern Rail Yard in Mitchell, Illinois. The estimated current traffic on the crossing is 25 trains per day.

The Pontoon Road corridor is a critical route for emergency services vehicles and transportation to a nearby grade school. The project will reinstate non-hindered emergency service access to areas on both sides of the crossing lost due to the closure of the Morrison Road mainline railroad crossing. An additional mainline track at Pontoon Road is being considered, which would greatly increase the vehicle delay at the crossing. Railroads benefiting from these improvements include the UPRR and A&S RR.

The total estimated cost of this project is \$14-16 million.

Contact: Madison County Economic Development Austin Kornis

(618) 296-4386

Individual Project Descriptions *Improving the Multimodal Network*

Lambert –St. Louis International Airport - North Cargo City Improvements

Lambert-St. Louis International Airport (STL) located in St. Louis County is Missouri's largest and most used airport. Positioned within Foreign Trade Zone 102, it is an attractive destination for logistics businesses thanks to its multimodal transportation infrastructure combined with available and accessible land for business growth.

Lambert Airport is moving forward with their 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 existing air cargo facilities including FedEx, UPS and Forward Air. One of the proposed tenants is in the process of securing local approval for a "dual customs" facility capable of clearing goods moving to and from Mexico. Each of the specific high priority projects below further these goals provide multimodal flexibility along with potential economic benefits for the region:

- **Norfolk Southern Railroad Spur on Northern Tract** - This project would involve building a 1,200 ft. long railway spur off Norfolk Southern Railroad's mainline track, connecting it to the Northern Tract of Lambert Airport. This spur would support the development of the 50-acre logistics and air cargo center being planned at this site. The total estimated cost for this project is \$2.5 million.
- **Banshee Road Reconstruction** - This project would entail rebuilding Banshee Road to accommodate heavy commercial truck traffic. While recently resurfaced, the three-lane road has issues with drainage and road geometry that makes it un conducive to major freight flows. This project would help support the planned cargo development at the airport, along with potential development along the airport's Northern Tract. Project scope also includes a structure over Coldwater Creek. The total estimated cost for this project is \$9.1 million.
- **McDonnell Boulevard/Airport Road Intersection Reconstruction** - This project would reconstruct the intersection at McDonnell Boulevard and Airport Road. This 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 is a complex series of turning movements in a very confined area, and it experiences numerous traffic accidents and is viewed as a "hot spot" for safety concerns. This project would correct the roadway geometry, eliminate turning movements and bring the intersection up to standards for current and future users. The total estimated cost for this project is \$3 million.
- **Taxiway Victor Connector to Cargo Ramp** - This project includes the construction of a full-strength concrete taxiway capable of supporting and transporting Group V aircraft from Taxiway Victor to the Trans States Airlines and Airport Terminal Services ramps, as well as the proposed Bi-National Air Cargo ramp. The project also includes the geometrical improvement of the existing connecting taxiway between the ramp pavements and Taxiway Victor just west of the Taxiway Victor/F intersection, as well as all taxiway edge lights, sign modifications and pavement marking to support this improvement. Total estimated project cost is \$6.1 million. A grant application was submitted to MODOT.

Contact: Lambert Airport Deputy Director Planning & Development Jerry Beckmann (314) 551-5034

Individual Project Descriptions *Improving the Multimodal Network*

North Riverfront Commerce Corridor Improvements in St. Louis, Missouri

The North Riverfront Commerce Corridor is a 3,000 acre multimodal logistics and business district located on the north end of downtown St. Louis. With access to highways, rail and barge shipping options, this area is home to dozens of major manufacturers and warehouses. This location is also home to the BNSF Railroad's North St. Louis Yard, Norfolk Southern Railroad's Luther Yard, TRRA's Bremen Yard and the Municipal River Terminal (MRT). Manufacturers and logistics companies within this corridor are part of the global supply chain and require access to markets on both sides of the Mississippi River, across the U.S. 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. Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The St. Louis Regional Freighway rated the following projects identified in the 2012 North River Front Commerce Corridor Land Use Plan as a **Very High Priority**. These projects will improve supply chain reliability, increase efficiency and improve/maintain transportation costs.

- **Hall Street Improvements** – Hall Street is the primary corridor that trucks utilize to access I-70 from the Riverfront Corridor. Project scope for each of the following may include resurfacing, drainage improvements, improving at-grade rail crossings, ITS signage when at-grade crossings are blocked by trains and evaluation of grade separation structures. Total cost for all phases is \$45 million.
 - **Phase I East Grand Ave. to Adelaide Ave.** - The City of St. Louis submitted a STP grant application. Announcement will be made July 2016. (PEFY18 and Construction FY19) Total cost is \$4.3 million.
Metropolitan Sewer District will fund \$1.3 million of the total \$4.3 million project cost.
Contact: St. Louis City Port Development Susan Taylor (314) 657-3744
 - **Phase II Adelaide Ave. to Gimblin St.** – Estimated cost is \$11 million.
Contact: St. Louis City Port Development Susan Taylor (314) 657-3744
 - **Phase III Gimblin St. to Scranton Ave.** – Estimated cost is \$18 million
Contact: MODOT Assistant District Engineer Tom Blair (314) 453-1803
 - **Phase IV Scranton Ave. to I-70** – Estimated cost is \$12 million
Contact: MODOT Assistant District Engineer Tom Blair (314) 453-1803
- **Branch Street Improvements** – Branch Street provides truck traffic access to the MRT. Connecting directly to I-70, this street provides convenient interstate access for trucks using the terminal and for freight users in the surrounding area. As trains have continued grow in length, rail delays have increased and are impacting growth. Project scope will improve the at-grade crossings, improving the speed and efficiency of current freight flows, while preparing the area for future traffic demands. Estimated cost is \$5 million.
Contact: St. Louis City Port Development Susan Taylor (314) 657-3744
- **Municipal River Terminal (MRT) Rail Access Improvements** – This project seeks to better align tracks running through the MRT, making it easier for trains to pass through and access the terminal. Train traffic trying to utilize the terminal interferes with mainline rail flows. Preventing interference will make it easier to ship bulk goods through the MRT, which is needed to handle future freight demands. This project will include a public-private partnership with terminal operator SCF. This project has a total estimated cost of \$5 million.

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

Individual Project Descriptions

Improving the Multimodal Network

Relocated IL Route 3 from River Park Dr. in East St. Louis to Monsanto Ave in Sauget

IL Route 3 is considered to be the backbone of a nearly 60-mile long, five-mile wide economic corridor in southwestern Illinois, providing access through the industrial heart of the region including Wood River, Granite City, East St. Louis, Sauget and Dupo. This corridor is responsible for 215,000 jobs and a \$9.2 billion annual payroll (LCSW 2013) and is home to a significant portion of the region's freight generators and users, including the America's Central Port, Dupo Intermodal Yard, American Milling and business parks like Gateway Commerce Center and Lakeview Commerce District.

The State of Illinois has made significant investments in recent years in this important north-south transportation link through the heart of the region's major manufacturing center, but IL Route 3 is still in need of additional improvements. Completion of the IL Route 3 relocation project will support long-term, high-paying job growth in manufacturing and transportation sectors; improve access to the I-70 Stan Musial Veteran's Memorial Bridge, the Sauget Industrial Park, and St. Louis Downtown Airport; and accelerate the redevelopment of brownfield sites and underutilized properties all along the corridor.

This project includes new construction of IL Route 3 from River Park Drive (West Broadway) in East St. Louis south to Monsanto Avenue in Sauget (1.1 miles) with a two-lane option (\$125 million) and a four-lane option (\$170 million). The project could also be phased with the north section between River Park Drive and Trendley Avenue at the south edge of the Malcolm Martin Park for two lanes at \$65 million and a four-lane option for \$90 million, and the south section between Trendley and Monsanto Avenue at \$60 million and \$80 million, respectively. The majority of the north section would be on structure due to existing railroads. The south section 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. The St. Louis Regional Freightway scored this project as a **Very High Priority**.

Contact: IDOT Region 5 Engineer Jeff Keirn

(618) 346-3110

Individual Project Descriptions *Improving the Multimodal Network*

Fallings Springs Diversion Loop/IL Route 3 Railroad Bypass in Sauget, Illinois over the Alton & Southern Railroad

This project includes the construction of the Falling Springs Diversion bypass loop with a structure that carries traffic from IL Route 3 over the A&S Railroad in Sauget between Monsanto Avenue and Queeny Avenue.

Tens of thousands of business and commuter vehicles use IL Route 3 each day. This location will continue to experience significant delays due to the costly 20 to 30 minute traffic delays for each unit car train (a slow moving train that dumps as it moves) that result in hours of through-traffic delays each day. In addition, it is also anticipated the nearby rail barge offload facilities will increase the number of unit during the summer of 2016 and in the immediate future. This project has multiple benefits to the region in terms of improving access to the growing business community, encouraging future business development in St. Clair County, Illinois and opening as much as 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 utilized IL Route 3 using the existing local roads, Monsanto Avenue, Queeny Avenue and the parallel running Falling Springs Road. This work will include a single grade separation bridge where two railroads (the Alton Southern and Terminal Railroad) converge, eliminating two public crossings along a segment of Falling Springs Road. Improvements to the intersections of the three roads will be needed to effectively move vehicles to the proposed grade separation to the east.

A preliminary cost of \$20-\$25 million for bridge and roadway improvements has been estimated. An initial request for engineering funding of approximately 10 percent of total project cost, or \$1.8 million is sought. Grants for various segments of this project have been allocated in the amount totaling \$10,975,934, with \$9.2 million of that granted by the Illinois Commerce Commission Grade Crossing Protection Fund and is part of the 2017-2020 cycle. The other grants are made up of state intersection improvement funds, TARP, CMAQ and STP grants, and each of these are restricted in the location, manner and time in which they can be applied. The St. Louis Regional Freightway scored this project as a **Very High Priority**.

TRRA and A&S railroad have come to an understanding on the alignment and project scope. This will allow IDOT, Railroad and Regional leaders to focus on funding solutions for railroad, road and bridge improvements.

The estimated project cost is \$20-\$25 million.

Contact: Village of Sauget Mayor Richard Sauget, Jr

(618) 274-2990

Individual Project Descriptions

Improving the Multimodal Network

I-255 / Davis Street Ferry Road New Interchange in Dupo, Illinois

The Dupo Intermodal Yard in Illinois is one of the region's largest intermodal assets. Access to this yard includes several at-grade crossings with Union Pacific Railroads mainline tracks, causing delays to trucks serving this 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 the congestion these crossings create, makes current expansion of the site unattractive. These issues will play a major role in how Union Pacific Railroad will utilize the yard in the future. Without better access, Union Pacific Railroad will be forced to expand its facilities outside the St. Louis region in an attempt to meet growing intermodal demand.

The proposed I-255 Davis Street Ferry Road interchange project includes a grade-separated road overpass at the south end of the intermodal yard, crossing five rail tracks near Davis Street Ferry Road. The benefit of these enhancements will enable more cost-effective throughput traffic into the Dupo Intermodal Rail Facility, thus enhancing the Dupo Discovery Business Park's ability to attract business development and further the potential for the creation of thousands of new jobs. This 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 surrounding development is estimated to bring thousands of jobs to the area as the project proceeds. For these reasons, improving access to the Dupo Yard is a high priority for St. Louis Regional Freightway.

IDOT has included \$19.5 million in their MYP 2016-2021 program. The funding shortfall is \$7 - \$9 million.

Contact: IDOT Region 5 Engineer Jeff Keirn

(618) 346-3110

Individual Project Descriptions

Improving the Multimodal Network

I-255/Fish Lake (Ramsey Road) Interchange in Columbia, Illinois

This project would improve the current Fish Lake (Ramsey Road) overpass into a full highway interchange. It would provide additional access to Union Pacific Railroad's Dupo Yard, enabling further expansion of the facility, and complement the proposed improvements at the proposed IL 255 Davis Street Ferry Interchange. The interchange would aid growth of manufacturing/distribution in a mutual benefit area north of the highway currently being planned with the Village of Dupo as well as economic development south of I-255 in Columbia.

Total estimated cost is \$27 million.

Contact: Columbia City Engineer Chris Smith

(618) 281-7144

Individual Project Descriptions

Improving the Multimodal Network

I-70 Improvements from Natural Bridge Avenue to Hanley Road in St. Louis County

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. Any improvements along this corridor are considered a high priority for the St. Louis Regional Freightway.

This project includes safety and pavement improvements between Natural Bridge Road to Hanley Road along I-70. Work also includes I-170 interchange improvements that will address current congestion and bottleneck issues. This project will help reduce congestion, increase safety and improve capacity of this stretch of the interstate. The total estimated cost for this project is \$200 million.

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

Individual Project Descriptions
Improving the Multimodal Network

Crystal City Port Improvements

Proposed improvements for a public freight harbor in Crystal City, Missouri includes land acquisition and preliminary engineering for a public freight harbor. This work will allow the Jefferson County Port Authority to move forward with the phased construction of the proposed multimodal port facility. This proposed facility is well positioned for aggregate, sand and Missouri River grain shippers, and has intersecting rail lines from the Union Pacific and BNSF railroads, and these rail carriers also provide connections to the Norfolk Southern Railroad and the 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, making it a high priority for St. Louis Regional Freightway. Total estimated project cost is \$8.1 mil.

Contact: Jefferson County Port Authority Director Janice Luchan

(636) 797-6048

Individual Project Descriptions

Improving the Multimodal Network

America's Central Port Rail Enhancements

America's Central Port (ACP) located in Granite City, Illinois recently opened its new Madison Harbor (formerly known as the South Harbor) expansion in 2016. This new harbor offers the most northerly lock-free and ice-free access to the Gulf of Mexico on the Mississippi River, and provides additional opportunities for the container-on-barge industry. America's Central Port is seeking several rail improvements to enhance this new expansion.

This project would construct two parallel rail lines in its new South Rail Loop, providing added benefit to the existing rail track. Each new rail line will help to establish tracks for separate commodities that will be utilizing the new Madison Harbor and improving the new harbor's efficiency. Also included are new access tracks that tie directly into rail served by Union Pacific and Kansas City Southern Railroads, adding another routing option for getting freight to the Mississippi River. This new track would be constructed in the A&K rail yard. Total estimated project cost is \$11.5 million.

Contact: America's Central Port Executive Director Dennis Wilmsmeyer (618) 877-8444

Individual Project Descriptions

Improving the Multimodal Network

Lambert - St. Louis International Airport Access Improvements

Lambert – St. Louis 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 thanks to its multimodal transportation infrastructure combined with available and accessible land for logistics business growth. Lambert Airport has over 200 acres of underutilized industrial land adjacent to the airport that is ideal for logistic businesses and airborne cargo users. The St. Louis Regional Freightway has included the following Lambert Airport projects as high priority projects that will attract more freight-centered development:

- **Cargo City Access Analysis** - Cargo City is the logistics center for all freight air cargo. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements. Entry requires trucks to intermingle with passenger vehicles that are accessing the airport passenger terminals. This initiative proposes to analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost for the feasibility study is \$250,000.
- **Fee Fee Road Bridge Improvement** – This project will provide commercial vehicle access to 200 acres slated for commercial/industrial development at Lambert-St. Louis International Airport. It includes the proposed Fee Fee Road Bridge over the Norfolk-Southern rail mainline and a new intersection between Fee Fee Road (Bridgeton) and Missouri Bottom Road (Hazelwood). The existing Fee Fee Road/Missouri Bottom Road intersection is sub-standard, the geometry is not suitable for heavy truck traffic and the available land envelope provides no opportunity for improvements. This project would construct a new road intersection suitable for heavy vehicle movements, bridge the mainline of the Norfolk-Southern and tie-in to Fee Fee Road. By creating a new intersection along another stretch of Missouri Bottom Road, development along Fee Fee Road becomes more attractive for heavy freight users. The total estimated cost for this project is \$10 million.
- **Gist Rd. Upgrade** - The western side of Lambert Airport is also another prime location for future development. With over 300 acres of unused land adjacent to the airport, developing this land is an excellent opportunity to strengthen the region’s intermodal options. This project includes upgrading and realigning Gist Road (Bridgeton) between the Norfolk-Southern Railroad mainline and the Interstate 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 center turn lane; suitable for heavy truck traffic. This project will provide interstate access to 300 acres at Lambert-St. Louis International Airport identified for commercial development. The total estimated cost of this project is \$7 million.

Contact: Lambert Airport Deputy Director Planning & Development Jerry Beckmann (314) 551-5034

Individual Project Descriptions

Improving the Multimodal Network

MidAmerica St. Louis (St. Clair County, Illinois) Airport Distribution Improvements

This project improves MidAmerica St. Louis Airport's (BLV) (MidAmerica) ability to attract and retain clustered manufacturing and distribution sites. MidAmerica 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 is in 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.

To better accommodate these operations, the land surrounding the airport requires improved access to the freight network. Proposed improvements include:

- **Norfolk Southern Railroad Spur.** This project entails building an approximately two-mile long rail spur from Norfolk Southern Railroad's mainline at the southern edge of the airport, enabling rail freight access for businesses on the eastern side of the airport. This improvement would provide MidAmerica and surrounding businesses easy access to the rail network, giving this cluster access to three of the four primary modes of freight distribution. Estimated cost of \$45 million.

Contact: MidAmerica St. Louis Airport Director Tim Cantwell (618)566-5240

Individual Project Descriptions *Improving the Multimodal Network*

Boeing Composite Center Access Improvements

One focus of the St. Louis Regional Freightway is to help the region attract businesses in emerging areas, like e-commerce, by building on current strengths. Building upon already existing strengths helps lay the groundwork for St. Louis to become a difference maker when it comes to freight. One of the region's greatest assets is its extensive manufacturing base, especially when it comes to defense and aerospace. Boeing, one of the region's largest employers and the leader behind the region's strong aerospace sector, recently selected St. Louis to be home for its new Composite Center, which will produce parts for the 777X aircraft. The fact that this new facility will be for commercial aircraft, when most of the region's aerospace capabilities are in defense, shows a significant vote of confidence in the region's continued position in aerospace manufacturing. This project is aimed at helping support this new Composite Center by linking the newly expanded plant to the multimodal freight network. This will also provide additional flexibility for freight flows within the manufacturing cluster north of Lambert Airport. Most important, by supporting this new Composite Center, St. Louis improves its chances of receiving additional aerospace business in the future.

- **Boeing Composite Center Access Improvements** This project entails rebuilding Eva Avenue from James McDonnell Boulevard to Frost Avenue, which is currently in a state of disrepair. The project would also address flooding issues along Eva Avenue, which combined with the poor roadway surface, make it wholly ill-suited for truck movements. Included in this project is the intersection of Eva Avenue and Frost Avenue, which crosses the Norfolk Southern railway spur nearby. Replacing the dilapidated rail crossing will improve safety, and when combined with the improvements to Eva Avenue, will facilitate freight flow between James McDonnell Boulevard and North Hanley Road. While still in the planning phase, St. Louis County has indicated that this project could move extremely quickly once funding is secured.

Total estimated cost is \$2.4 million.

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