



MEMORANDUM
Missouri Department of Transportation
City of St. Louis Area Team
SL District

TO: J6S3442 Project Files

CC: Thomas Evers, SL District Engineer
Steve Miller, SL Communications Manager
Heather Copeland, SL Project Manager

FROM: Jennifer Wade
Area Engineer

DATE: July 17, 2026

SUBJECT: Loughborough/Weber bridge replacement public meeting, August 24, 2026

This memo serves as a summary of the open-house style public meeting the Missouri Department of Transportation held on August 24, 2026, from 4 to 7 p.m. at the St. Louis Public Library, Carondelet Branch, 6800 Michigan Avenue, St. Louis MO 63111.

Information from the public meeting was available for two weeks after the public meeting, until September 9, 2026, for additional public review and comment.

That information was shared on the

project website: <https://www.modot.org/projects/interstate-55-bridge-replacement-loughborough-avenue-and-weber-road-st-louis>.

The department had 55 people attend the meeting in person, while 697 people visited the website and viewed the information virtually in the two weeks after the meeting. There were 71 submitted comments on the project, both during the in-person and through the on-line public meeting. About 80 percent of the people who commented were residents of the local area.



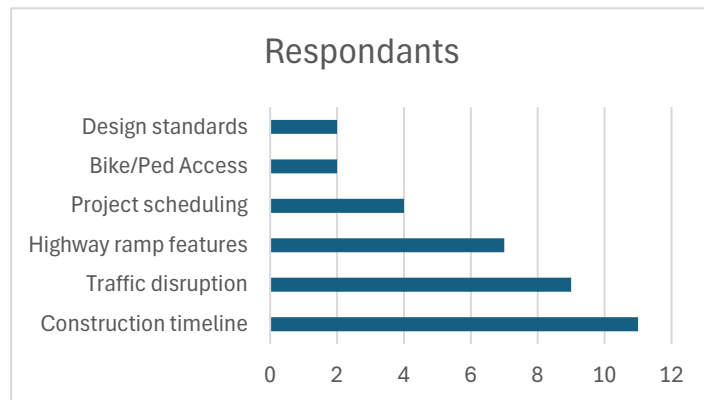
Meeting participants:

- **Presenting team:** MoDOT, St. Louis City and the city's consultant team led by HDR.
- **Administrative team in attendance:** Lisa Kuntz.
- **Notable public attendees:** Representatives from Trailnet, City of St. Louis, St. Louis Board of Alders.

The following information was shared by participants in the questions asked on the comment form. These comments will help shape the priorities MoDOT uses as various design choices are made throughout the corridor.

Question 2 asked respondents about their concerns with the replacement plans for the Weber Road bridge over I-55. Responses to the Weber bridge replacement plans were mixed, with many expressing concerns about construction timelines and potential traffic disruptions, especially if both bridges are replaced simultaneously. Some

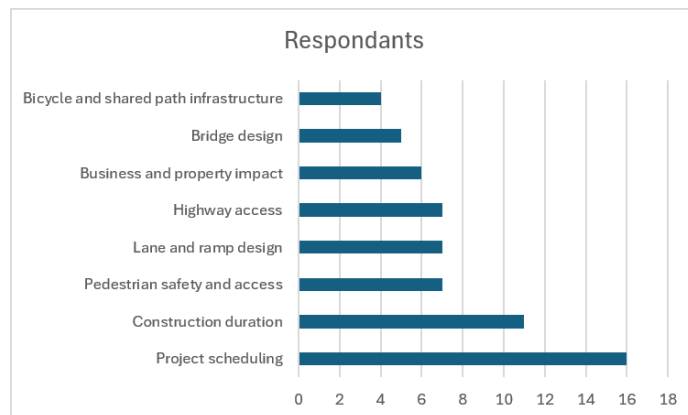
highlighted the need for improved highway ramps and safety features, while a few requested better bicycle and pedestrian access. Positive comments focused on the new bridge's design and shared use path. Overall, most feedback centered on minimizing inconvenience and ensuring efficient project management during construction, with some calls for enhanced connectivity and safety improvements.



Question 3 asked people what their concerns or questions were for MoDOT's replacement of the Loughborough Avenue bridge over the interstate, or the city's planned replacement for Loughborough over the UPRR and Carondelet Connector.

Feedback on the Loughborough bridge replacement is mixed, with concerns outweighing support. Many respondents are worried

about construction timing, prolonged closures, and impacts on traffic, businesses, and neighborhood access. Pedestrian and cyclist safety, as well as improved bridge design features, are also frequent topics. Some feel the project should have been coordinated with earlier highway work. A few appreciate planned improvements and aesthetic upgrades. Overall, respondents seek better planning, clear communication, and enhanced safety for all users during and after construction.



Question 4 asked for suggestions for moving pedestrians from the neighborhood to Loughborough Commons during the construction of the Loughborough Avenue bridges. Responses focused on ensuring safe, accessible pedestrian routes across I-55, including a separate pedestrian crossing or asking Metro to provide a route from the east side of the interstate to the west side. Some highlighted concerns about traffic impacts and the need for shuttle or bus services, especially for those with limited mobility. A few mentioned lighting, security, and preventing encampments. Access to

groceries and basic needs was also noted. Overall, feedback emphasized safety, accessibility, and minimizing disruption for residents during the bridge replacement process. Sentiment was mixed, with both concerns and constructive ideas shared throughout.

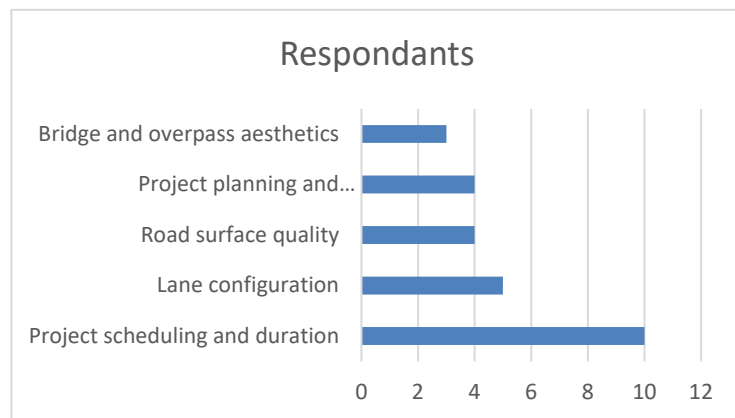
Question 5 asked about the destinations for those people who used the bridge as a pedestrian. A majority of the responses were to either Loughborough Commons or to Carondelet Park.

Question 6 asked about other issues that MoDOT should be concerned about. Responses focus on concerns about project scheduling, duration, and minimizing disruption, with many urging MoDOT to avoid extended closures and overlapping projects. Some highlight lane safety, bridge aesthetics, and better accommodation for active

transportation. There are also suggestions regarding roundabout design, drainage, and road quality. A few mention planning transparency and construction waste. Overall, sentiment is mixed but leans negative, with most seeking efficient timelines, improved safety, and thoughtful design to reduce community impact during construction projects like these.

Comment themes and responses – Several of the comments, including discussions about why this project wasn't constructed as a part of the earlier interstate bridge project in this area, were answered on the project website. Other concerns brought up by the public during this public meeting included:

- Potential impacts to the Carondelet Connector/Greenway
 - The Carondelet Connector should stay open for most of the time, except when work is going on directly overhead – such as bridge demolition, girder setting or concrete work.
- Increased traffic on other arterial corridors



- There will be increased traffic on several city arterial routes due to this traffic. Fortunately, detour routes for the Weber and the Loughborough bridge do not use the same routes, so they complement each other, even if both bridges are underway at the same time.
- Work during the evening or overnight
 - Since both projects are in residential areas, work hours will, most likely, be during the day – probably about 7 a.m. to 7 p.m. depending on weather. There will be times, especially when there is work directly over the interstate, such as demolition or girder setting, that requires a full closure of the interstate for a weekend, that residents can expect nighttime work. There may also be nighttime work when concrete is placed for the bridge deck, depending on temperatures.
- Impact to through traffic on I-55
 - For the most part, the impact to through traffic on I-55 should be minor. One lane will be closed in each direction as crews are working on the foundations for the bridge – either the inside (left) lane when they are working on the middle of the bridge or the outside (right) lane when they are working on the portions of the foundation near Loughborough. There will be times where the interstate will be closed for a weekend to remove the old bridges, and may be times when the interstate is closed for short periods when the girders are being placed for the new bridge.
- Concerns about vibrations impacting residences or businesses.
 - MoDOT will ask the contractor to monitor any potential vibrations during the construction process especially around the Loughborough bridge work to avoid causing significant vibrations during construction.
- Access from Weber to southbound Interstate 55
 - Since there is a full interchange at Bayless, it would interfere with any access to Weber to the south, making it unsafe for people to enter or exit the interstate at either Weber or Bayless.

Next steps – MoDOT will take the information that was shared during the public meeting and make any final changes to the plans, before putting the contract out for bid sometime in late 2027. Work on the project should start shortly after the project is awarded.