



I-55 Bridge rehabilitation between Lindbergh and Arsenal

What is the problem?

Many of the bridges along the Interstate 55 corridor between Lindbergh and the Interstate 44/Interstate 55 interchange in the city of St. Louis are between 55 and 60 years old and need to have significant maintenance or reconstruction to ensure they remain operational and safe to use for the future. Many of the bridges along the corridor need work, and in this case, it is more efficient to do several of them at a time to minimize the overall impact to commuters and to give the contractor doing the work the ability to efficiently manage the equipment and construction teams needed to complete the project. This project will address 14 bridges along the I-55 corridor between U.S. Route 50/61/67 (Lindbergh) and Arsenal in the city. The project is currently estimated at about \$54 million.

What will the impacts be?

Generally speaking, traffic lanes will be reduced and shifted in each direction. For the first year – 2022 -- crews will work on bridges between Pestalozzi and Potomac with two lanes of traffic in each direction. In some areas, traffic will shift onto the northbound lanes for part of the year, and onto the southbound lanes for the remainder of the year. When the northbound traffic is shifted, the northbound exit ramps at 3200 Broadway (Exit 206B) and Arsenal (Exit 206C) will be closed. When the southbound traffic is shifted, traffic from Arsenal and Cherokee will not be able to get to southbound I-55. In addition, there will be reduced lanes on other sections of I-55 in both directions between Virginia and Gasconade for other bridge maintenance during 2022.

For the second year – 2023-- crews will work on the sections of roadway between Virginia and Gravois Creek Bridge, just south of Green Park Road – with two places where traffic will shift. One shift is between Virginia and River Des Peres and the second is between Green Park and Gravois. Like the first year, traffic will shift onto the northbound lanes for part of the year, and then shift to the southbound lanes. During the northbound traffic shift in 2023, the northbound ramp to Loughborough (Exit 202C) and the ramp from Germania to the northbound interstate will be closed. During the southbound traffic shift, the southbound ramps to Loughborough (Exit 202C) and Germania (Exit 202B) will be closed, as will the ramp from Germania to the northbound interstate. Again, there will also be reduced lanes on other sections of I-55 between Virginia and the bridge at Gravois Creek, as crews maintain other bridges in that area.

There may also be some impacts to three bike trails that run along the corridor in 2023. The River Des Peres trail and the Grant's Trail are expected to have minimal closures (one or two day closures) as crews work remove concrete and set formwork overhead. The Carondelet Trail will have some significant

impacts as crews work on the railroad bridge near the trail. The trail will be closed for much of 2023 as crews bring equipment in and out of the area to work on the bridge over the railroad. The department is looking at various ways to reduce those impacts as much as possible. To get information on trail closures, and other updates along the project, please sign up for the I-55 corridor e-update list on the project webpage: <https://www.modot.org/I-55bridge2023-vpm>

At the end of the project, the entire corridor will be resurfaced to eliminate any lane markings caused by the traffic shifts. This will provide a clean surface to put down the final lane striping. Most likely, the first part of the resurfacing work in the northern section will take place in 2023, with the remainder taking place in early 2024. However, until that resurfacing is complete, drivers may experience a slight bump between the existing pavement and the new bridges – that will be more level once the final layer of asphalt is added.

Which bridges are being worked on?

The bridges at Gravois Creek, Green Park, River Des Peres, northbound and southbound Union Pacific Railroad, and over South 2nd Street will have the deck (the driving surface and concrete barrier) removed and replaced. The bridges at Bayless, Koeln Avenue, Virginia, Bates, 4500 S. Broadway, Gasconade, Potomac, and 3200 S. Broadway will have the concrete overlay on the bridge removed and replaced. The Daycare Overpass pedestrian bridge, between Reavis Barracks and the Union overpass, will be removed. The bridge has been closed for almost two years due to safety, and got minimal use before it closed.

Why doesn't MoDOT close the entire corridor to work on the bridges?

Although closing the corridor (similar to that done for I-64) might get the construction completed quicker, overall, the impacts to travel in the region would be significantly impacted, and much of the work is less extensive. Many of the bridges along the I-64 corridor needed to be completely rebuilt (instead of simply getting a deck or driving surface repair) and unlike the I-64 corridor there are not good options for alternate travel to give people other options to travel between the city of St. Louis, Illinois, south St. Louis County and Jefferson County.

What is the timeline?

Plans complete	Fall 2021
Public informational meeting	Late spring 2021
Project start	Spring 2022
North section (Pestalozzi to Potomac) shift starts	Spring 2022
North section traffic shift ends	Late fall 2022
South section shifts (Virginia to River Des Peres and Green Park to Grants Trail) starts	Spring 2023
Second shift ends reopen	Late fall 2023
Resurfacing (north section)	Spring 2023
Resurfacing (south section)	Spring 2024
Construction complete	Late summer 2024

