

Priority Freight Projects

■ 2026 ■



**ST LOUIS REGIONAL
FREIGHTWAY**

 A Bi-State Development Enterprise

ST LOUIS REGIONAL FREIGHTWAY

2026 Priority Projects



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





2026 Priority Freight Projects

Section I: Completed Projects

- 1-270 Project: James S. McDonnell Blvd. to Bellefontaine Rd. (MoDOT) \$278 Million
- Merchants Bridge (TRRA) Replacement Over the Mississippi River (MO-IL) \$222 Million
- Union Pacific Railroad Lenox Tower and Track Realignment (IL) \$10.1 Million
- 10 Earth City Access Improvements (MO) \$4.1 Million
- North Park Access Improvements (MO) \$3 Million
- J.S. McDonnell Connector Access Improvements (MO) \$2.4 Million



Section II: Fully Funded

- I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO) \$246 Million – **UNDER CONSTRUCTION**
- IL Rte. 3 Connector (IL) \$102 Million
- MacArthur Bridge Improvements over the Mississippi River \$75 Million
- I-64 Improvements from Green Mount Rd. to IL Rte. 158 (Air Mobility Dr.) (IL) \$67.3 Million
- IL Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL) \$19.99 Million



Section III: Partially Programmed for Construction

- I-270 Improvements from I-70 (MO) to IL Rte. 157 (IL) \$1.2 Billion – **PARTIALLY FUNDED**
 - A. I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) \$42 Million (FY26) – **FUNDED**
 - B. I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT) \$496 Million – **FUNDED UNDER CONSTRUCTION**
 - C. Chain of Rocks Canal in Granite City to .1 mi E of St. Thomas Rd. – Interchange Reconstruction, Bridge Replacement and add lanes \$104 Million – **FUNDED**
 - D. St. Thomas Rd. to IL Rte. 111 (IDOT): \$14.6 Million for engineering – **FUNDED**; Approximate construction cost \$385 Million – **UNFUNDED**
 - E. IL Rte. 111 at Chain of Rocks Rd. in Pontoon Beach intersection reconstruction (IDOT) \$20.1 Million – **FUNDED**
 - F. .2 mi E. of IL Rte. 111 in Pontoon Beach to .5 mi E of I-55/70 – Resurfacing and bridge repair (IDOT) \$93.5 Million – **FUNDED**
 - G. Riverview Dr. Exchange: \$35.4 Million (**FUNDING STATUS to come**)
 - H. I-270 at IL Rte. 111 Interchange: \$25.1 Million – **FUNDED**
- I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) \$1.181 Billion – **PARTIALLY FUNDED**
 - A. **SEGMENT 1:** I-70 Wentzville (US 61) to Warren County (Rte Z to Rte K) \$634 Million – **FUNDED**
 - B. **SEGMENT 2:** Rte. K to Hwy. 94
I-70 Interchange, Outer Rd and Mainline improvements from Bryan Rd. to Zumbuhl Rd.
\$20 Million – **NOT FUNDED**



I-70 Improvements from Fairgrounds to Cave Springs Rd. \$62 Million – **FUNDED**
(Substantially complete; outer road improvements from Rte. 94 to Zumbuhl Rd. – **FUNDED**)

C. **Segment 3:** Hwy 94 to I-270 – (FUNDING AMOUNT AND STATUS TO COME)

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

I-70 Improvements from Missouri River to North Hanley Rd. \$175 Million – **UNFUNDED**
Missouri River to US 67 (largely bridge improvements): \$58 Million – **FUNDED**

E. **Segment 5:** Florissant Rd. to N. Broadway

I-70 St. Louis City Limits to Benton St. \$152 Million – **NOT FUNDED**

I-70 Benton St. to IL state line \$80 Million – **NOT FUNDED**

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

- I-55/I-70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL) \$400 Million – **PARTIALLY FUNDED**
- America's Central Port Intermodal Improvements (IL) \$371.2 Million – **PARTIALLY FUNDED**
- IL Rte. 3 Access Improvements (IL) \$335.5 Million – **PARTIALLY FUNDED**
- I-44 Improvements from Oklahoma State Line through Franklin County (MO) \$200 Million (STL Region) – **PARTIALLY FUNDED**
- St. Louis Multimodal Freight Yard Expansion at Madison Yard & Rail Improvements St. Clair Co. (IL) \$98 Million – **PARTIALLY FUNDED**
- I-255/Davis Street Ferry Rd. Interchange (IL) \$121.4 Million – **PARTIALLY FUNDED**
- Mississippi River Port Development Projects (MO) \$59 Million+ – **PARTIALLY FUNDED**
- St. Louis Lambert International Airport Cargo Improvements (MO) \$49.1 Million – **PARTIALLY FUNDED**
- Kaskaskia Regional Port District Improvements (IL) \$45.5 Million – **PARTIALLY FUNDED**
- North Riverfront Commerce Corridor Improvements (MO) \$34 Million – **PARTIALLY FUNDED**
 - A. Hall St. And Riverview Dr. Improvements \$27.1 Million – **PARTIALLY FUNDED**
 - a. Hall St. from Grand Ave. to Adelaide Ave. \$4.3 Million – **COMPLETED**
 - b. Hall St. from Adelaide Ave. to Riverview Dr. \$17 Million – **PARTIALLY FUNDED**
 - c. Riverview Dr. from Hall St. to I-270 – \$5.8 Million – **COMPLETED**
 - B. Branch St. Improvements \$5 Million – **UNFUNDED**
 - C. I-70 Westbound Off-Ramp to North Broadway Relocation \$1.6 Million – **COMPLETED**



Section IV: Concept Development or Planning

- New Terminal for St. Louis Lambert International Airport (MO) \$3 Billion – **PARTIALLY FUNDED**
- Martin Luther King (MLK) Bridge Replacement over the Mississippi River \$629 Million – **PARTIALLY FUNDED**
- MidAmerica St. Louis Airport Distribution Improvements (IL) \$45 Million – **UNFUNDED**
- St. Louis Lambert International Airport Access Improvements (MO) \$37.5 Million – **UNFUNDED**
- I-255/Fish Lake (Ramsey Rd.) Interchange (IL) \$27 Million – **UNFUNDED**
- Studies to Reconstruct Connecting Bridges over the Mississippi River Interchanges in the Downtown St. Louis Area (COST TBD)





ST LOUIS REGIONAL FREIGHTWAY ■ 2026 PRIORITY PROJECT

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

LOCATION

Mississippi River
Mile Marker 183
St. Louis, Missouri and
East St. Louis, Illinois

ESTIMATED COST

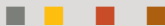
\$222 million

OWNER

Terminal Railroad Association
of St. Louis (TRRA)

CONTACT

Eric Fields
Chief Engineer
Terminal Railroad Association
of St. Louis
(618) 451-8428



PROJECT FUNDING

In 2020, TRRA was awarded \$21.5 million in CRISI funding to assist with approximately 10% of the total project cost. TRRA funded the balance. Construction was completed in September 2022.

Completed

The **St. Louis Regional Freightway** conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and was considered the **highest priority** for the region until its completion in fall 2022.

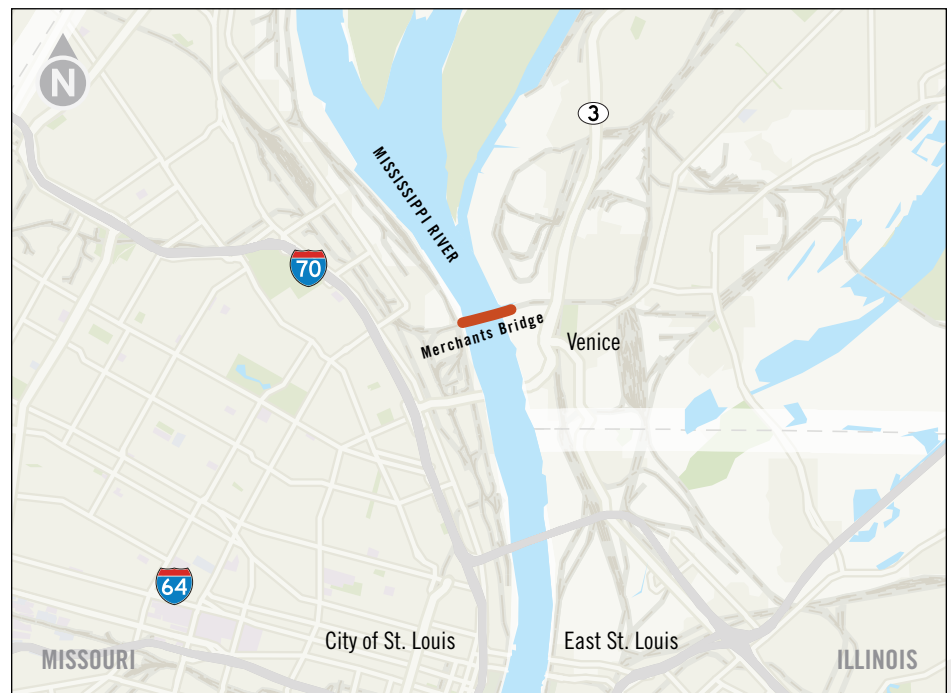


The Merchants Bridge over the Mississippi River in America's heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

The Merchants Bridge serving the St. Louis region:

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

The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.





CONSTRUCTION Reconstruction of the Merchants Bridge, which dates to 1890, began in 2018. The bridge, which spans the Mississippi River between St. Louis, Missouri, and Venice, Illinois, is owned by the Terminal Railroad Association of St. Louis (TRRA). The Merchants Bridge replacement included removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double-track structure is providing additional capacity for increased freight and passenger rail. The double track also provides more reliable movements and reduces grade delays for motorists and emergency vehicles. Here is a video of the conceptual construction: <https://www.youtube.com/watch?v=SiUTyQWZn6Y>.

A design-bid-build project, reconstruction of the bridge used innovative project delivery methods that improve safety and speed completion while limiting bridge and river traffic outages. New spans were constructed in Wisconsin and shipped to St. Louis for final assembly on the Missouri bank of the Mississippi River, before being floated into place immediately after the old spans were floated out. The process required three separate, 10-day rail and river channel outages. Two of the three were installed in September 2021 and March 2022, with the third set in September 2022. The east approach was reconstructed by encasing the existing trestle steel structure and using MSE wall and lightweight cellular concrete technology to widen the structure and provide additional load capacity that will lower future maintenance costs and create a more efficient rail river crossing. All the structural steel for the project was produced in the United States. Construction was completed in September 2022.

MODEL FOR PUBLIC-PRIVATE PARTNERSHIPS

In Winter 2020, the Federal Railroad Administration (FRA) awarded TRRA a \$21.5M Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant toward replacement of the Merchants Bridge. TRRA provided 90% of the construction costs, making this project a model for public-private partnerships. The Freight Development Committee, consisting of freight-related industry leaders, Illinois and Missouri Departments of Transportation, and the East-West Gateway Council of Governments, selected this project as the St. Louis region's highest multimodal infrastructure project each year from 2016 to completion. Over a three-year period, industry leaders have submitted more than 80 letters of support to the U.S. Department of Transportation and Congress. Support letters recognized the adverse impacts that a non-functional bridge would have on the regional and national economy. These efforts also resulted in extensive regional and national media coverage and multimodal support from the barge, rail, airport, and trucking industries.

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

"In terms of the Merchants Bridge, it's one of the main east-west rail corridors in the region. It's an absolute vital artery in order to maintain efficient rail movement across the Mississippi River."

Ryan Krull
Commercial Manager
Watco Terminal & Port Services



simultaneously, limiting the bridge to one track at all times. Since trains could not pass on the bridge, they came to a complete stop on or near the approach grades. Load restrictions did not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup. Completion of the bridge in September 2022 represents delivery of the #1 priority project for the St. Louis Regional Freightway.

FREIGHT IMPACT The Merchants Rail Bridge has rail connections to Amtrak's St. Louis Station and to the six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Canadian Pacific Kansas City, Norfolk Southern and Union Pacific. The Class I railroads serve the St. Louis region's manufacturing and logistics companies that are part of an interdependent supply chain requiring access to markets on both sides of the Mississippi River, across the United States, and internationally, including: U.S. Steel, Conoco Phillips, Cargill, Archer Daniels Midland (ADM) Company, World Wide Technologies, General Motors, Hershey's, Unilever, Metro East Industries, Bunge, American Milling, Schneider Trucking, SCF Lewis & Clark Marine, FedEx, Boeing, and Kinder Morgan. This project specifically benefits several nearby rail-served industrial sites that have land available for future development and are featured in the Freightway's list of [development ready rail-served land sites](#).

"The new bridge is delivering tremendous benefits for the rail industry and for shippers, eliminating bottlenecks caused when two trains couldn't pass on the old bridge at the same time due to load and speed restrictions.

"The Merchants Bridge is one of those few locations in the St. Louis area where rail can cross from one side of the Mississippi River to the other, so any delay in that vital link had a follow-on effect up and down the network. We are very excited about the completion of the Merchants Bridge, especially from the operations side."

Joe Torp
Industrial Development Manager
Norfolk Southern

This project was the #1 priority for the St. Louis Regional Freightway from 2016 through completion. The Merchant's Bridge is the sixth busiest Mississippi River rail bridge in the country serving one of the nation's largest rail hubs. As owner of the bridge, TRRA interfaces with the nation's third largest inland port system, which also is the northern most year-round ice-free Mississippi River port, providing services to



Constructing the bridge pilings



One of the three new trusses being installed





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

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 \$63M in roadway damage over 20 years.

ECONOMIC IMPACT TRRA spends an average of \$80.9M per year in the St. Louis metropolitan statistical area for operation support, infrastructure repair and maintenance, and employee wages, which supports nearly \$237M in overall economic activity for the region. With implementation of the project, TRRA estimates that the project impact will increase to generate more than \$456M in local economic activity over a 20-year period. Construction of the project also supported nearly 1,100 jobs, including 150 direct jobs. ■





ST LOUIS REGIONAL FREIGHTWAY ■ 2026 PRIORITY PROJECT

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

Fully Funded

LOCATION

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

ESTIMATED COST

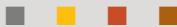
\$75 million

OWNER

Terminal Railroad Association (TRRA)

CONTACT

Eric Fields
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Terminal Railroad Association of St. Louis
(618) 451-8428



PROJECT FUNDING

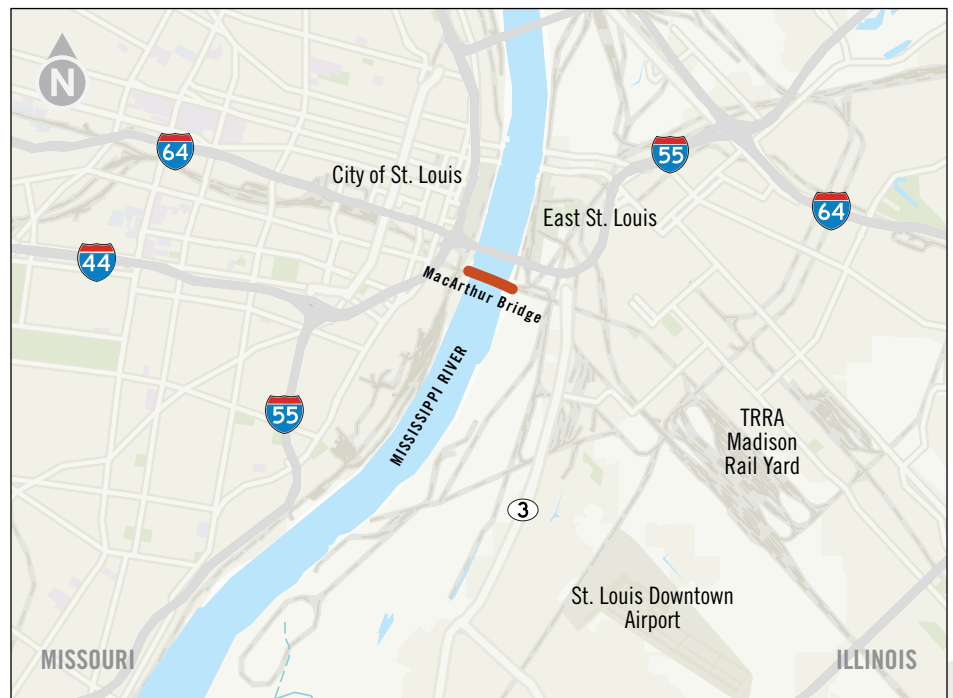
The project received \$28.8 million from the Consolidated Rail Infrastructure & Safety Improvements (CRISI) program. The remaining project costs are being covered by the TRRA.

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



The MacArthur Bridge over the Mississippi River supports national freight movement and the future of farmers, manufacturers, and distributors who depend on it. This bridge helps link America's eastern and western freight rail networks and serves six Class I Railroads and Amtrak. The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.

PROJECT NEED Construction on the original MacArthur Bridge was completed in 1912. Collectively, the MacArthur Bridge and Merchants Bridge represent the highest-volume rail crossing on the Mississippi River. While the replacement of the Merchant's Bridge was completed in Fall 2022,



significant work is required to keep the MacArthur Bridge functioning effectively as part of the St. Louis region’s freight network.

FUNDED PROJECT DESCRIPTION The project calls for the replacement of the truss over the Union Pacific Railroad, steel repair, and replacement of the existing rail track, except for the main spans and west approach.

PROJECT IMPACT The proposed improvements to the bridge will help lower shipping cost and ensure freight reliability and efficiency by avoiding adverse impacts of a non-functioning bridge. In addition to the lower shipping costs, this project will also help ensure schedule reliability for intercity passenger rail service on the Chicago-St. Louis Amtrak corridor. Construction is expected to begin in 2025 ■



MacArthur Bridge aerial showing improvement projects



MacArthur Bridge just south of downtown St. Louis





ST LOUIS REGIONAL FREIGHTWAY ■ 2026 PRIORITY PROJECT

St. Louis Multimodal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL)

Partially Programmed for Construction

LOCATION

Madison and St. Clair Counties areas that are economically distressed and federally designated as Opportunity Zones.

ESTIMATED COST

\$98 million
(Partially Funded)

OWNER

Terminal Railroad Association of St. Louis (TRRA)

CONTACT

Eric Fields
Chief Engineer
Terminal Railroad Association of St. Louis
(618) 451-8428



PROJECT FUNDING

(A) TRRA has applied to the Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) for a grant to cover 80% of the project cost and the remaining 20% will be covered by TRRA.

(B) Received almost \$15.2 million in March 2023 through IDOT's Competitive Freight Program for engineering, wetland mitigation efforts and construction.

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



PROJECT NEED St. Louis is an important node in the national freight and passenger rail system due to its central location and multimodal transportation facilities: highway, waterway/port, railway, air cargo, and pipeline. TRRA plays a vital role in the national freight and passenger rail system. Formed in 1889, TRRA was created to interchange rail traffic to national carriers while providing service to 80 local industries and ports in the Metropolitan St. Louis area. TRRA also owns and maintains the Merchants Bridge and MacArthur Bridge over the Mississippi River. TRRA is unique in that it connects with all Class I railroads, the inland ports of St. Louis, and multiple trucking terminals. This allows multiple networks to connect at one centralized location for distribution. These connections provide critical capacity and redundancy for supply chain growth and storage. Network disruptions such as floods, hurricanes, tornadoes,



or system shocks due to worldwide events such as crop failure or war cause substantial disruption to the supply chain and affect all modes of distribution. Additional capacity in St. Louis will absorb some of these system shocks to the network.

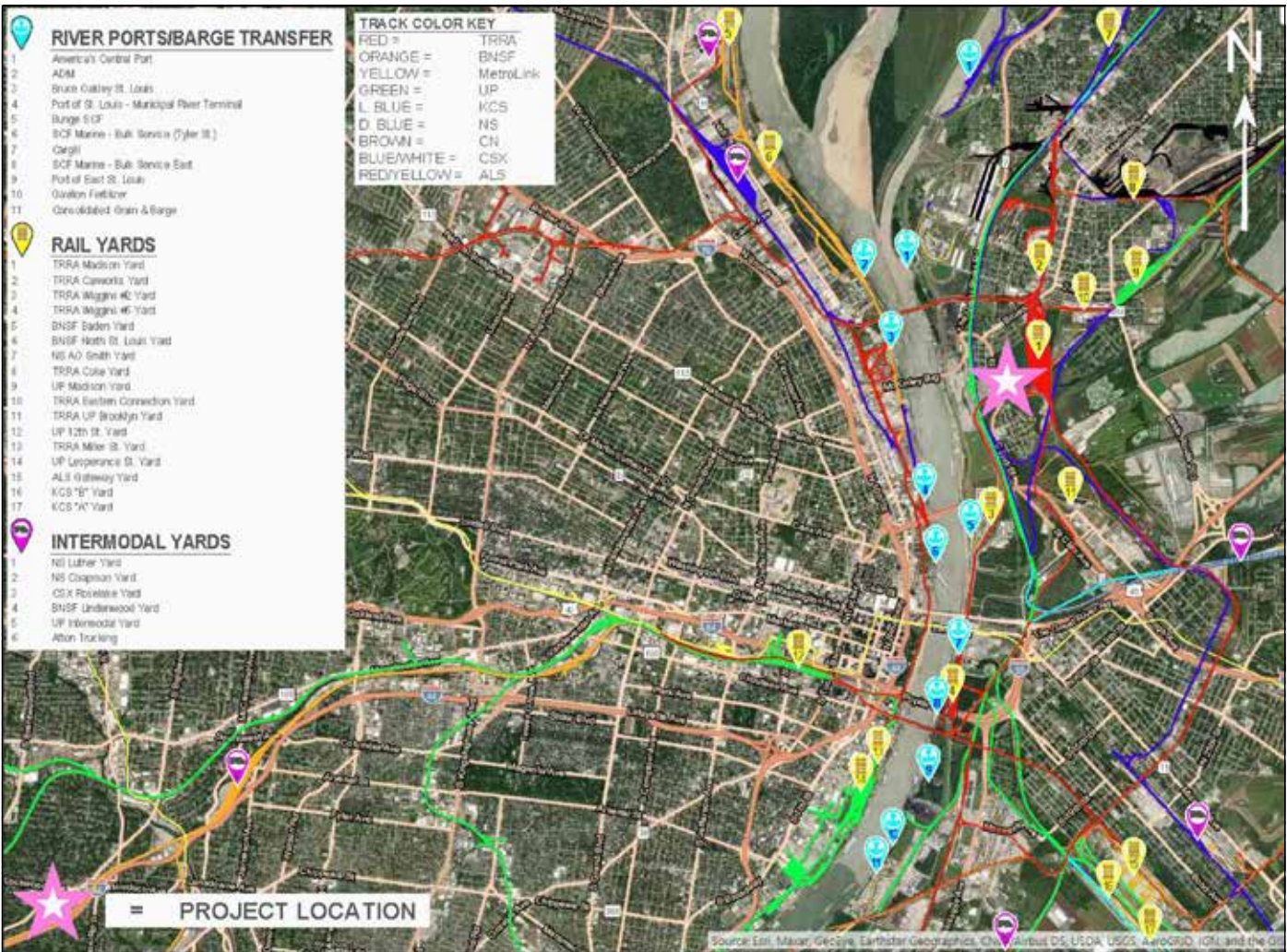
TRRA operates a classification yard (Madison Yard) in Madison County, Illinois, located 5 miles east of downtown St. Louis, Missouri. TRRA's Madison Yard inbounds approximately six Class 1 railroads daily and currently holds 2,500 railcars and departs an additional 1,000 railcars, including BNSF, CN,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

Increased national and global supply chain demand and workforce issues along with increased demand on North America's freight rail network have caused

constraints and delays. The national freight network has seen increased traffic and larger train sizes. Today, freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as TRRA Madison Yard were built to handle trains 2,000 to



Madison yard aerial



Aerial showing the facilities for river ports, rail yards and intermodal yards in the bi-state region



3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's train lengths takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines, blocking road crossings and other trains traversing the network.

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



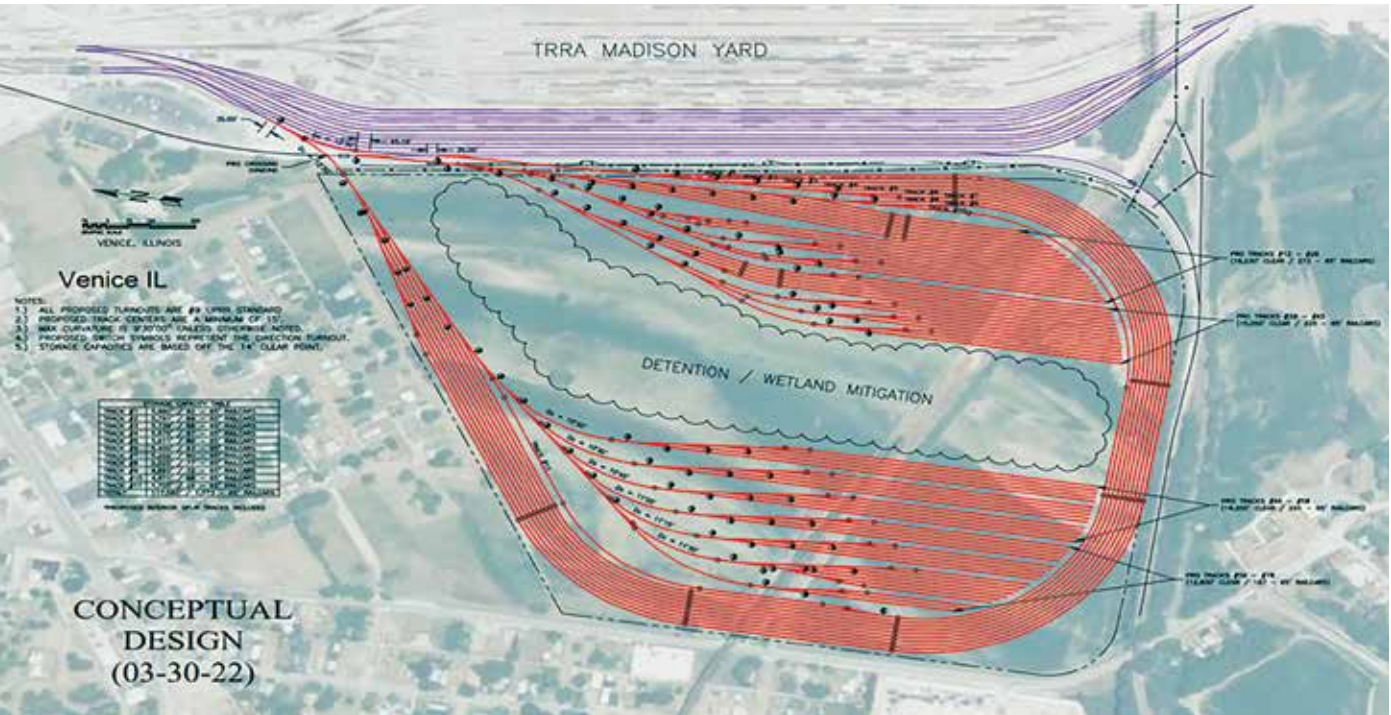
PROJECT DESCRIPTION (A)

Freight Yard Expansion in Madison County: The St. Louis Multimodal Freight Yard Expansion at Madison Yard is a project focused on expanding railcar capacity by approximately 1,500 cars at TRRA's Madison Yard in Venice, Illinois, which is near St. Louis, Missouri. TRRA owns a 100-acre site adjacent to the classification yard, which

is an ideal site to expand the classification yard to handle the larger trains and increased rail traffic. The proposed development would increase the current capacity of 2,500 railcars by adding an additional 1,500 to hold a total of 4,000 cars. This type of capacity improvement would allow TRRA to relieve the congested mainlines and efficiently process the increased demand of railcars on the network.

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

PROJECT IMPACT This project benefits not only the Terminal Railroad Association of St. Louis, but also the entire national freight network, as it adds capacity at a strategic freight node with connectivity to all Class I national rail carriers, inland ports of St. Louis, and



Comprehensive map of TRRA's Madison Yard connections





truck terminals. It will also positively affect travel times for Amtrak by reducing delays from blocked main lines due to yarding today's larger freight trains. Specifically, the project will allow increased efficiencies for the Mississippi River freight network for river-to-rail connections by being able to stage trains off the mainlines; allow for more Storage-in-Transit opportunities, and alleviate freight rail congestion in St. Louis and other midwestern markets.

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

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

The project cost is estimated at \$69.3M. TRRA has applied to the Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) for a grant to cover 80% of the project cost and the remaining 20% will be covered by TRRA.

PROJECT DESCRIPTION (B)

Illinois Transfer 3rd Main Railroad Track between the TRRA Madison Yard and Willows Interlocking in East St. Louis:

The project location is between Venice and East St. Louis in St. Clair County. It will address freight bottlenecks downstream to the new double track Merchants Bridge by addressing yard congestion due to today's longer trains. Today's freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as the TRRA Madison Yard were built to handle trains 2,000 to 3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's trains takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines blocking road crossings and other trains traversing the network.

This project will deliver fewer blocked grade crossings for shorter periods of time, less wasted locomotive emissions due to idle trains in an Environmental Protection Agency non-attainment area, higher utilization of the region's Mississippi River intermodal ports, and will create more jobs due to the ability to more efficiently process freight in the St. Louis region. At-grade rail crossings benefiting from this project with less stopped trains will include St. Clair Ave., IL Rte. 15 (Missouri Ave.), Martin Luther King Dr. and IL Rte. 3.

Estimated project cost is \$28.7M and \$15.3M is funded through IDOT's Competitive Freight Program. ■





TheFreightway.com