

I-270 NORTH GAP PROJECT: GREATER ACCESS TO PROSPERITY

Appendix D:

Maps, Photos and Visuals



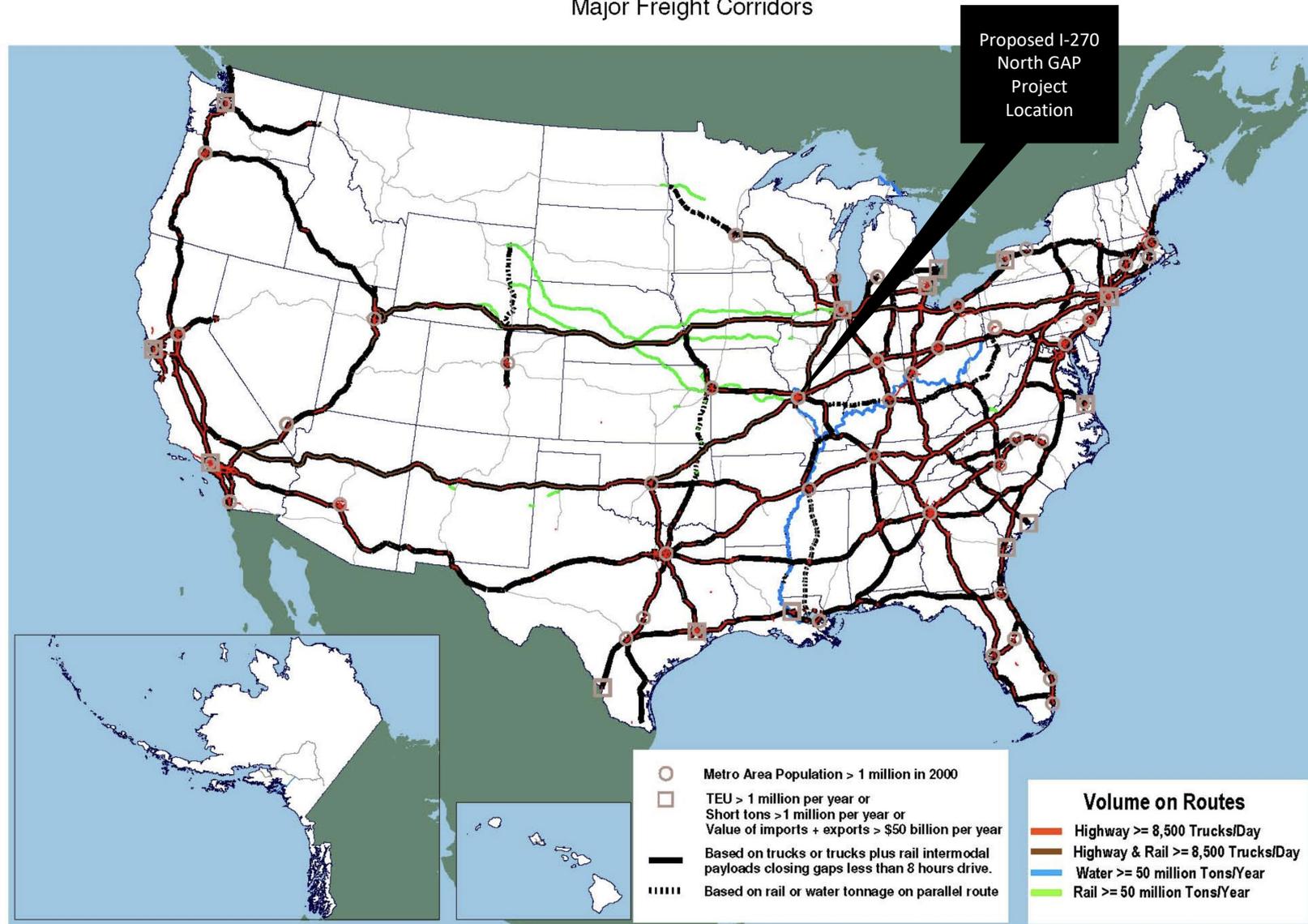
I-270 NORTH GAP PROJECT: GREATER ACCESS TO PROSPERITY

Maps, Photos,
& Visuals



Project Location on Major Freight Corridor

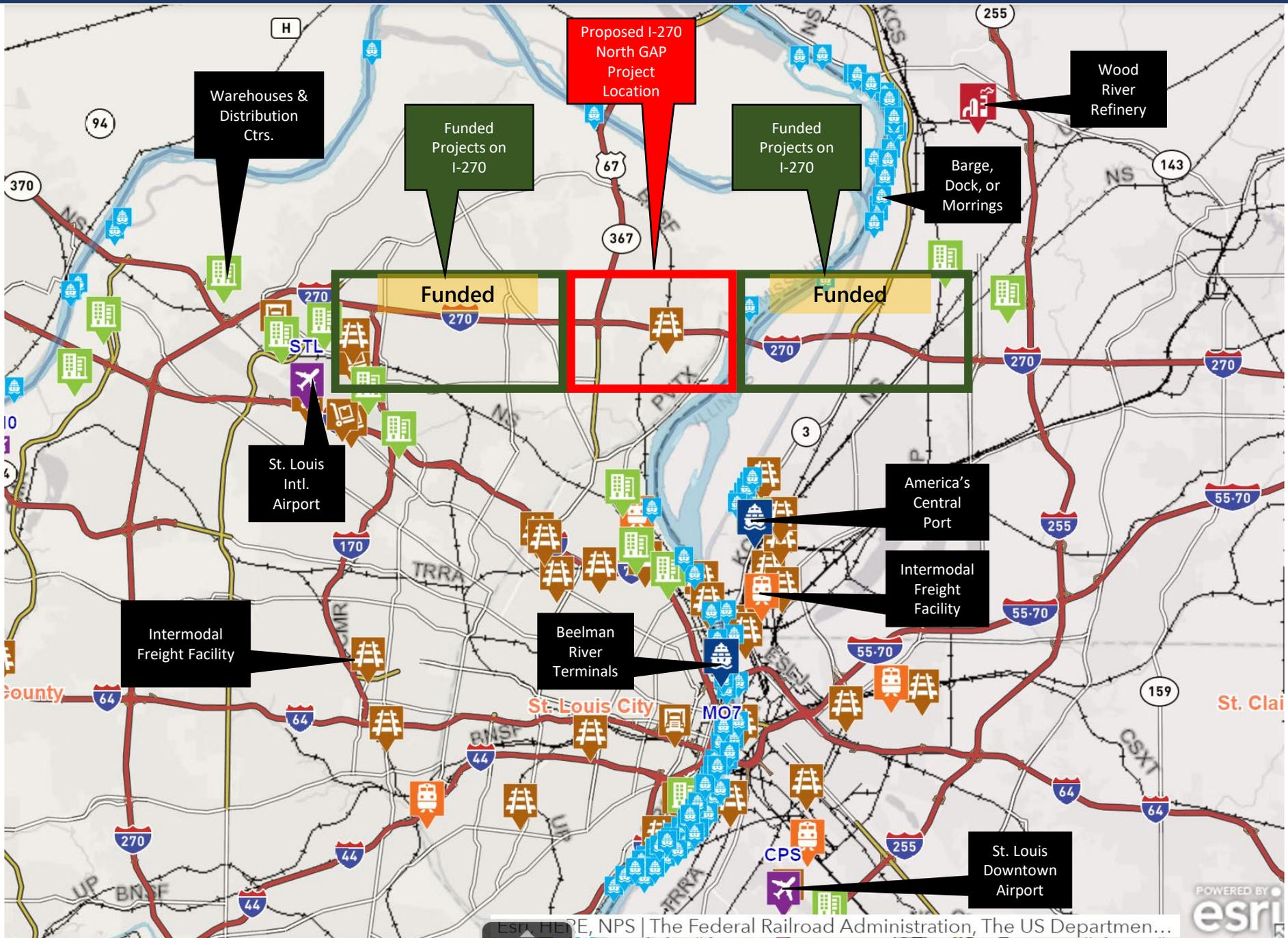
Major Freight Corridors



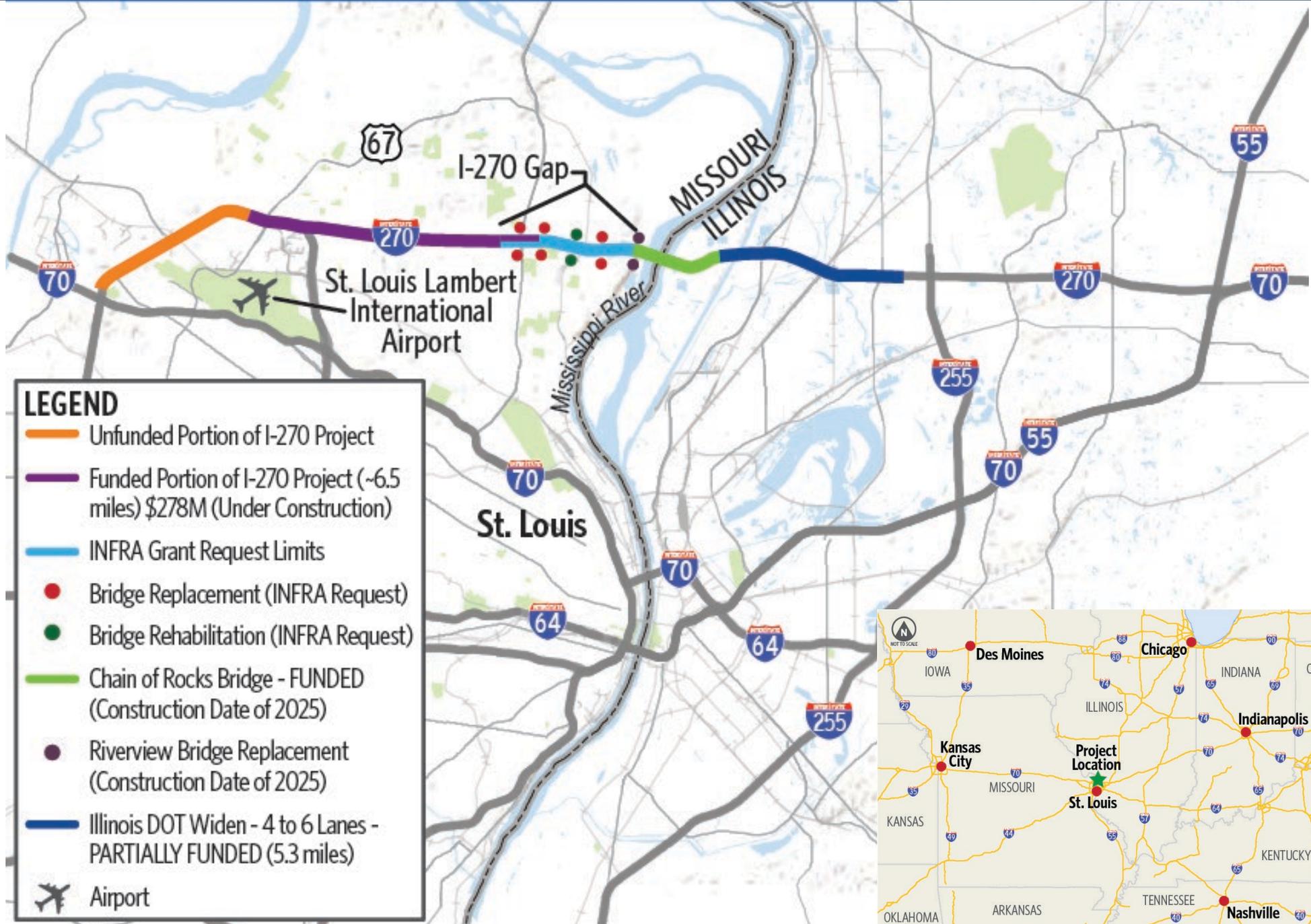
Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.

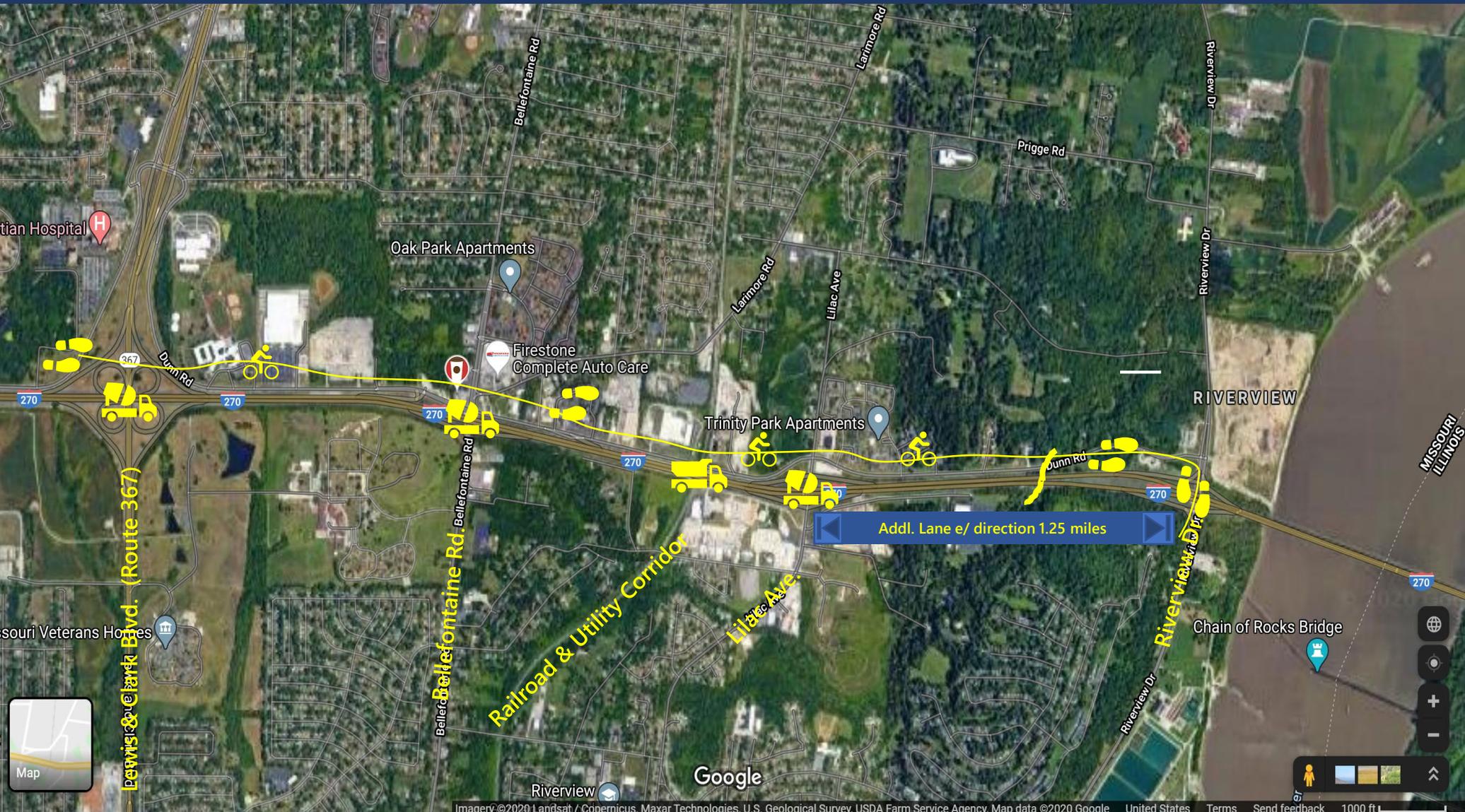
Project Location Near Intermodal Facilities



Project Location & Other Funded Projects



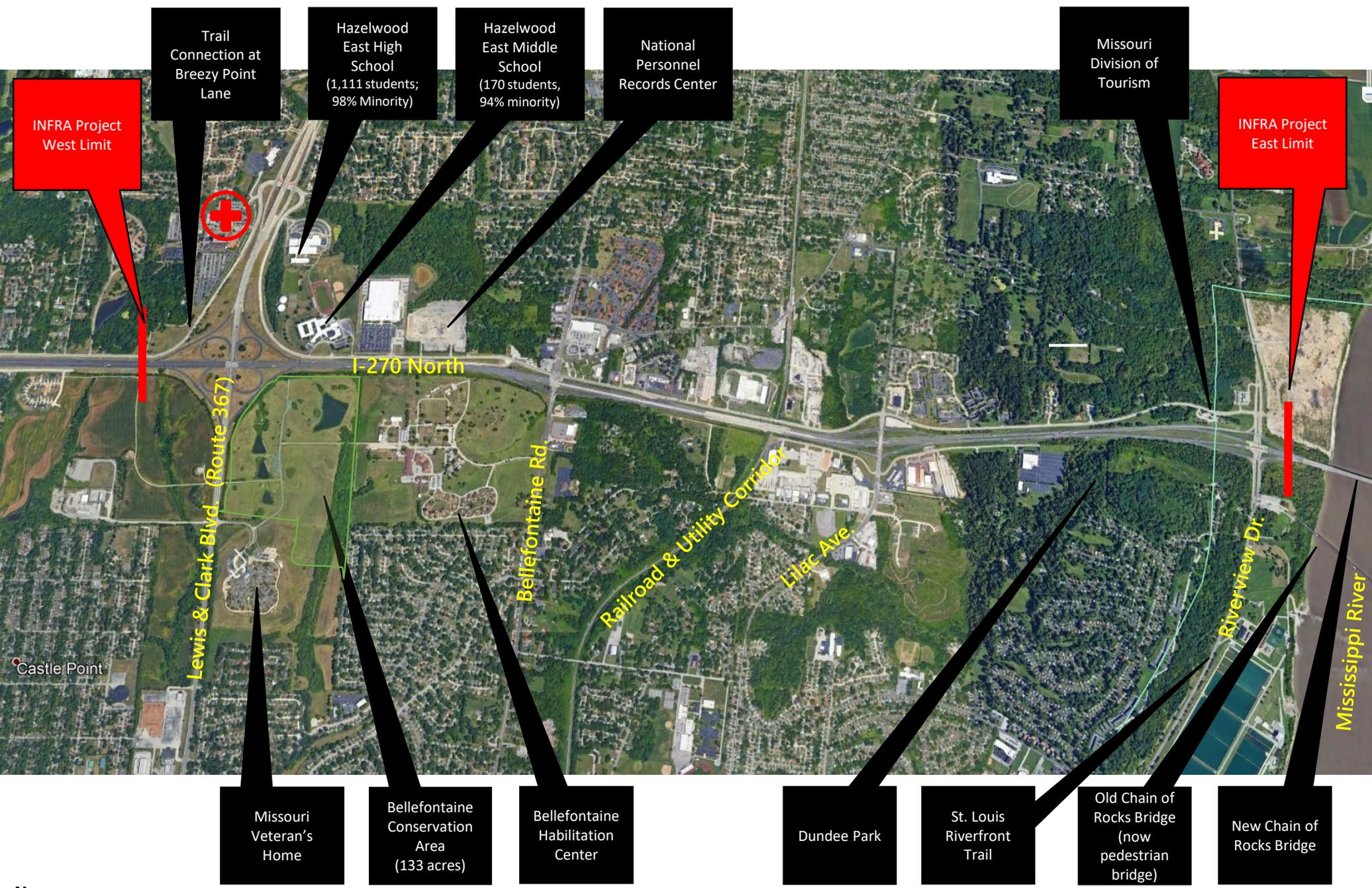
Scope of Work Major Elements



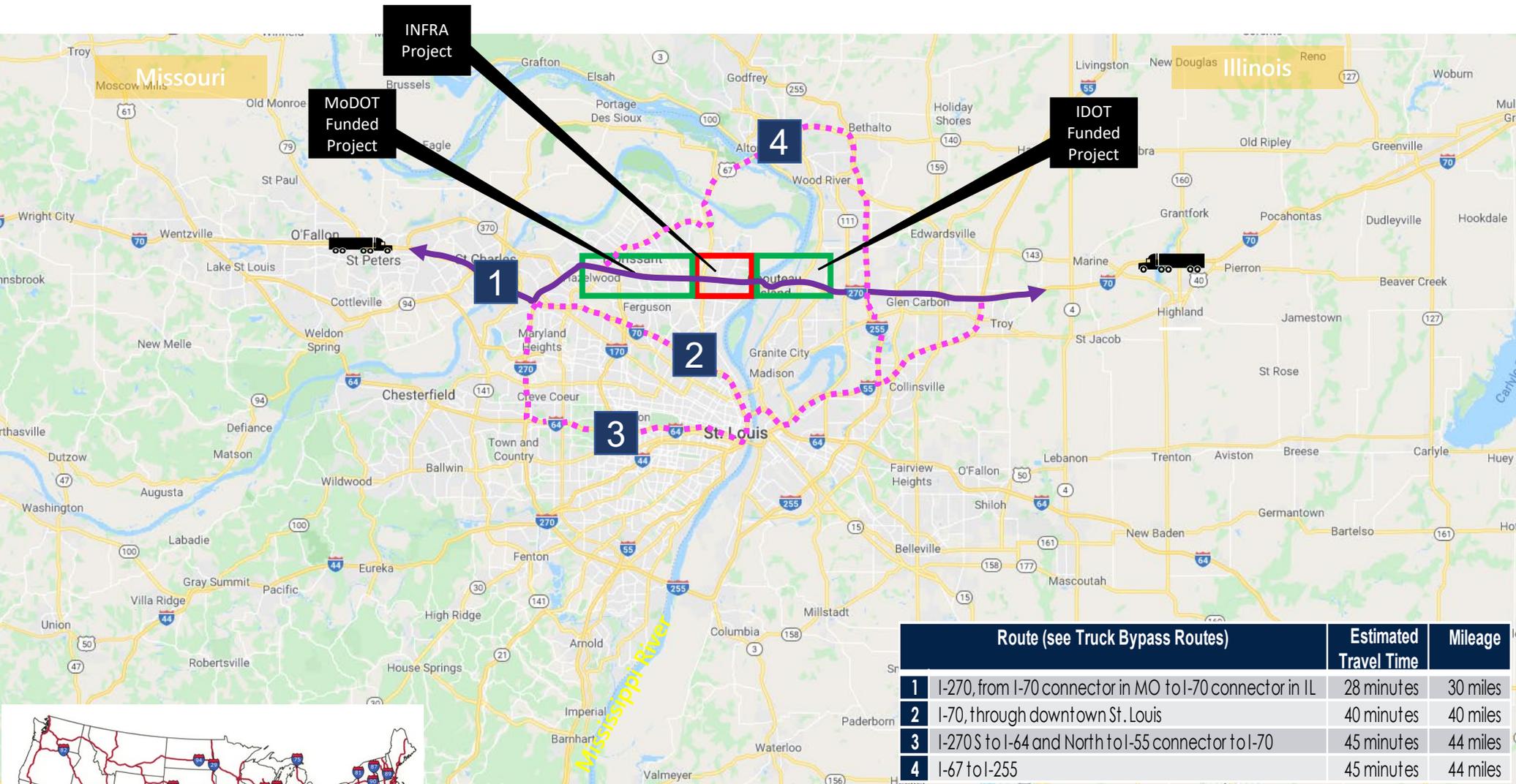
- Construct additional lane in each direction from just west of Lilac Ave. to Riverview Dr. (~1.25 miles); segment is currently two lanes in e/ direction
- Replace I-270 bridges over Route 367 (Lewis and Clark Boulevard), Bellefontaine Road, and Lilac Ave.
- Rehabilitate I-270 bridges over BNSF railroad
- Watkins Creek Culvert rehabilitation
- Extend multi-use trail from Route 367 to Riverview Drive connecting to the existing St. Louis Riverfront Trail
- ITS, resurfacing, and outside shoulder widening in each direction from Route 367 to Riverview Drive



Project Limits and Local Neighborhood



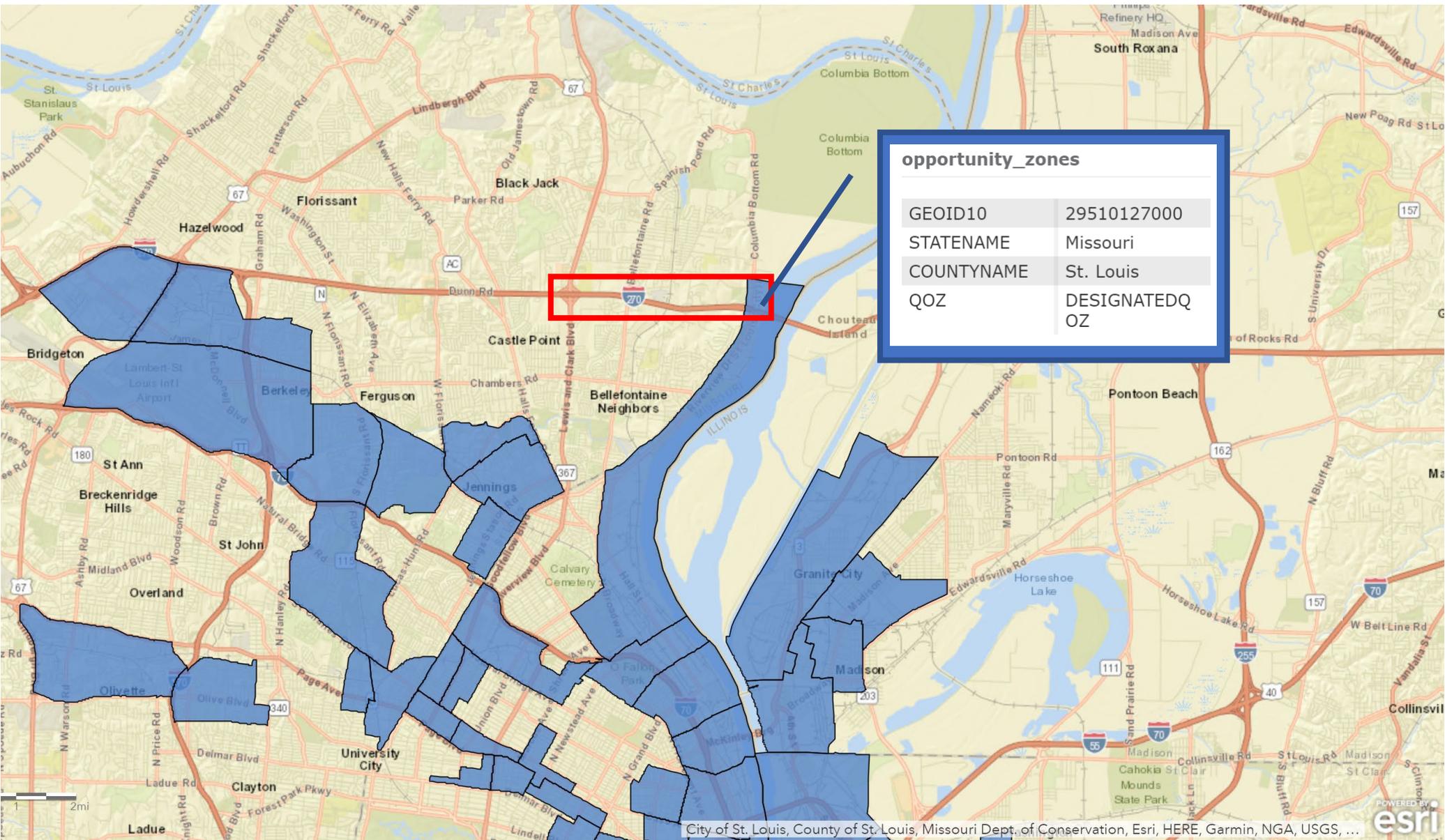
Truck Bypass Routes in Relation to Project Area



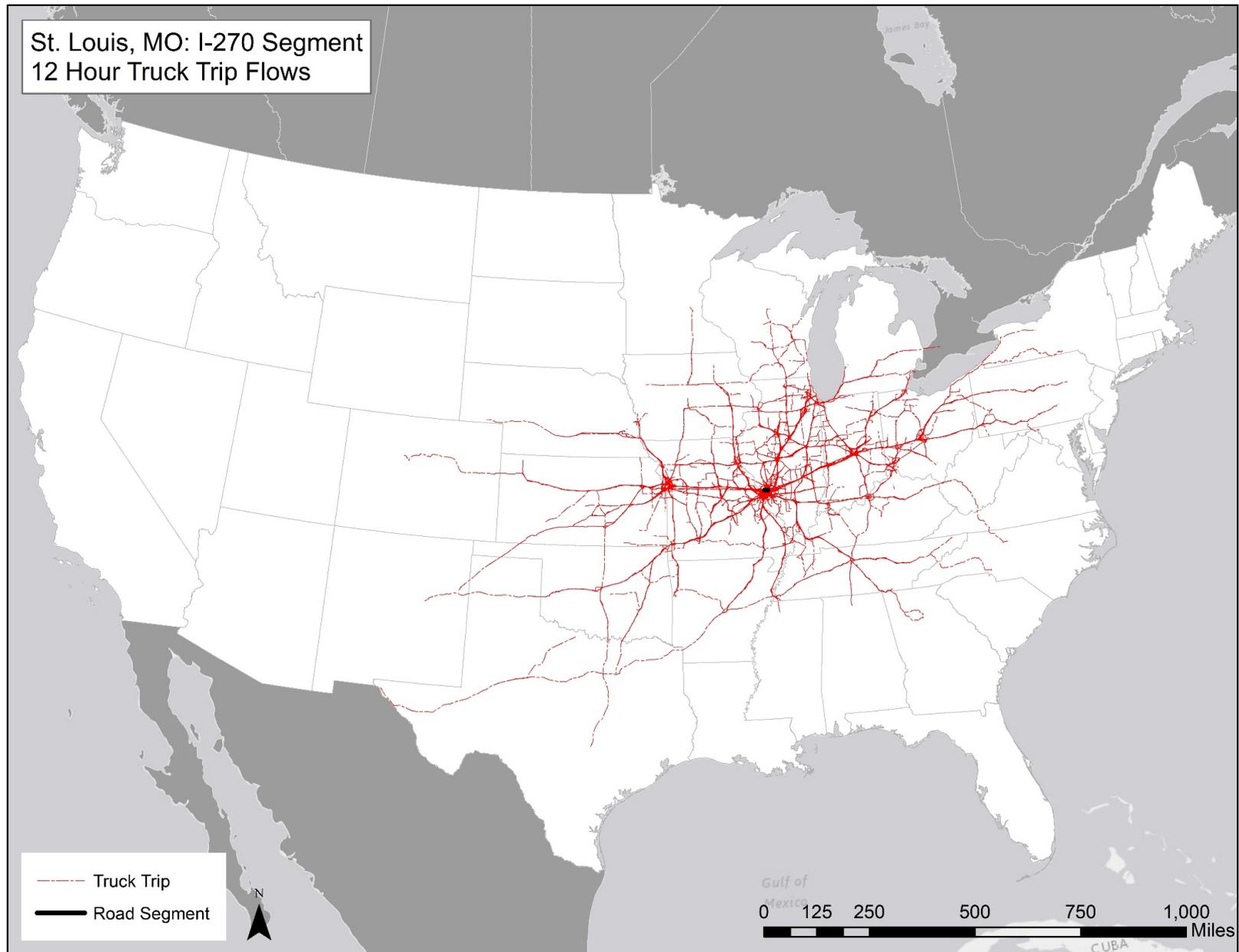
I-70 Freight Route – I-70 to I-270 allows seamless and efficient movement of goods for I-70 freight traffic

Alternate routes would require significant deviations increasing vehicle miles traveled and emissions, which in turn would increase congestion and increase accident rates on other corridors

Project Area & Opportunity Zones

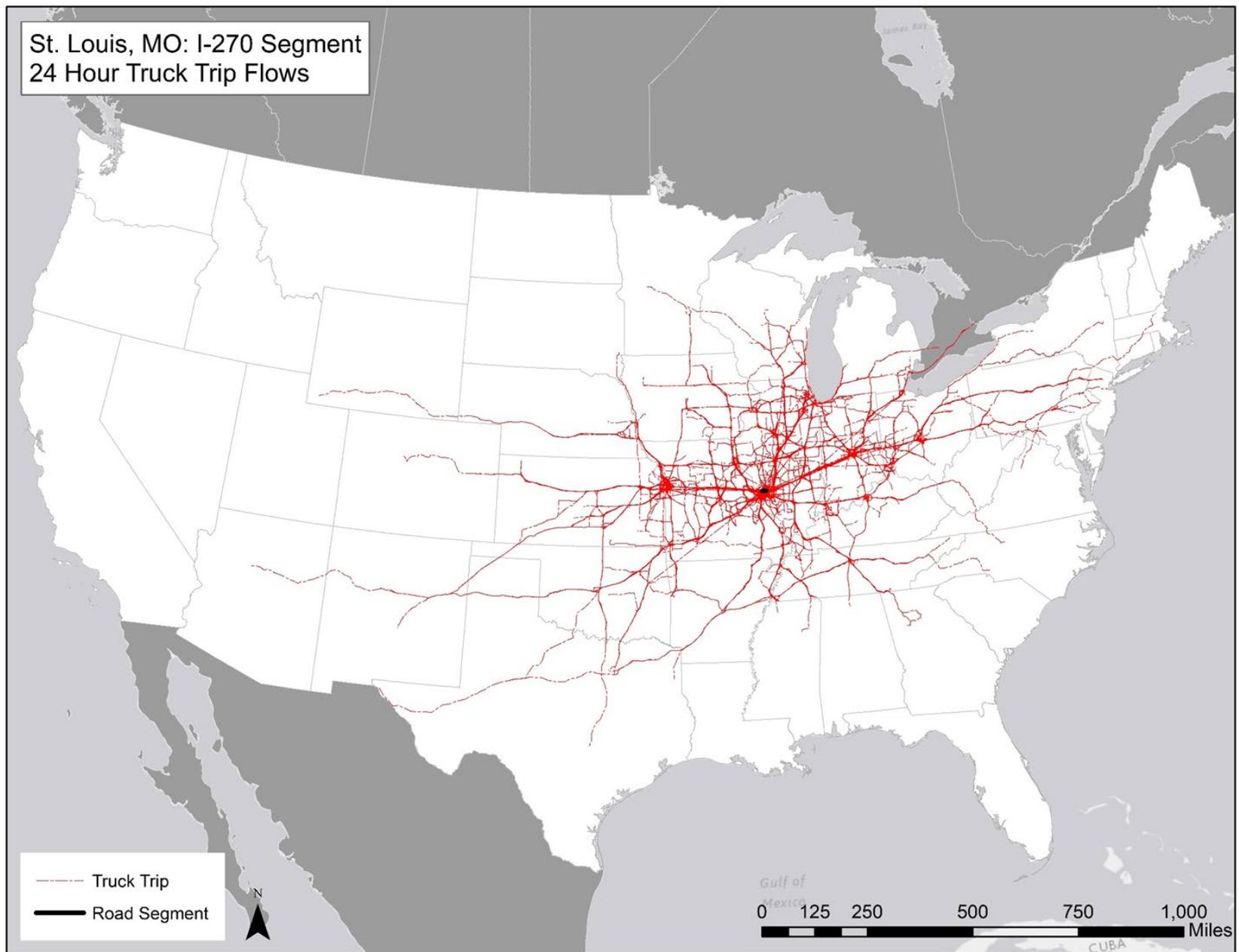


I-270 Segment, 12 hr Truck Trip Flows



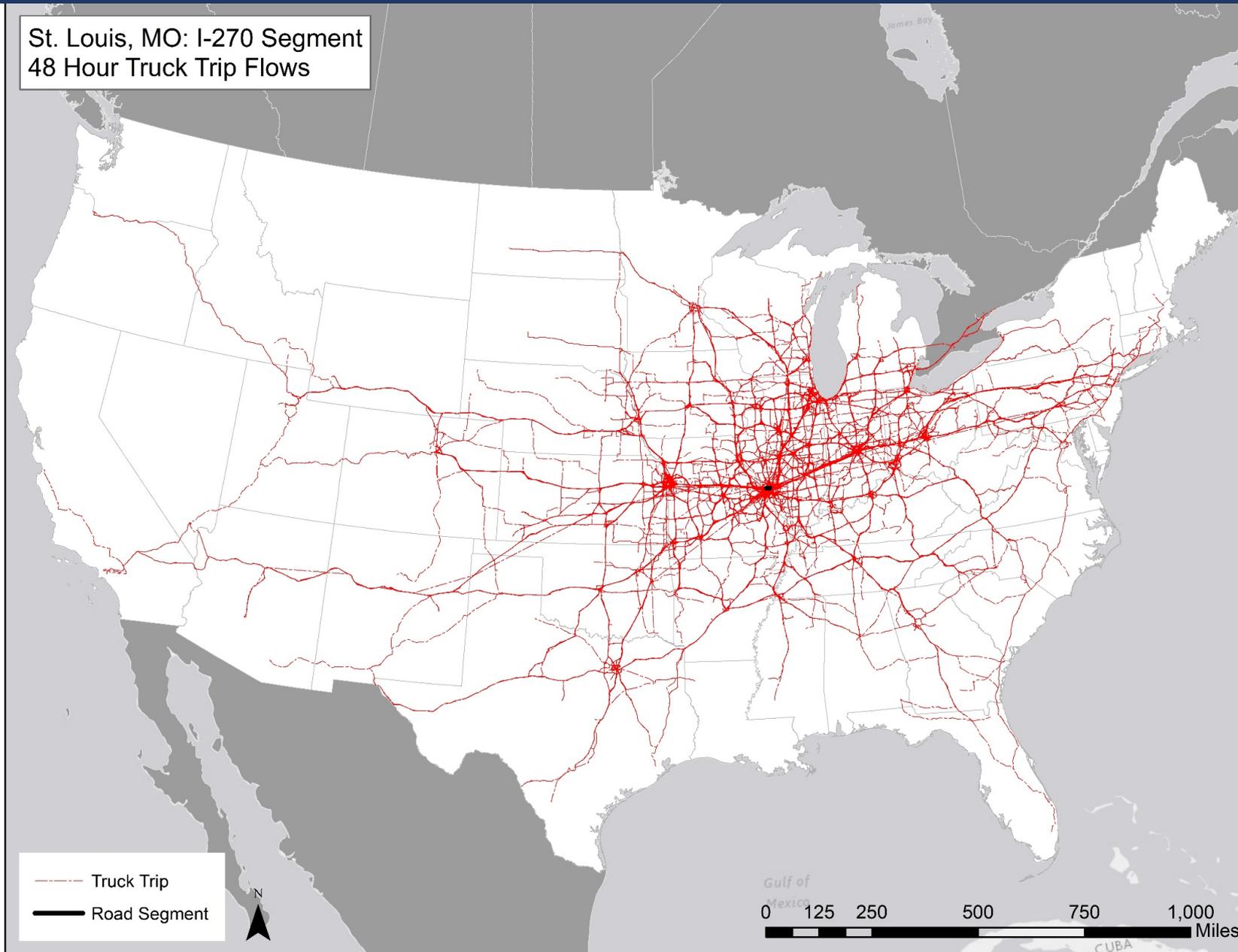
Truck trip flows are segmented in 12 hour, 24 hour, and 48 hours after the truck has traversed the I-270 project limits. Source: ATRI

I-270 Segment, 24 hr Truck Trip Flows



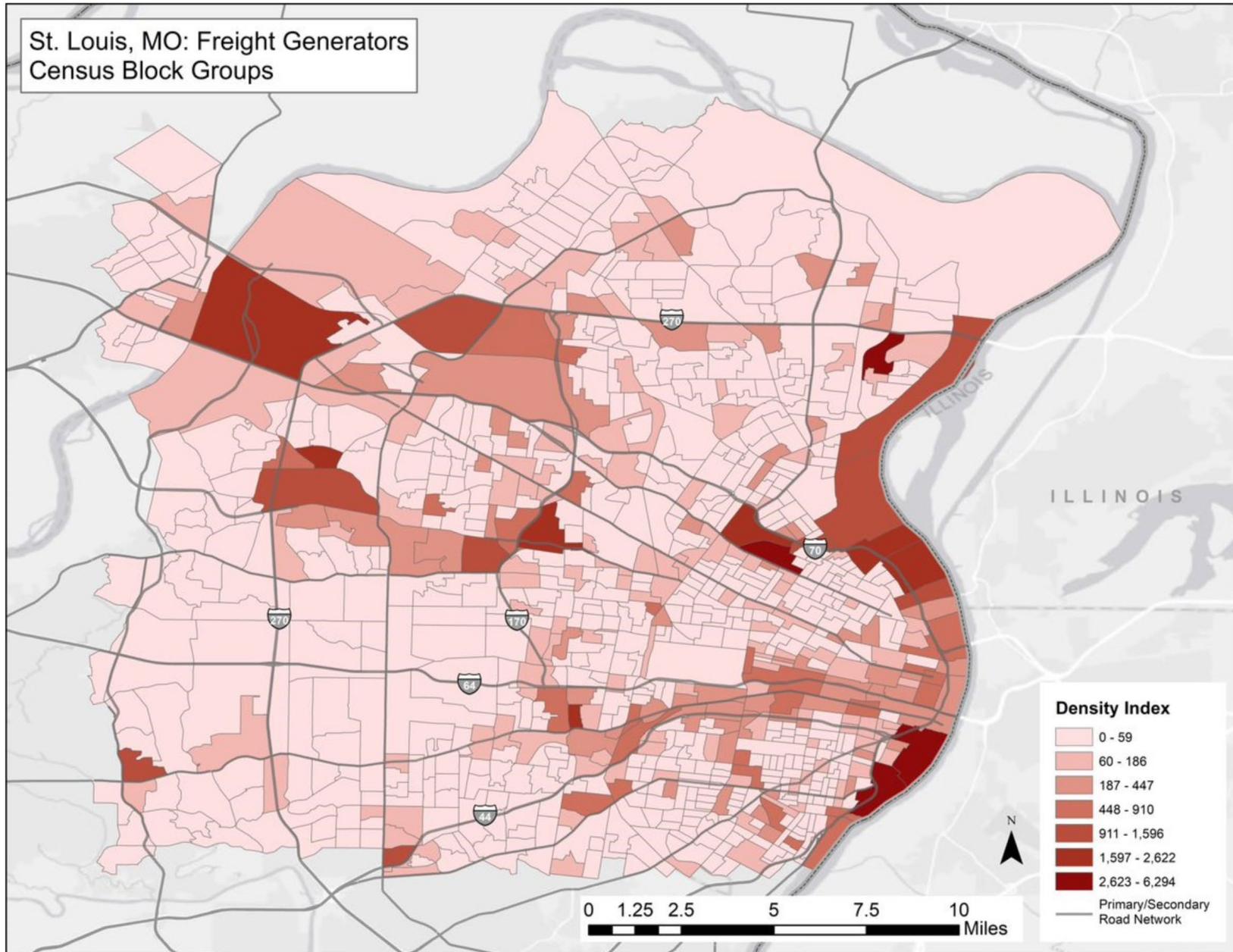
Within 24 hours, truck traffic is radiating in all directions. Source: ATRI

I-270 Segment, 48 hr Truck Trip Flows



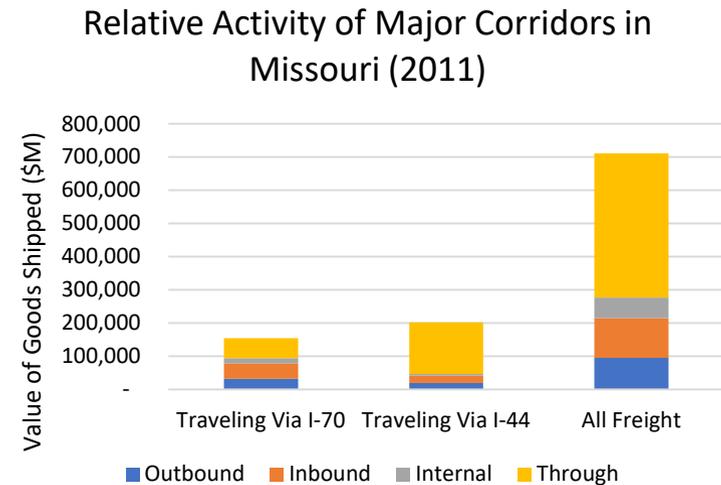
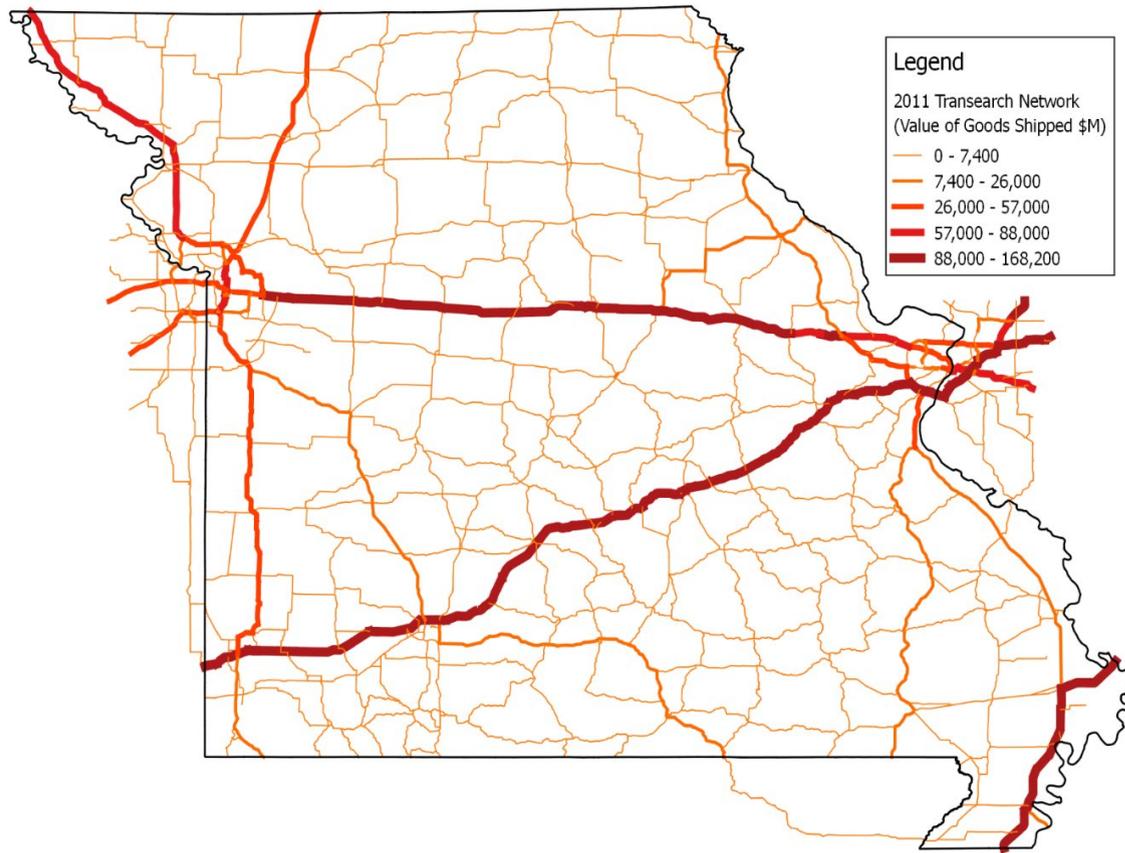
Within 48 hours, truck traffic from the I-270 project limits is spread all the way to the west and east coasts, to the upper Midwest, and south to Mexico. Source: ATRI

St. Louis, MO Freight Generators

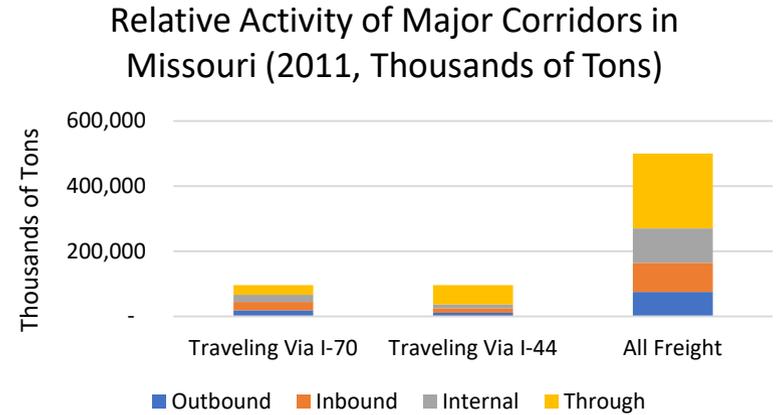
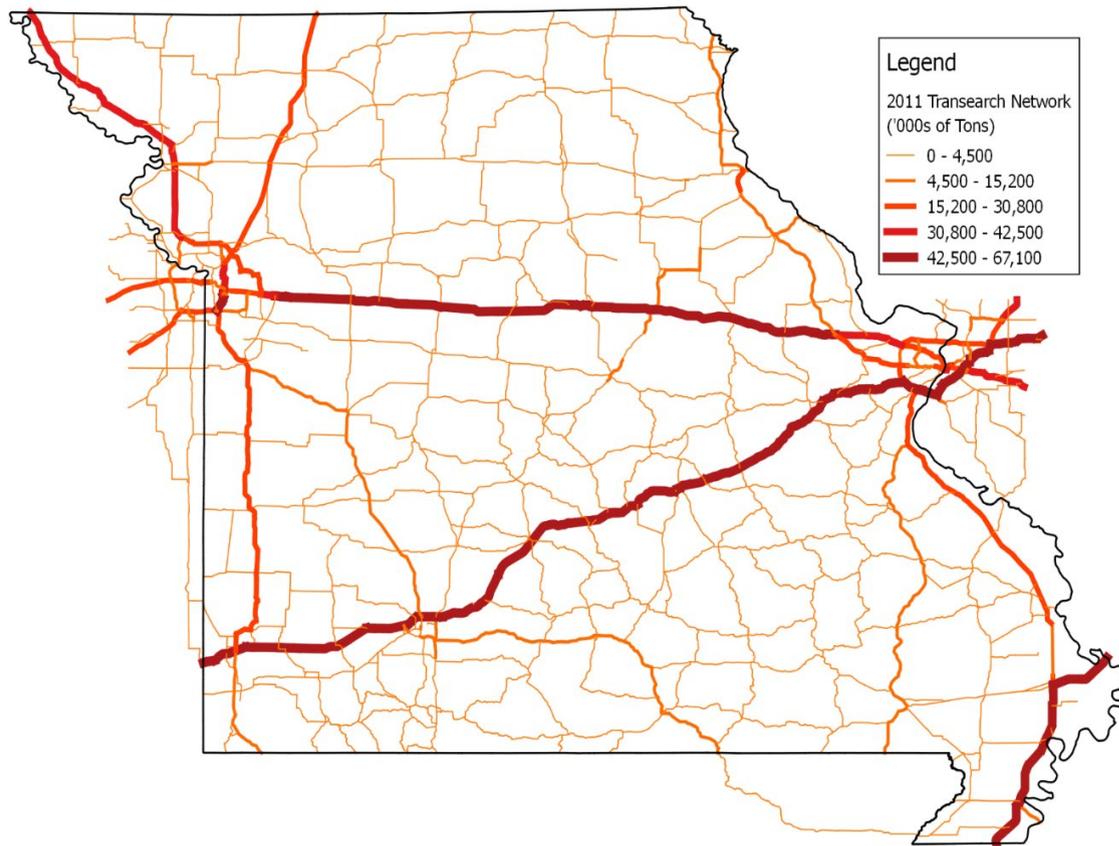


The graphic shows density of trucks as they pick up and deliver freight and provides relative truck freight activity. The I-270 corridor is aligned to support truck activity in areas south and west of the project area. Source: ATRI

Transearch Value of Goods Shipped



Transearch Value of Goods Shipped



Photographs



Mississippi River

Chain of
Rocks
Bridge

Riverview Dr.

Lilac Ave.

RR & Utility Corridor

Bellefontaine Rd.

I-270 North

I-270 North looking east to Mississippi River

Photographs



I-270 North looking east to Mississippi River (view of most eastern portion of INFRA project area)

Photographs



I-270 North Goods Movement/Supply Chain Freeway

Photographs



I-270 North looking west