Appendix D:
Maps, Photos and Visuals
I-270 NORTH GAP PROJECT: GREATER ACCESS TO PROSPERITY

Maps, Photos, & Visuals
Project Location on Major Freight Corridor

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.

Project Location Near Intermodal Facilities

- Wood River Refinery
- Warehouses & Distribution Ctrs.
- Funded Projects on I-270
- Proposed I-270 North GAP Project Location
- Funded Projects on I-270
- Barge, Dock, or Moorings
- America’s Central Port
- Intermodal Freight Facility
- St. Louis Downtown Airport
- St. Louis Intl. Airport
- Intermodal Freight Facility
- Beelmann River Terminals
- Funded
- Funded
- Funded Projects on I-270
- Intermodal Freight Facility

[Map with various locations and projects marked]
Project Location & Other Funded Projects

[Map showing project locations and funded projects.]

**LEGEND**
- Unfunded Portion of I-270 Project
- Funded Portion of I-270 Project (~6.5 miles) $278M (Under Construction)
- INFRA Grant Request Limits
- Bridge Replacement (INFRA Request)
- Bridge Rehabilitation (INFRA Request)
- Chain of Rocks Bridge - FUNDED (Construction Date of 2025)
- Riverview Bridge Replacement (Construction Date of 2025)
- Illinois DOT Widen - 4 to 6 Lanes - PARTIALLY FUNDED (5.3 miles)
- St. Louis Lambert International Airport

[Map showing major cities and states.]
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
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.
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
Within 24 hours, truck traffic is radiating in all directions. Source: ATRI
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
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

Relative Activity of Major Corridors in Missouri (2011)

Legend
2011 Transearch Network
(Value of Goods Shipped $M)
- 0 - 7,400
- 7,400 - 26,000
- 26,000 - 57,000
- 57,000 - 88,000
- 88,000 - 168,200

Value of Goods Shipped ($M)
- Traveling Via I-70
- Traveling Via I-44
- All Freight

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Transearch Value of Goods Shipped

Legend
2011 Transearch Network ('000s of Tons)
- 0 - 4,500
- 4,500 - 15,200
- 15,200 - 30,800
- 30,800 - 42,500
- 42,500 - 67,100

Relative Activity of Major Corridors in Missouri (2011, Thousands of Tons)

Thousands of Tons

Traveling Via I-70  Traveling Via I-44  All Freight

Outbound  Inbound  Internal  Through
Photographs

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)
I-270 North Goods Movement/Supply Chain Freeway
Photographs

I-270 North looking west