

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

STB Docket No. AB-103 (Sub-No.-15)

KANSAS CITY SOUTHERN RAILWAY COMPANY
- ADVERSE AND ABANDONMENT -
IN ST. CLAIR COUNTY, IL

STB Docket No. AB-849

GATEWAY EASTERN RAILWAY COMPANY
- ADVERSE ABANDONMENT -
IN ST. CLAIR COUNTY, IL

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PETITION FOR WAIVER AND EXEMPTION
OF
ILLINOIS DEPARTMENT OF TRANSPORTATION

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STATE OF ILLINOIS

Dated: February 19, 2003

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

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PETITION FOR WAIVER AND EXEMPTION
OF
ILLINOIS DEPARTMENT OF TRANSPORTATION

Petitioner, the Illinois Department of Transportation ("IDOT"), petitions, pursuant to 49 C.F.R. 1152.1, et seq., for the waiver of certain of the Board's abandonment regulations and, pursuant to 49 U.S.C. 10502(a), for exemption from certain of the provisions of Subtitle IV of Title 49 of the U.S. Code, and in support thereof IDOT states, as follows;

I.

INTRODUCTION

Illinois Route 3 is a heavily traveled roadway paralleling the Mississippi River through East St. Louis, IL, and the communities situated to the north and south of it. Currently, a two-lane road, with speed limits of 25 to 35 miles per hour, Illinois Route 3 contains several at-grade crossing with the lines of the railroads serving the St. Louis gateway from the east.

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IDOT is in the process of replacing existing Illinois Route 3 with a four-lane, limited-access highway between Venice and Sauget, which in part will be elevated, thereby providing for grade-separated crossings of most of the railroad lines, with the attendant improvement in the safety of the railroad operations .

The replacement of Illinois Route 3 is an initial phase of the highway relocations which will be required for the New Mississippi Bridge, as well as affording improved access to the existing bridges. At present, the traffic borne by Interstate Highways I-55, I-70 and I-64 funnels unto the Poplar Street Bridge, connecting East St. Louis, IL, with downtown St. Louis, MO. The New Mississippi River Bridge is to be built a few miles to the north and is expected to carry the preponderance of the relocated Interstate Highways I-55, I-70 and I-64 traffic.

The Poplar Street bridge is heavily overburdened, causing massive backups and creating intolerable delays. Over the next twenty years' time, the rush hour congestion is expected to become far worse and to increase to an estimated three hours. The economic future of the urban core on both sides of the Mississippi River depends on the efficient movement of goods and rendition of services and on the ability of people simply to get to work. The New Mississippi River Bridge is intended to provide the means for attaining those goals, and the relocation of Illinois Route 3 is an integral part of that undertaking.

The relocation and partial elevation of Illinois Route 3 and the construction of new access and exit ramps for relocated Highways I-55, I-70 and I-64 will necessitate the taking of the land underlying the KCS and GWER railroad line segments proposed for abandonment.

The highway project will require the taking of the land underlying certain segments of the lines of the other railroads serving the St. Louis gateway from the east, CSX Transportation, Inc.

("CSXT"), Norfolk Southern Railway Company ("NS"), Union Pacific Railroad Company ("UP") and its subsidiary, The Alton & Southern Railway Company ("ALS"), and the Terminal Railroad Association of St. Louis ("TRRA"). IDOT has proposed to procure the rights-of way and, at its expense, to have each of the railroads install replacement tracks. All have cooperated and agreed to the relocation of their railroad lines. No Board authority is required for these railroad line relocations. See, City of Detroit v. Canadian National Railway, 9 I.C.C. 1208 (1993), aff'd sub nom., Detroit/Wayne County Port Authority v. Interstate Commerce Commission, 59 F.3d 1314 (D.C. Cir. 1995).

KCS and GWER, however, have elected not to go along with IDOT's relocation proposals, and, accordingly, no replacement lines will be built. The intransigence of KCS and GWER occasions the need for filing an Adverse Abandonment Application, for, without the land underlying their line segments proposed for abandonment, the highway project cannot proceed. The purpose of IDOT's application will be to withdraw the common carrier status of the required railroad line segments of the KCS and GWER so as to permit IDOT to condemn the railroad properties in the exercise its powers of eminent domain. Before IDOT can do so, however, it needs to secure the Board's assent to the abandonments it will be proposing.. See, Chelsea Property Owners–Aban.–The Consol. R. Corp., 8 I.C.C.2d 773 (1992), aff'd sub nom., Consolidated Rail Corp. v. ICC, 29 F.3d 706 (D.C. Cir. 1994); Kansas City Publ Ser. Frgt. Operations–Exempt. Aban., 7 I.C.C.2d 216 (1990); Modern Handcraft, Inc.–Abandonment, 363 I.C.C. 969 (1981).

IDOT, on or about April 1, 2003, hopes to be able to file with the Board an application seeking the adverse abandonment of specified segments of the lines of KCS and GWER.

The affected railroad lines are situated in U.S. Postal Service Zip Code 62201 through 62207 and 62090; they traverse no other U.S. Postal Service Zip Codes. The stations to be affected by the proposed abandonments are Venice, Bridge Junction, East St. Louis and Sauget, in St. Clair County, IL.

Four shippers are located on the KCS and GWER line segments proposed for abandonment: O'Neil Lumber & Millwork, Inc., Cargill, Inc., Robins Solvents Co. and Cahokia Marine. Each will continue to receive railroad service following the abandonments of the KCS and GWER line segments, albeit by CSXT and/or UP, rather than the KCS.

II.

WAIVERS

As is customary in adverse discontinuance and abandonment proceedings before the Board,¹ IDOT requests the waiver of certain provisions of the Board's abandonment regulations.

Notice of intent. IDOT is prepared to file and publish a notice of the proposed adverse abandonment. In view of its other waiver requests, however, IDOT believes the wording of the notice, as prescribed in 49 C.F.R. 1152.21, is inappropriate for use in these proceedings. It, therefore, asks for the waiver of the provisions of 49 C.F.R. 1152.21, proposing instead to be allowed to use the form of notice as set forth in Attachment A. Service of the notice on the Governor and other State of Illinois officials would be redundant, and, therefore, IDOT asks for

¹ See, STB Docket No. AB-582, Napa Valley Wine Train, Inc.--Adverse Abandonment--In Napa Valley, CA, served March 30, 2001; STB Docket No. AB 31 (Sub-No. 38), CSX Corporation, et al. Adverse Abandonment Application--Canadian National Railway Company, et al., served March 2, 2001; STB Docket No. AB-520, Salt Lake City Railroad Company, Inc.--Adverse Abandonment--Line of Utah Transit Authority in Salt Lake City, UT, served August 24, 1999.

the waiver of 49 C.F.R. 1152.20(a)(2)(ii), (iii) & (iv).² IDOT does not have access to the facilities of the railroads and, therefore, asks for the waiver of 49 C.F.R. 1152.20(a)(3), which requires that the notice be posted at each of the railroads' stations.³ For the reasons more fully discussed hereinafter, IDOT asks for the waiver of 49 C.F.R. 1152.20(c), which requires service of copies of the Environmental and Historic Report at least 20 days in advance of the filing of the application.

Content of application. It is unlikely that the railroads will have included the lines which are the subject of the proposed adverse abandonment in category 1 their system diagram maps, and, accordingly, IDOT asks for the waiver of 49 C.F.R. 1152.22(a)(5).⁴ IDOT is without knowledge of the condition of the affected railroad lines, the service which heretofore has been rendered by the railroads on the lines, the revenue and cost data pertaining to the railroads' operations on the line and, except for the identity of the shippers on the lines, the rural and community impact of the proposed adverse abandonment. IDOT, therefore, asks for the waiver of 1152.22(b)-(e). For the reasons more fully discussed hereinafter, IDOT asks for the waiver of 49 C.F.R. 1152.22(f), requiring the disclosure of the environmental impact of the proposed adverse abandonment. IDOT is prepared to submit a draft Federal Register notice with its application. In view of its other waiver requests, however, IDOT believe the wording of the notice, as prescribed in 49 C.F.R. 1152.22(I), is inappropriate for use in these proceedings. It,

² In connection therewith, IDOT seeks an exemption from 49 U.S.C. 10903(a)(3)(A) & (E).

³ In connection therewith, IDOT seeks an exemption from 49 U.S.C. 10903(a)(3)(B) & (E).

⁴ In connection therewith, IDOT seeks an exemption from 49 U.S.C. 10903(c).

therefore, ask for the waiver of 49 C.F.R. 1152.22(I), proposing instead to be allowed to use the form of notice as set forth in Attachment B.

Filing and service of the application. Since IDOT hereinbefore has requested waiver of 49 C.F.R. 1152.20(a)(2)(ii), (iii) & (iv), 49 C.F.R. 1152.20(a)(3) and 49 C.F.R. 1152.20©), IDOT asks for the waiver of 1152.24(b), the certification requirement. Service of the application on the Governor and other State of Illinois officials would be redundant, and, therefore, IDOT asks for the waiver of 49 C.F.R. 1152.24©). IDOT asks for the waiver of 49 C.F.R. 1152.24(e)(1), requiring the rejection of nonconforming applications.

Public use, trails and OFA conditions. Since the land to be acquired by IDOT, if its adverse abandonment application were to be approved by the Board, is intended to be utilized in connection with the relocation and partial elevation of Illinois Route 3 and the construction of access and exit ramps to relocated Interstate Highways I-55- I-64 and I-70 and the access they will afford to the New Mississippi River Bridge, as well as the currently existing bridges, thereby serving an overriding public use, the imposition of public use, trails or offer-of-financial assistance conditions would frustrate the attainment of the objectives to be achieved by the filing of the application. Accordingly, IDOT asks for the waiver of 49 C.F.R. 1152.28,⁵ 49 C.F.R. 1152.29 and 49 C.F.R. 1152.27.⁶ Relief such as IDOT seeks has been granted by the Board from time to time when the railroads' rights-of-way were needed for a valid public purpose and there was no countervailing public need for continued rail service. See, STB Docket No. AB-33 (Sub-No. 153X), Union Pacific Railroad Company--Abandonment Exemption--In Monroe County, IA,

⁵ In connection therewith, IDOT seeks an exemption from 49 U.S.C. 10905.

⁶ In connection therewith, IDOT seeks an exemption from 49 U.S.C. 10904.

served September 1, 2000; STB Docket No. AB-558X, Dophan, Kensett and Searcy Railway--Abandonment Exemption--In Searcy, White County, AR, served May 6, 1999; STB Docket No. AB 290 (Sub-No. 184X), Norfolk and Western Railway Company--Abandonment Exemption--In Cincinnati, Hamilton County, OH, served May 13, 1998.

Environmental and historic report. The relocation and partial elevation of Illinois Route 3, affording access to the New Mississippi River Bridge, as well as the currently existing bridges, has been the subject of a long and thorough environmental review process, with the Federal Highway Administration of the U.S. Department of Transportation and IDOT serving as the lead agencies and the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Illinois Department of Natural Resources serving as cooperating agencies. Copies of the Final Environmental Impact Statement, Section 4(f) Evaluation and Design Reports will be lodged with the Board's Section of Environmental Analysis.

The need for taking certain railroad lines was considered as part of the environmental review process, and attached hereto, as Attachment C, are excerpt from the Final Environmental Impact Statement, Section 4(f) Evaluation and Design Reports relating to the affected railroad lines.

Moreover, as it relates to the Application to be filed by IDOT, as already noted, the four current shippers on the affected line segments will not lose railroad service. They will continue to be served by CSXT and/or UP, rather than by KCS which heretofore served them over the track segments to be abandoned.. Accordingly, no departure from the current consist or volume of railroad traffic is anticipated. The proposed adverse discontinuance and abandonment, therefore, come within the provisions of 49 C.F.R. 1105.6(b)(7)(2), requiring no environmental

documentation in any action that does not result in significant changes in carrier operations, that is, changes that do not exceed the thresholds established in 49 C.F.R. 1105.7(e)(4) or (5). See, STB Docket No. AB-520, Salt Lake City Railroad Company--Adverse Abandonment--Line of Utah Transit Authority in Salt Lake City, UT, served August 24, 1999; STB Docket No. AB-103 (Sub-No. 14), The Kansas City Southern Railway Company--Adverse Discontinuance Application--A Line of Arkansas & Missouri Railroad Company, served November 24, 1998.

The foregoing waiver requests are in line with the approvals heretofore granted by the Board in adverse discontinuance and abandonment proceedings. See, STB Docket No. AB-549, City of Rochelle, Illinois--Adverse Discontinuance--Rochelle Railroad Company, served June 5, 1998; STB Docket No. AB-31 (Sub-No. 30), Grand Trunk Western Railroad Incorporated--Adverse Discontinuance of Trackage Rights Application--A Line of Norfolk and Western Railway Company in Cincinnati, Hamilton County, OH, served February 12, 1998; STB Docket No. AB-469, Jacksonville Port Authority--Adverse Discontinuance--In Duval County, FL, served April 18, 1996. IDOT, therefore, asks that its waiver requests be granted.

III.

EXEMPTIONS

As already indicated, in connection with its filing before the Board of its adverse abandonment application, IDOT asks that it be exempted from the provisions of 49 U.S.C. 10903(a)(3)(A), (B) & (E), 49 U.S.C. 10903©), 49 U.S.C. 10904 and 49 U.S.C. 10905. Requiring IDOT's compliance with these provisions is not necessary to carry out the railroad transportation policy of 49 U.S.C. 10101. To the contrary, granting the relief which IDOT seeks would reduce regulatory barriers to exit from the railroad industry and provide for the expeditious

handling and resolution of these proceedings, minimizing the need for Federal regulatory control. The abandonment authorization which is sought is of limited scope, involving only a few miles of railroad lines. Application of the statutory requirements is not needed to protect shippers from the abuse of market power, for, as has been noted, the four current shippers will continue to receive railroad service.

Under similar circumstances, the Board heretofore has granted such exemptions at the request of adverse discontinuance and abandonment applicants. See, STB Docket No. AB-33 (Sub-No. 153X), Union Pacific Railroad Company--Abandonment Exemption--In Monroe County, IA, served September 1, 2000; STB Docket No. AB-558X, Doniphan, Kensett and Searcy Railway--Abandonment Exemption--In Searcy, White County, AR, served May 6, 1999; STB Docket No. AB-469, Jacksonville Port Authority--Adverse Discontinuance--In Duval County, FL, served April 18, 1996. IDOT, accordingly, asks that its exemption requests be granted.

WHEREFORE, petitioner, Illinois Department of Transportation, seeks the waiver of certain of the Board's discontinuance and abandonment regulations and exemption from certain of the provisions of subtitle IV of Title 49 of the U.S. Code in connection with the anticipated filing by IDOT of its adverse abandonment application.

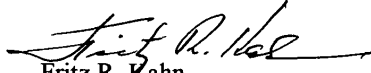
Respectfully submitted,

ILLINOIS DEPARTMENT OF TRANSPORTATION

By its attorneys,

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Special Assistant Attorney General
STATE OF ILLINOIS

Dated: February 19, 2003

ATTACHMENT A

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

STB Docket No. AB-103 (Sub-No.-15)

KANSAS CITY SOUTHERN RAILWAY COMPANY
- ADVERSE AND ABANDONMENT -
IN ST. CLAIR COUNTY, IL

STB Docket No. AB-849

GATEWAY EASTERN RAILWAY COMPANY
- ADVERSE ABANDONMENT -
IN ST. CLAIR COUNTY, IL

NOTICE OF ADVERSE DISCONTINUANCE AND ABANDONMENT
OF
ILLINOIS DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation ("IDOT") gives notice that on or about April 1, 2003, it intends to file with the Surface Transportation Board, Washington, DC 20423, an application seeking the adverse abandonment of segments of the railroad lines of the Kansas City Southern Railway Company ("KCS") and of its subsidiary, Gateway Eastern Railway Company ("GWER"), in St. Clair County, Illinois.

The land underlying the line segments is required in connection with the relocation and partial elevation of Illinois Route 3, a heavily traveled roadway paralleling the Mississippi River, and the construction of access and exit ramps for relocated Interstate Highways I-55, I-64 and I-70, in anticipation of the building of the New Mississippi River Bridge, connecting St. Louis, MO,

and East St. Louis, IL, as well as affording improved access to the existing bridges. The affected railroad lines are situated in U.S. Postal Service Zip Codes 62201 through 62207 and 62090; they traverse no other U.S. Postal Service Zip Codes. The stations to be affected by the proposed discontinuance and abandonment are Venice, Bridge Jct., East St. Louis and Sauget.

The current shippers, O'Neil Lumber & Millwork, Inc., Cargill, Inc., Robins Solvents Co., and Cahokia Marine., will continue to receive railroad service, albeit from CSX Transportation, Inc., and/or Union Pacific Railroad Company, rather than KCS which heretofore has served them.

The application can be viewed following its filing on the Board's web page, www.stb.dot.gov, or a copy can be secured from IDOT's counsel, whose name and address appear below.

The land underlying the railroad line segments proposed for abandonment is required for the construction of piers and other support structures for relocated Illinois Route 3 and the access and exit ramps of relocated Interstate Highways I-55, I-64 and I-70, which will permit the grade separation of most of the railroad lines approaching the St. Louis gateway from the east. Based on information in IDOT's possession, the lines do not contain Federally granted rights-of-way. Any documentation in IDOT's possession will be made available promptly to those requesting it.

The interests of the the railroads' employees will be protected by the conditions of Oregon Short Line R. Co.--Abandonment--Goshen, 360 I.C.C. 91 (1979).

The application will include IDOT's entire case for abandonment. Any interested person, after the application is filed on or about April 1, 2003, may file with the Surface Transportation Board its protest of, or written comments concerning, the proposed abandonment. identifying

them by the proceedings' docket numbers. These filings are due 45 days from the date of filing of the application and should detail (1) the person's name, address and business, (2) the person's interest in the proceeding, (3) the person's reasons for protesting or commenting on the proposed discontinuance and abandonment and (4) any responses to the material submitted in the application. Protests or comments need to be notarized or verified, and an unbound original and ten copies are required to be filed with the Secretary of the Board, at 1925 K Street, NW, Washington, DC 20423-0001, together with a certificate of service attesting that copies of the comments or protests have been served on IDOT's counsel, Fritz R. Kahn, Fritz R. Kahn, P.C., 1920 N Street, NW (8th fl.), Washington, DC 20036. Protests and comments will be considered by the Board in determining what disposition to make of the application.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Service at (202) 565-1592 or refer to the text of the abandonment regulations at 49 C.F.R. 1152.1, et seq., which can be viewed at www.gpo.gov/nara.cfr.

ATTACHMENT B

FEDERAL REGISTER NOTICE

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

STB Docket No. AB-103 (Sub-No.-15)

**KANSAS CITY SOUTHERN RAILWAY COMPANY
– ADVERSE AND ABANDONMENT –
IN ST. CLAIR COUNTY, IL**

STB Docket No. AB-849

**GATEWAY EASTERN RAILWAY COMPANY
– ADVERSE ABANDONMENT –
IN ST. CLAIR COUNTY, IL**

NOTICE OF PROPOSED ADVERSE DISCONTINUANCE AND ABANDONMENT

On April 1, 2003, the Illinois Department of Transportation ("IDOT") filed with the Surface Transportation Board, Washington, DC 20423, its application seeking the adverse abandonment of certain specified segments of the lines of the Kansas City Southern Railway Company ("KCS") and of its subsidiary, Gateway Eastern Railway Company ("GWER"), in St. Clair County, Illinois. The land underlying the railroad line segments is required in connection with the relocation and partial elevation of Illinois Route 3, a heavily used roadway paralleling the Mississippi River, and to construct access and exit ramps for relocated Interstate Highways I-55, I-64 and I-70, in anticipation of the planned building of the New Mississippi River Bridge, connecting St. Louis, MO, and East St. Louis, IL, as well as affording improved access to the

existing bridges. The affected railroad lines are situated in U.S. Postal Service Zip Code 62201 through 62207 and 62090; they traverse no other U.S. Postal Service Zip Codes. The stations to be affected by the proposed abandonments are Venice, Bridge Jct., East St. Louis and Sauget.

The current shippers on the line, O'Neil Lumber & Millwork, Inc, Cargill, Inc., Robins Solvents Co. and Cahokia Marine., will continue to receive railroad service from CSX Transportation, Inc., and/or Union Pacific Railroad Company, rather than from KCS which heretofore served them.

The application can be viewed on the Board's web page, www.stb.dot.gov, or a copy can be secured from IDOT's counsel, whose name and address appear below.

The land underlying the railroad line segments proposed for abandonment is required for the construction of piers and other support structures of relocated and partially elevated Illinois Route 3 and the construction of the access and exit ramps for relocated Interstate Highways I-55, I-64 and I-70, which will permit the grade separation of most of the railroad lines approaching the St. Louis gateway from the east.. Based on information in IDOT's possession, the line segments do not contain Federally granted rights-of-way. Any documentation in IDOT's possession will be made available promptly to those requesting it.

The interests of the railroads' employees will be protected by the conditions of Oregon Short Line R. Co.--Abandonment--Goshen, 360 I.C.C. 91 (1979).

The application included IDOT's entire case for the proposed abandonments. Any interested person may file with the Surface Transportation Board its protest of, or written comments concerning, the proposed abandonments, identifying them by the proceedings' docket numbers. These filings are due 45 days from the date of filing of the application and should detail

(1) the person's name, address and business, (2) the person's interest in the proceeding, (3) the person's reasons for protesting or commenting on the proposed discontinuance and abandonment and (4) any responses to the material submitted in the application. Protests or comments need to be notarized or verified, and an unbound original and ten copies are required to be filed with the Secretary of the Board, at 1925 K Street, NW, Washington, DC 20423-0001, together with a certificate of service attesting that copies of the comments or protests have been served on IDOT's counsel, Fritz R. Kahn, Fritz R. Kahn, P.C., 1920 N Street, NW (8th fl.), Washington, DC 20036. Protests and comments will be considered by the Board in determining what disposition to make of the application.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Service at (202) 565-1592 or refer to the text of the abandonment regulations at 49 C.F.R. 1152.1, et seq., which can be viewed at www.gpo.gov/nara/com.

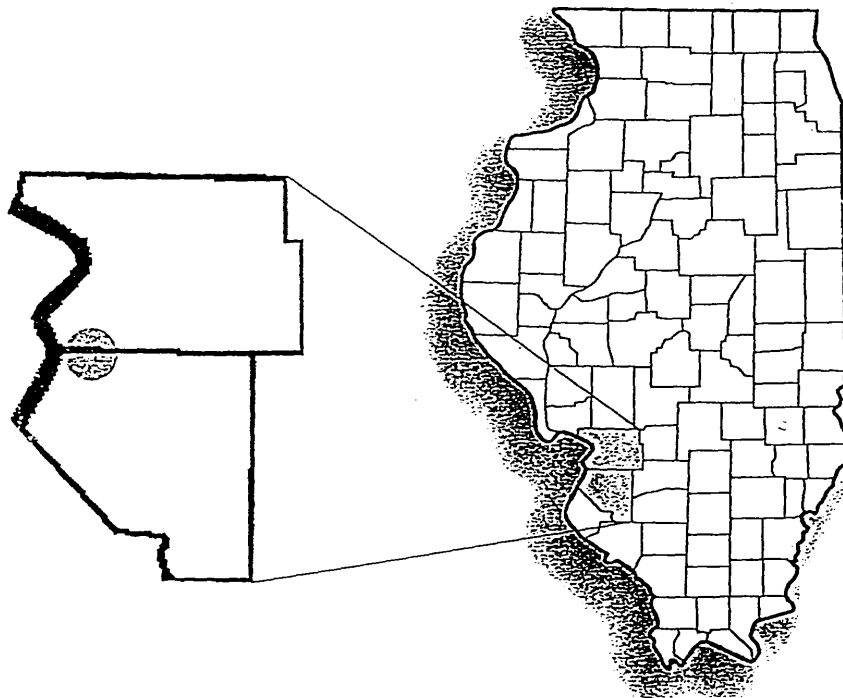
ATTACHMENT C

Final Environmental Impact Statement

FAP 14

Illinois Route 3 Relocation

Madison and St. Clair Counties, Illinois



**Illinois Department
of Transportation**
DIVISION OF HIGHWAYS

2.0 PREFERRED ALTERNATIVE

The following paragraphs describe the preferred alignment for the Illinois Route 3 (IL-3) project and the reasons for selection. The Preferred Alternative is shown in Exhibit 14. A description of the alternatives considered and the reasons they were dropped is provided in Section 3 of the DEIS.

2.1 Description of Preferred Alternative

The DEIS discusses five alignment alternatives, The Front Street Alternative, Line A, Line B, Line C, and Line D. Line D is the Locally Preferred Alternative. This alignment consists of a multi-lane highway at a new location to replace the existing outmoded two-lane highway. It will be classified as an urban major arterial with an 80 kph (50 mph) design speed. The project length is 8.8 k (5.5 mi) and approximately 80 ha (197 ac) of new right-of-way will be required. The preferred alignment is shown on Exhibit 14.

In the southern half of the corridor, this alignment is the same as Line B and Line C. The project begins in Sauget, turning northeast from the current alignment and tying into the "Q" Corridor, an alignment paralleling a railroad right-of-way (ROW). The Preferred Alternative alignment follows the "Q" Corridor until it reaches the former National City. At this point, Line D turns east, proceeding along the northern edge of the former National Stockyards, crossing existing IL-3 and the proposed Interstate Route 64 (I-64) and Interstate 70 (I-70) corridors, and skirting the eastern edge of Brooklyn. The alignment rejoins the northern end of Line C at the southeast corporate limits of Venice, through the City. The alignment through the City of Venice corresponds to Line C7, the alignment preferred by the City.

Based upon concerns raised at the Public Hearing, IDOT is working with the City of Venice's elected officials to identify a second access point for the neighborhood bounded by IL-3 to the north and east, the Norfolk Southern rail line to the west, and Ashbrook Street to the south (see Section 1.2.3). This will provide access for emergency vehicles into the community or access to residents to locations north of Venice or east of IL-3 should the intersection at IL-3, Broadway, and 2nd Street become blocked.

The Preferred Alternative will have at-grade railroad crossings with three low-volume siding tracks between the MacArthur Bridge and north of Trendley Avenue. It will require the construction of seven grade separations for highways and/or railroads. The grade separations will be at the following locations: the north railroad approach to the MacArthur Bridge, MetroLink and River Park Drive, "Q" Corridor, at relocated Cahokia Canal, at a relocated NS railroad track east of Brooklyn, N&W/UP/TRRA railroad tracks east of Brooklyn, and the TRRA fly-over track in Venice. Existing grade separations will be utilized at the following locations: the east railroad approach and the closed roadway approach to the MacArthur Bridge, the Poplar Street Bridge approaches, the closed roadway approach to the MacArthur Bridge, the approach to the Martin Luther King Bridge, and the Venice subway. As part of the proposed New Mississippi River Bridge (NMRB) project, two additional grade separations will be constructed over the preferred alignment.

Intersections will be provided at the following locations: Trendley Avenue, River Park Drive, Missouri Avenue, existing IL-3 and Exchange Avenue in the former National City, Eagle Park Drive, an extension of Kerr Street in Venice, and Broadway and Second Streets in

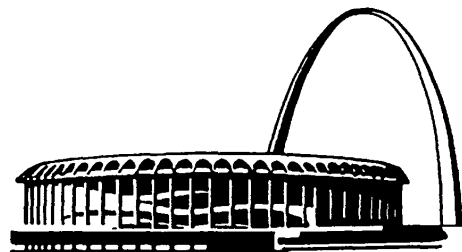
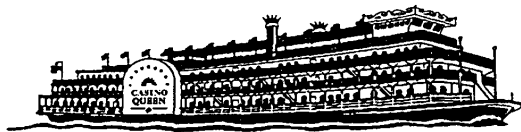
Mississippi River Crossing Relocated I-70 and I-64 Connector

Final Environmental Impact Statement/ Section 4(f) Evaluation

FHWA-IL-EIS-98-01-F/4(f)

**Illinois Department of Transportation
Missouri Department of Transportation**

March 2001



the interstate highway network than the community has today. This access will be safer and the resulting circulation network will effectively connect all quarters of East St. Louis around the I-55/70/64 tri-level interchange, creating a new local street loop around the interchange. This improved access and circulation will improve driving and walking conditions for East St. Louis residents and will allow East St. Louis to attract new tax base and jobs.

- ▶ In place of the unsafe, substandard St. Clair Avenue ramps, East St. Louis will gain: new ramps at the edge of Goose Hill to and from the I-64 Connector and relocated I-70.
- ▶ In place of the undesirable Missouri Avenue crossing of the interstate and the MacArthur Bridge approach/high-speed rail tracks, East St. Louis can gain: a prominent, new, high-profile East St. Louis street connection to the riverfront and a First Street extension to Goose Hill.
- ▶ In place of the existing Ninth/Tenth Street one-way pair of viaducts over I-64, East St. Louis will gain: a two-way Ninth Street realignment, a Collinsville Avenue realignment, a Bowman Avenue interstate crossing, a pedestrian overpass at Fifteenth Street, and restoration of two-way traffic along stretches of both St. Clair and Baugh Avenues.

The proposed roadway network will maintain and improve access and circulation for downtown East St. Louis and for neighborhoods such as Emerson Park and Goose Hill. These changes will strengthen the street grid making it work better for police, fire, and ambulance drivers, for neighborhood residents, and for tourists and business users. The interstate highway network in East St. Louis is failing today. To bring in business and jobs, the roadway network serving East St. Louis needs to be upgraded. If the interstates are too congested and unsafe, then motorists will not be able to get in and out of East St. Louis. Relocated IL Rt. 3 with the multiple local street improvements provided as part of this project will allow the proposed interstate highway improvements to really work for East St. Louis.

Furthermore, IDOT is committed to continue to work with East St. Louis, as it develops its comprehensive plan, and to make sure that minority contractors and employees have a strong role in constructing the project improvements.

3. Business Relocations

The project is expected to impact area businesses in a number of ways, including the acquisition of both occupied and vacant property for right-of-way, benefits from improved accessibility, and creation of potential development/redevelopment opportunities. The proposed action will require relocating **seven** small businesses in Illinois, involving an estimated **28** jobs, as well as involve a partial taking from one other active business, which is expected to be able to remain in operation at its present location in a joint-use of right-of-way under the I-64 Connector structure (see Figure F4.F). **The Club Rio opened in a vacant building following publication of the DEIS, and a furniture/pawn shop and an exterminator on Collinsville Avenue were added to the list of**

Illinois displacements to provide for additional local street mitigation measures in East St. Louis. Petroff Towing will also be displaced, and a number of closed or vacant commercial properties will be cleared. The KATZ 1600 radio towers, which must meet difficult-to-site broadcast requirements, will be relocated. The Gateway Mid-State Truck Plaza on IL Rt. 203 will lose some unimproved truck parking at the edge of its site.

The proposed action will require relocating 47 businesses in Missouri, as well as involve partial takings from another 16 business operations, which are expected to be able to remain in operation at their present location. The Missouri relocations are estimated to involve some 400 jobs. The typical business to be relocated is a small business employing fewer than six persons; the exceptions are the seven businesses to be relocated employing more than a dozen persons. The seven are: Greyhound Lines Maintenance (61); Gared Sports Inc. (41); M & L Frozen Foods (30); Sang Fah Wholesale (20); Gateway Cold Storage (17); Door to Door & Edward Dietiker Moving & Storage Co. (15); and S & B Candy Co. (13). The largest employer, Greyhound Lines Maintenance may favor a relocation to the south side of downtown to be closer to the new St. Louis Gateway Transportation Center, where Greyhound Lines is scheduled to move its passenger terminal in 2003. Gateway Cold Storage requires specialized refrigerated space. Finding suitable sites and facilities to relocate the balance of the businesses is expected to be readily doable. Only two of the businesses may be considered to primarily provide neighborhood services, If Looks Could Kill Beauty Shop and Dominoes Pizza, and additional sites are available in the vicinity of their present operations to accommodate them.

Displaced businesses will be paid fair market value for their property and assisted in relocating, according to the requirements of the 1970 Uniform Relocation Assistance and Real Property Acquisition Policies Act. Every effort will be made to help the businesses find suitable replacement sites within their present taxing jurisdictions. Multiple sites are available in East St. Louis and the stockyard's area to relocate the Illinois businesses. MoDOT will subcontract with SLDC, which will be charged with assisting the Missouri business displacees in finding suitable replacement sites. Partial takings will be valued and the affected owners will be paid the fair market value of the damages. Offers will be made by the acquiring agency, IDOT or MoDOT, to purchase any identified uneconomic remnants that have little value or use to the owners.

The city of St. Louis has designated the 364-hectare (900-acre) area on the east side of I-70 from Cass Avenue north to Carrie Avenue in the Hall Street area as the focus for the North Riverfront Redevelopment Initiative to accommodate businesses that will need to be relocated for the new bridge. The city will assemble sites large enough for reuse and clean up any special waste contamination and then work with businesses to provide incentives to help them relocate to these sites. The initiative area is in either the state's enterprise zone or the federal government's empowerment zone, which may be able to offer additional incentives to business operations with high-paying jobs and higher numbers of employees. Additional relocation sites are available farther north in the Hall Street area, in the St. Louis Commerce Center on the northwest side of downtown, and in the Broadway Commerce Center and along Chouteau on the south side of downtown.

The United States Coast Guard (USCG) has determined the necessary clearances to avoid interference with channel navigation through the St. Louis harbor (see the Appendix A USCG letter). The USCG is calling for the span arrangement for the Mississippi River crossing to provide a 183-m (600-ft) span on the Missouri shore and a 457-m (1,500-ft) main span extending from the Missouri shore pier to the Illinois shore, see Figure F4.G. The exact pier locations may be adjusted based on the results of a simulation at the Paducah, Kentucky-based Seamen's Church training facility in Vicksburg. If the floodwall needs to be breached to place the Missouri shore pier, such work will be done at such a time or in such a way as to avoid flooding; a combination floodwall and bridge pier would replace the existing floodwall. Similarly, if the pier is to be placed on either side of the floodwall, the North Riverfront Trail, active rail lines, and roadway access to Lewis & Clark Marine Terminal will be preserved or restored.

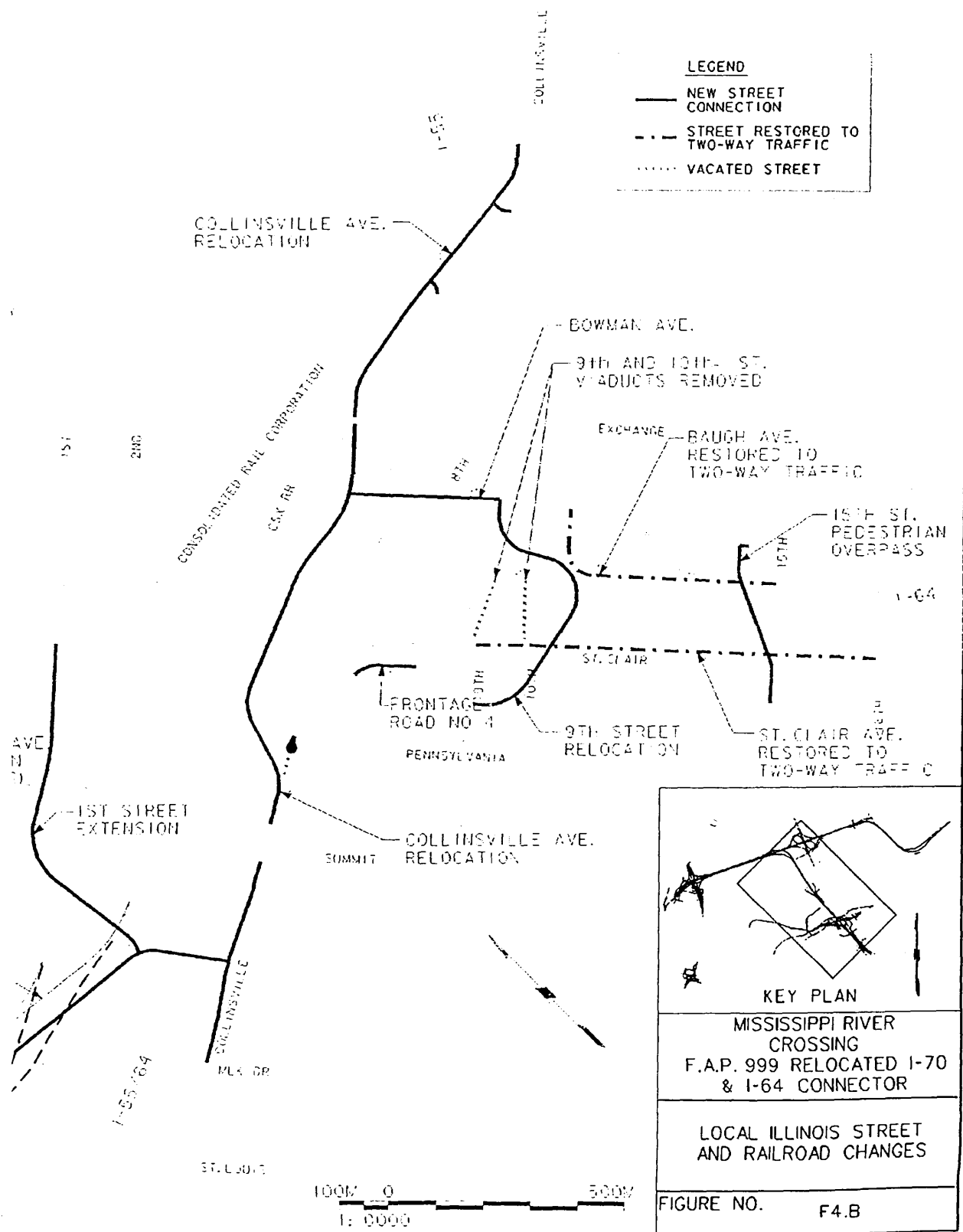
The proposed action will span all of the railroad lines in Illinois at a minimum clearance of seven meters (23 ft), except two rail lines, which will be relocated and one which will be removed (see Figure F4.B). In Missouri, the existing railroad line extending over I-70 and under Tucker will be removed to accommodate the project, especially the parkway alignment under Tucker and O'Fallon. TRRA's High Line trestle (connecting the north riverfront with the Mill Creek Valley yards) will be modified to accommodate the changed vertical clearance required for southbound I-55; and UP's Lesperance Street Line (connecting the south riverfront with Mill Creek Valley) will be modified to accommodate the changed horizontal and vertical clearance required for the north- and southbound I-55 ramps at the Poplar Street Bridge approach.

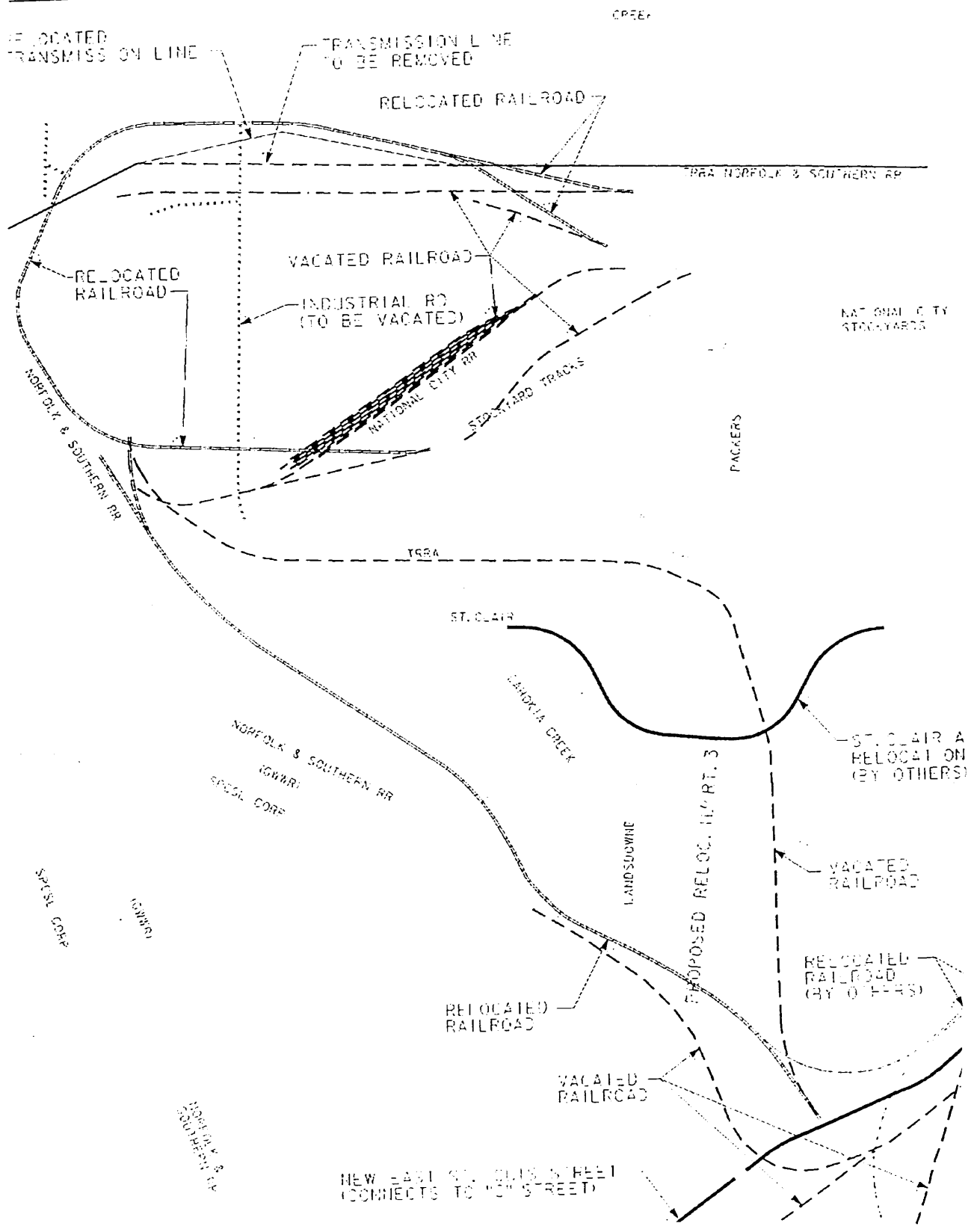
The project will affect three of four transmission lines and one substation used by AmerenUE to provide electrical service in the immediate project area.

4. Land Use Changes

The proposed improvements are not expected to alter the pattern of land use and zoning in either the Missouri (city of St. Louis) or Illinois (St. Clair County/cities of East St. Louis, Fairmont, and Madison) parts of the study area. The improvements will reinforce changing industrial/commercial land uses in East St. Louis. New highway construction will occur in an established urban context with predominant commercial and industrial uses. Improvements have been designed around the need to strengthen existing activity centers (e.g., the St. Louis CBD) and existing transportation linkages.

The project is an element of the Transportation Improvement Plan and as such has the support of the cities of St. Louis and East St. Louis and St. Clair County. It is consistent with published plans and policies, including the Downtown Now Plan for St. Louis. The primary land use impacts will result from acquiring improved and unimproved parcels for the project. Any new uses/activities occurring near relocated I-70, either at interchanges or along the right-of-way, are likely to be comparable to and compatible with existing uses. The proposed action will bring increased visibility and improved accessibility, as well as





DESIGN REPORT

RELOCATED ILLINOIS ROUTE 3 F.A.P. ROUTE 14 SECTION NO. (64,510)-1 JOB NO. P-98-082-90

**MONSANTO AVENUE IN SAUGET, ST. CLAIR COUNTY TO
MCKINLEY BRIDGE APPROACH IN VENICE, MADISON COUNTY**

PREPARED FOR:



Illinois Department of Transportation

Division of Highways / District 8

1102 Eastport Plaza Drive / Collinsville, Illinois / 62234-6198

SEPTEMBER 2001

alignment crosses diagonally through a predominately residential area between the HUD public housing complex on Fourth Street and Broadway Avenue near Second Street. Due to the urban setting and presence of pedestrian generators (i.e. parks, churches, schools, etc.), portions of the new route between Fourth Street and the existing subway are considered to meet warrants for new sidewalk. Sufficient right-of-way will be purchased along both sides of the new highway to provide sidewalks in this area. Sidewalk now exists along Broadway Avenue; therefore, new sidewalk will be provided along both sides of Broadway Avenue and Relocated Illinois Route 3 between Broadway Avenue and the subway. Existing sidewalk on the west side of the subway will also be replaced. If the City desires additional sidewalk, funding would be shared according to current Department policy.

Although two bike trails are presently under study by others, there are no existing bikeways within this study corridor. The Madison County Transit District indicates available funding for the "Confluence Bikeway" to be located along the Mississippi River levee from Alton to East St. Louis, Illinois. St. Clair County is in the early stages of study and design of the "Metro-East Levee Trail" which is also located along the Mississippi River levee. This bikeway would continue from East St. Louis to Cahokia, then along an inland levee to Centreville. Though there are no existing bikeways in the study area, the provision of 10-foot bituminous shoulders along most of the Illinois Route 3 relocation will facilitate bicycle travel.

4.12 Railroad and Utility Involvements

Relocated Illinois Route 3 crosses eleven sets of active railroad tracks, one of which is the MetroLink Light Rail. There are three recommended at-grade crossings (no passenger trains), five proposed grade separations and three existing grade separations as indicated in Table 4-12. A future Amtrak rail will pass through the study corridor, crossing the Mississippi River on the MacArthur Bridge and thence traveling northerly along the "Q" Corridor. The future Amtrak line will cross the Relocated Illinois Route 3 alignment in three locations. Each of these crossings will be grade separations as noted in Table 4-12.

Table 4-12: Railroad Accommodations

Approx. Location	Treatment	Railroad
Sta. 554+40:	Existing Grade Separation	Terminal Railroad Association MacArthur East Approach 8 trains/day
Sta. 557+80:	Proposed At-Grade Crossing Of Two Tracks	SPCSL 8 trains/day Terminal Railroad Association 10 trains/week
Sta. 574+50:	Existing Grade Separation To Be Reconstructed	Terminal Railroad Association Future Amtrak MacArthur North Approach 10 trains/week
Sta. 582+00:	Proposed At-Grade Crossing	Terminal Railroad Association 10 trains/week
Sta. 600+00:	Proposed At-Grade Crossing	Continental Grain Spur 10 trains/week
Sta. 615+00:	Proposed Grade Separation Over MetroLink	MetroLink Light Rail 80 trains/day
Sta. 1653+50:	Proposed Grade Separation Over "Q" Corridor	Relocated Gateway Western Future Amtrak Norfolk and Southern 6 trains/day Relocated TRRA 3 trains/day
Sta. 1740+40:	Proposed Grade Separation over Norfolk & Southern	Relocated Norfolk and Southern 4 trains/day
Sta. 1754+10:	Proposed Grade Separation Over Four Railroad Tracks	Norfolk & Western Two Union Pacific Tracks Abandoned Track Total 1 to 6 trains/day
Sta. 1771+10:	Proposed Grade Separation Over Two TRRA Tracks	Terminal Railroad Association 4 trains/day
Sta. 793+40:	Existing Grade Separation Venice Subway	Illinois Central Gulf Southern Pacific Wabash Norfolk and Southern Future Amtrak 10 trains/day

At-grade crossings will be provided with flashing light signals and gates in three locations because satisfactory vertical and horizontal alignments cannot be designed to provide grade separations or relocate the railroad tracks. Expected Accident Frequencies (EAF) for these crossings have been calculated and vary from 0.012 to 0.002.

Out-of-service railroad tracks will be removed at various locations along the project including partial removal of the abandoned railroad trestle approaching the McKinley Bridge in Venice.

Approximately 3,000 feet of the Gateway Western, 8,000 feet of the TRRA, and 5,000 feet of the Norfolk and Southern railroad tracks will be relocated as shown on Exhibits D-3, D-4, and D-5.

Utilities in the project area are operated by the municipalities and a variety of utility companies. Telephone lines are owned by Ameritech. Gas and electric service is provided by Illinois Power Company. Laclede Gas Company operates high-pressure propane gas distribution lines in the area, and Ameren UE (formerly known as Union Electric) has transmission and distribution lines, which cross the roadway at several points. Cable television service is provided by Charter Communications and the water distribution system is primarily owned by Illinois-American Water Company. The municipalities operate most of the storm and sanitary sewers, pump stations, force mains and treatment facilities along the project.

Several major utility relocations will be necessary, even though minimizing conflicts with utilities were a priority when the alignment of Relocated Illinois Route 3 was developed. Factors resulting in utility adjustments or relocations include providing necessary overhead clearances, safety considerations, drainage ditch excavation, and removal of utilities from public right-of-way. Utilities are encountered regularly along the route, and there is an area in the City of Venice that contains a concentration of utility work. Table 4-13 summarizes the major known utility crossings encountered along the project.

IDOT met with Gateway International Raceway representatives in July 1997 to discuss highway access to and from the facility. Raceway representatives expressed concerns with regard to existing railroad crossings at Route 3, Canal Street and Eagle Park Drive in Brooklyn. Improved access will be provided between St. Louis and the racetrack with the construction of Illinois Route 3 and the New Mississippi River Crossing. IDOT committed to evaluate the cost to extend Route 3 south from the McKinley Bridge connection to the New Mississippi River crossing interchange and the cost to build a portion of the New River Bridge roadway between Route 3 and Route 203 thereby providing grade separation over the railroads and westerly access to the racetrack. Funding for this segment may be available in the next five years.

IDOT had an initial meeting in January 2001 with Senoj in regard to a potential development west of Brooklyn between the railroad tracks and the Mississippi River. Coordination efforts were discussed to facilitate this potential development and proposed Route 3 relocation. No further correspondence has been received.

Multiple meetings between IDOT and Centaur Communications took place in July 1994, March 1997 and March 2001 in regards to the proposed Midwest Entertainment Center of America (MECA) development were held. This development is proposed to be located in East St. Louis, south of the Macarthur Bridge and along the Mississippi River. This proposed development will house a 6000 seat arena for equestrian events, hotel, riding /walking trails, polo fields and possibly a marina. Railroad relocations, access from Route 3 and the construction schedule were discussed. The developer is to prepare further traffic studies and a master site plan.

6.4 Railroad Contacts

Letters and scoping packets were sent to affected railroad companies in 1991. Early meetings were held to advise the railroads of the project and gather information regarding railroad ownership, train traffic and inactive versus active tracks.

Between May and July of 1994, meetings were held with Gateway Western, TRRA and Norfolk Southern to discuss Line C details, including track relocations, grade separations, and at-grade crossings, and to provide the railroad companies with the opportunity to offer advance comments. Gateway Western indicated their support for the project, but preferred better access to the Intermodal Yard located west of "Q" Corridor about one mile south of the McKinley Bridge approach intersection in Venice. This access remains unchanged with Line D. Terminal Railroad (TRRA) expressed opposition to highway development between "Q" Corridor and the river. TRRA expressed that since most of the land near the river is owned by railroad companies, development should be directed toward rail and barge traffic. They indicated that Continental Grain is considering expansion, increasing the number and length of trains on railroad spurs leading to the facility. The highway crossing beneath the MacArthur Bridge north approach (Station 574) will require track closure for a short period of time during construction. Terminal Railroad indicated closure times of around 48 hours acceptable. An alternate route is available at the MacArthur Bridge north approach, but at a substantial cost. It was also learned that the rail facilities and a portion of the property used for the Chrysler storage lot in Venice is owned by TRRA who leases to Norfolk Southern who then leases to Chrysler. Norfolk Southern indicated potential for development on Norfolk Southern property (between the MacArthur Bridge and the southern East St. Louis Corporate limits) that will require rail access. Subsequent correspondence indicated Norfolk Southern's opposition to the substantial taking of right-of-way from the Venice ramp (also known as Chrysler Yard), which they lease from TRRA. Line D does not require land acquisition from this facility.

With the development of Line D, additional meetings with affected railroad companies have been held as a part of the New Mississippi River Crossing Study. A number of track relocations are proposed as part of that project and the railroad companies have been contacted.

6.5 Utility Contacts

In June, 1993, meetings were held with Illinois-American Water Company and Ameren UE to

Mississippi River Crossing Relocated I-70 and I-64 Connector

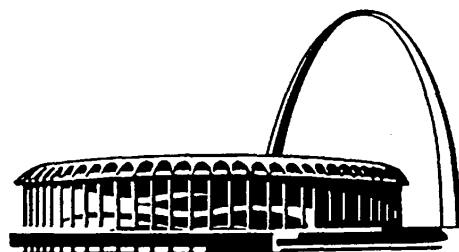
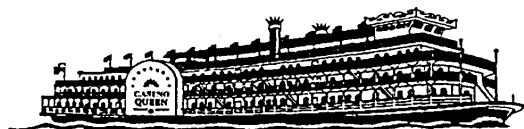
Design Report

MAP Route 440

Illinois Department of Transportation
Missouri Department of Transportation

June 2000

Sverdrup Civil, Inc.



f. Railroads

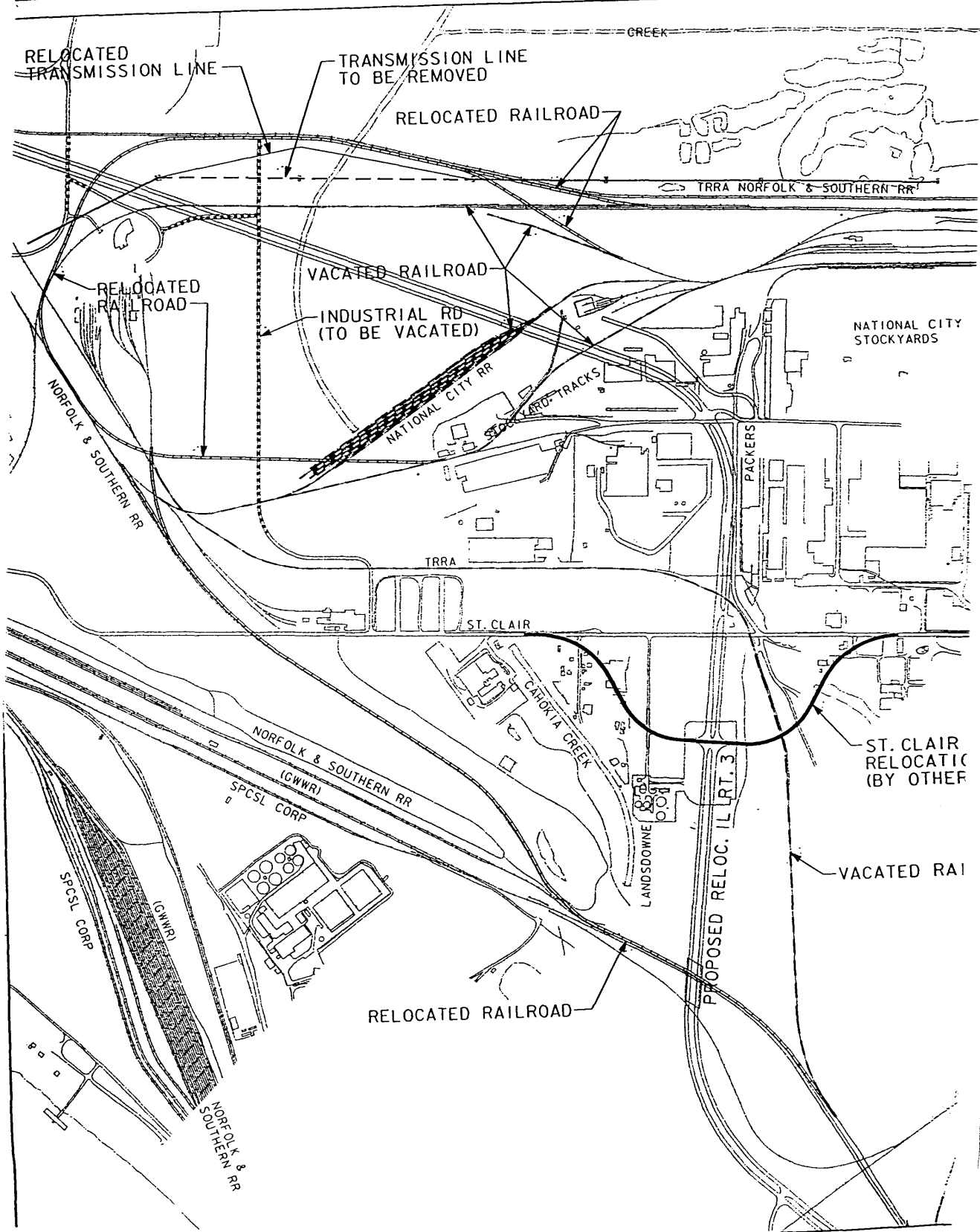
The proposed action will span all of the railroad lines in Illinois at a minimum clearance of seven meters (23 ft), except two rail lines, which will be relocated and one which will be removed (see **Figure 5.E**). An existing N&S line will be relocated in Illinois to run parallel with the TRRA mainline just east of relocated IL Rt. 3. The existing N&S line runs through the center of the relocated I-70 interchange with relocated IL Rt. 3. A spur will be extended from the N&S line to serve industry on the east side of relocated IL Rt. 3 that cannot continue to be served by the National City Railroad.

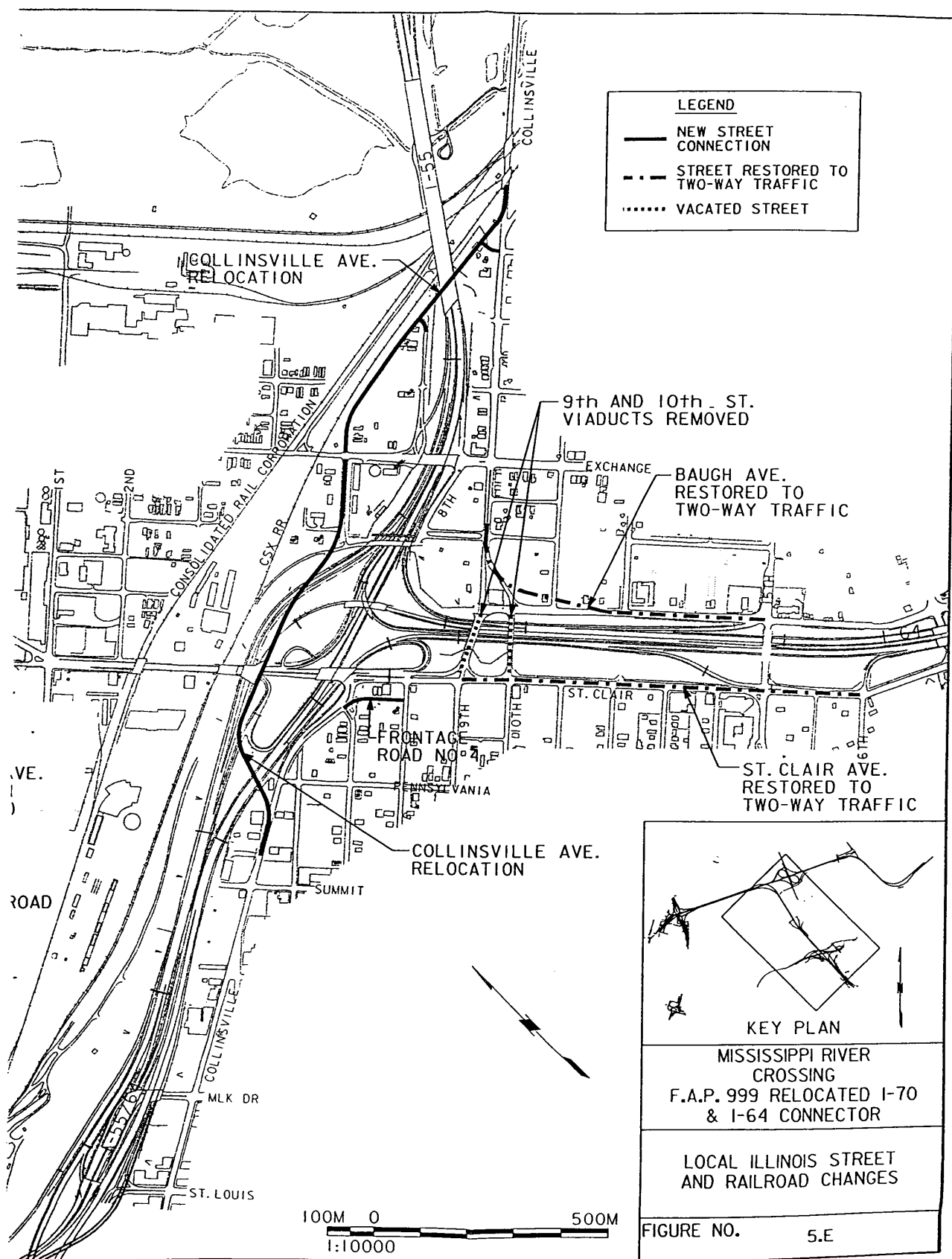
The proposed action will also relocate a National City Railroad line and vacate a TRRA rail line in Illinois. The existing National City Railroad line runs between the east- and westbound lanes of the I-64 Connector and serves some businesses in the stockyards area. This line will be relocated to the east side of the westbound I-64 Connector lane. It will require removing the current National City railyard, which only serves as storage for out-of-service rail cars. The Eads Main TRRA track that will be relocated presently runs parallel on the east side of St. Clair Avenue before turning southwest to join the TRRA mainline track. The purpose of the track was to serve businesses in the stockyards and to access the Eads Bridge; however, with the closing of many businesses and the removal of freight rail traffic from the Eads Bridge, the track serves as a secondary through movement. The redundant line is proposed to be vacated because it conflicts with the proposed I-64 Connector/relocated IL Rt. 3 interchange.

The out-of-service railroad trestle over I-55 west of Exchange Avenue will be removed to allow I-55 to be relocated and raised above the water table.

In Missouri, the existing railroad line extending over I-70 and under Tucker will be removed to accommodate the project, especially the parkway alignment under Tucker and O'Fallon (see **Figure 5.F**). The city of St. Louis, which acquired the line as part of the initial MetroLink rail negotiations, sold the line to the Railroad Switching Company of Missouri in the fall of 1999. This rail line is only used to deliver paper to the regional newspaper, the St. Louis Post-Dispatch. Much of the paper's printing operation has been moved to a site in St. Louis County, leaving a smaller operation at the downtown facility. The Tucker viaduct over the part of the rail line extending from O'Fallon to Convention Plaza is deteriorated, and the city of St. Louis has spent hundreds of thousands of dollars on multiple occasions (\$600,000 in 1997) to prevent it from collapsing. The city would prefer to fill and rebuild Tucker on grade to eliminate the heavy, recurring maintenance costs. Measures will be taken to adapt the newspaper plant to accept delivery of paper to the downtown presses by truck, as opposed to the lower-level rail service.

TRRA's High Line trestle (connecting the north riverfront with the Mill Creek Valley yards) will be modified to accommodate the changed vertical clearance required for southbound I-55; and UP's Lesperance Street Line (connecting the south riverfront with Mill Creek Valley) will be modified to accommodate the changed horizontal and vertical clearance required for the north- and southbound I-55 ramps at the Poplar Street Bridge approach. (See **Figure 5.G**)



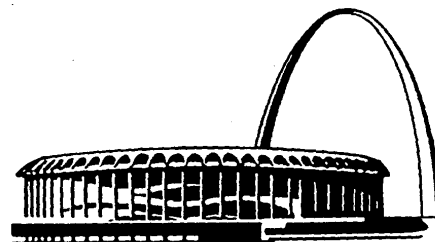


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Final Environmental Impact Statement
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L-AS-03-01-046

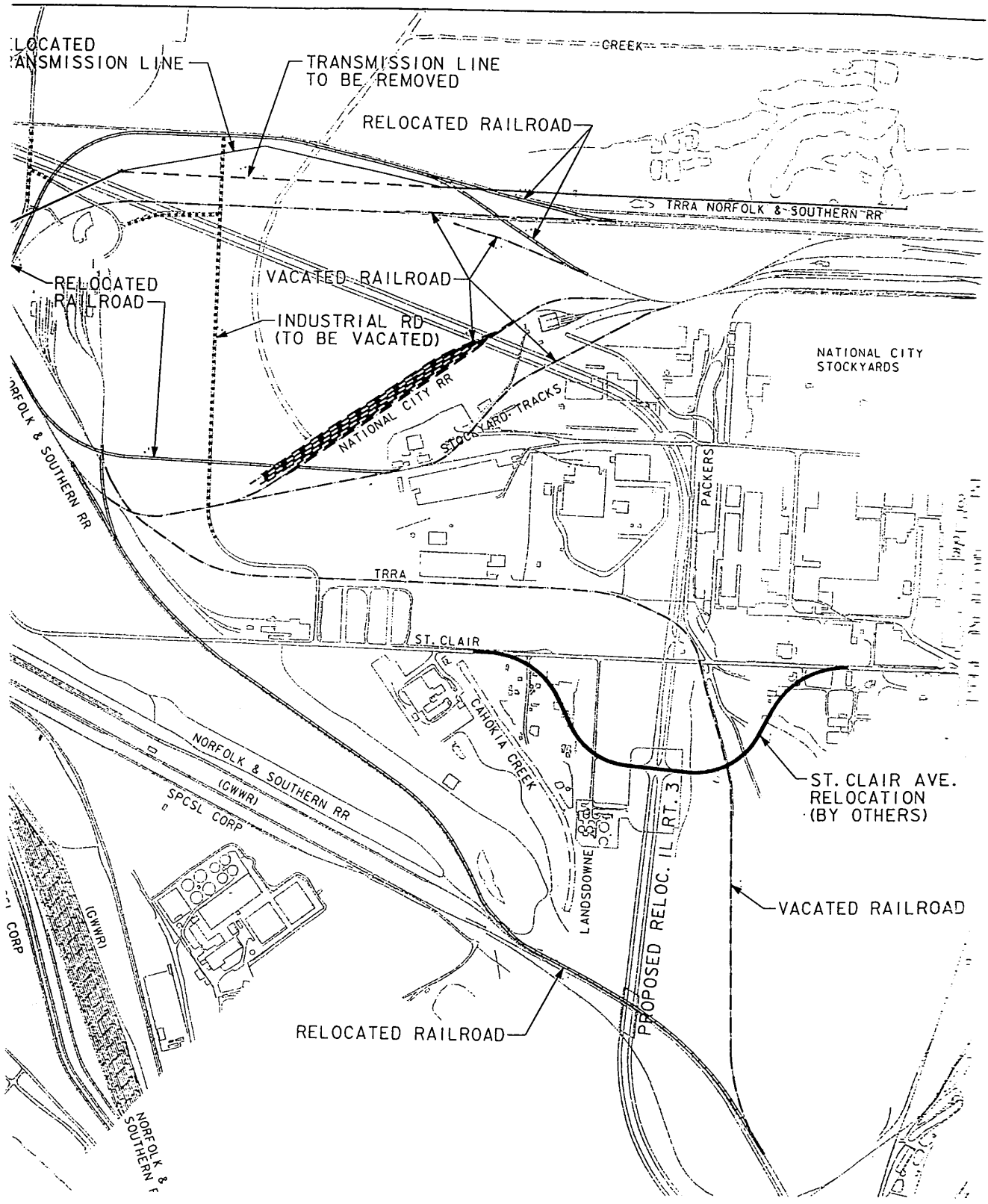
Illinois Department of Transportation
Missouri Department of Transportation

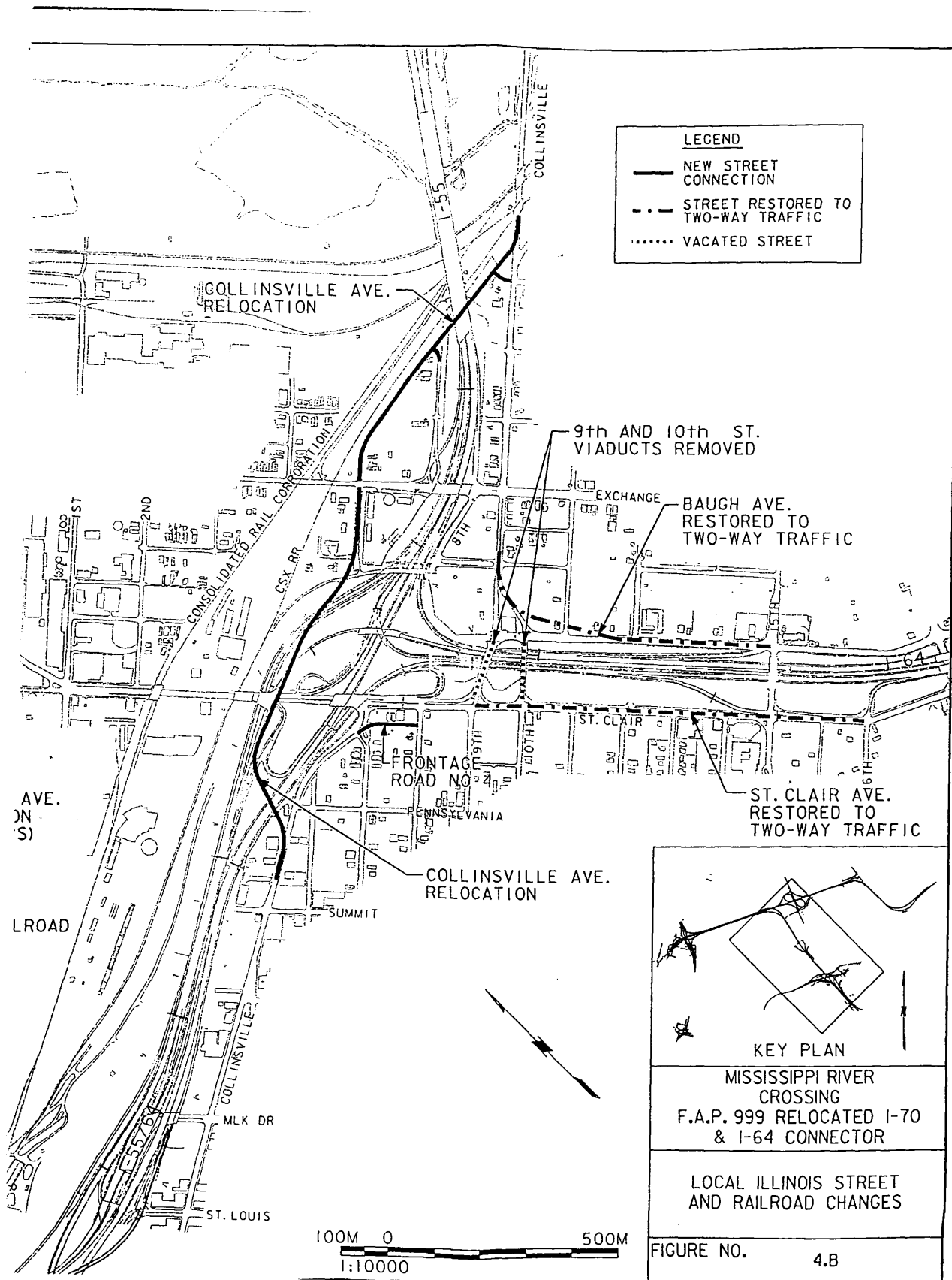
April 2000



Contents

Abbreviations





Continental Cement is expected to be able to remain in operation during and after construction, jointly using the same area as the project. Fencing along the bridge approach and/or relocation of the cement silo's exterior staircase may be determined necessary in final design to prevent persons from trying to get between the roadway and the silo.

Adequate vertical clearance can be maintained over the Continental Cement mooring cells, which are about 53 m (175 ft) from the shore. When two barges are moored side-by-side, Continental Cement uses a total distance from shore of 83 m (275 ft). The horizontal clearance between the bridge piers and the mooring cells will be dependent on the final bridge design chosen, which also must be compatible with the location of the channel clearance determined by the USCG. If the piers would conflict with a Continental tow contractor's ability to place two side-by-side Continental-owned barges, then a number of options could be entertained to maintain barge service. One option might be to place the barges end-to-end, another option might be to relocate the mooring cells, either eastward for a better fit with the Missouri-shore side span, or southward where available river frontage is not used at present and then extend the conveyor that goes under the flood wall from the east side of the flood wall to this location. Continental's river frontage lease extends about 23 m (75 ft) south of the south dolphin at its docking facility; the Port Authority of the city of St. Louis has committed to holding the unused river frontage south of Continental until such time as a determination can be made as to whether the project will require this frontage to keep Continental Cement in operation.

Final bridge design will also need to address access to the Lewis & Clark Marine Terminal, a barge-to-rail transfer facility located immediately upstream of Continental. Safe access to this facility requires a tow operator to approach the dock moving upstream against the current. Thus, appropriate access and clearance under the new bridge will be necessary to serve Lewis & Clark's dock, which projects farther out into the river than Continental's.

c. Effects on the Railroads

The proposed action will span all of the railroad lines in Illinois at a minimum clearance of seven meters (23 ft), except two rail lines, which will be relocated and one which will be removed (see **Figure 4.B**). An existing N&S line will be relocated in Illinois to run parallel with the TRRA mainline just east of relocated IL Rt. 3. The existing N&S line runs through the center of the relocated I-70 interchange with relocated IL Rt. 3. A spur will be extended from the N&S line to serve industry on the east side of relocated IL Rt. 3 that cannot continue to be served by the National City Railroad.

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In Missouri, the existing railroad line extending over I-70 and under Tucker will be removed to accommodate the project, especially the parkway alignment under Tucker and O'Fallon (see **Figure 4.C**). The city of St. Louis, which acquired the line as part of the initial MetroLink rail negotiations, sold the line to the Railroad Switching Company of Missouri in the fall of 1999. This rail line is only used to deliver paper to the regional newspaper, the St. Louis Post-Dispatch. Much of the paper's printing operation has been moved to a site in St. Louis County, leaving a smaller operation at the downtown facility. The Tucker viaduct over the part of the rail line extending from O'Fallon to Convention Plaza is deteriorated, and the city of St. Louis has spent hundreds of thousands of dollars on multiple occasions (\$600,000 in 1997) to prevent it from collapsing. The city would prefer to fill and rebuild Tucker on grade to eliminate the heavy, recurring maintenance costs. Measures will be taken to adapt the newspaper plant to accept delivery of paper to the downtown presses by truck, as opposed to the lower-level rail service.

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d. Effects on AmerenUE

The project will affect three of four transmission lines and one substation used by AmerenUE to provide electrical service in the immediate project area. Tower #10 (C-25) will need to be replaced and relocated about 70-m (230 ft) eastward and Tower #11 (C-24) will need to be replaced on the 138 kV Venice-Ridge-4 line to provide vertical and horizontal clearance for the relocated I-70/relocated IL Rt. 3 interchange (see **Figure 4.B**). No change will be required on the 345 kV Cahokia-Roxford-4 line.

A new pole will need to be added to raise the 138 kV Cahokia-(Ashley)-Venice-1 & 2 line paralleling the Illinois shore of the Mississippi River to provide adequate vertical clearance, and a horizontal realignment might also be necessary around the bridge structure if its design incorporates a superstructure that could not be adequately cleared by raising the line further (see **Figure 4.G**). (AmerenUE might entertain a passage under the bridge approach structure behind the levee, but it would have to be sufficiently clear of the underside of the bridge structure and properly secured to prevent ground access.) Poles C-23 and C-24 on the 138 kV Hall Street-Ashley-1 line in Missouri will need to be replaced with higher mast poles (see **Figure 4.G**). (AmerenUE does not have any underground transmission lines and is not amenable to creating a new maintenance program for the higher maintenance underground facilities; the utility is concerned about their reliability

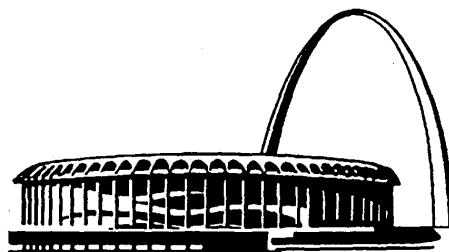
Mississippi River Crossing Relocated I-70 and I-64 Connector

Final Environmental Impact Statement/ Section 4(f) Evaluation

FHWA-IL-EIS-98-01-F/4(f)

**Illinois Department of Transportation
Missouri Department of Transportation**

March 2001



the interstate highway network than the community has today. This access will be safer and the resulting circulation network will effectively connect all quarters of East St. Louis around the I-55/70/64 tri-level interchange, creating a new local street loop around the interchange. This improved access and circulation will improve driving and walking conditions for East St. Louis residents and will allow East St. Louis to attract new tax base and jobs.

- ▶ In place of the unsafe, substandard St. Clair Avenue ramps, East St. Louis will gain: new ramps at the edge of Goose Hill to and from the I-64 Connector and relocated I-70.
- ▶ In place of the undesirable Missouri Avenue crossing of the interstate and the MacArthur Bridge approach/high-speed rail tracks, East St. Louis can gain: a prominent, new, high-profile East St. Louis street connection to the riverfront and a First Street extension to Goose Hill.
- ▶ In place of the existing Ninth/Tenth Street one-way pair of viaducts over I-64, East St. Louis will gain: a two-way Ninth Street realignment, a Collinsville Avenue realignment, a Bowman Avenue interstate crossing, a pedestrian overpass at Fifteenth Street, and restoration of two-way traffic along stretches of both St. Clair and Baugh Avenues.

The proposed roadway network will maintain and improve access and circulation for downtown East St. Louis and for neighborhoods such as Emerson Park and Goose Hill. These changes will strengthen the street grid making it work better for police, fire, and ambulance drivers, for neighborhood residents, and for tourists and business users. The interstate highway network in East St. Louis is failing today. To bring in business and jobs, the roadway network serving East St. Louis needs to be upgraded. If the interstates are too congested and unsafe, then motorists will not be able to get in and out of East St. Louis. Relocated IL Rt. 3 with the multiple local street improvements provided as part of this project will allow the proposed interstate highway improvements to really work for East St. Louis.

Furthermore, IDOT is committed to continue to work with East St. Louis, as it develops its comprehensive plan, and to make sure that minority contractors and employees have a strong role in constructing the project improvements.

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The United States Coast Guard (USCG) has determined the necessary clearances to avoid interference with channel navigation through the St. Louis harbor (see the Appendix A USCG letter). The USCG is calling for the span arrangement for the Mississippi River crossing to provide a 183-m (600-ft) span on the Missouri shore and a 457-m (1,500-ft) main span extending from the Missouri shore pier to the Illinois shore, see Figure F4.G. The exact pier locations may be adjusted based on the results of a simulation at the Paducah, Kentucky-based Seamen's Church training facility in Vicksburg. **If the floodwall needs to be breached to place the Missouri shore pier, such work will be done at such a time or in such a way as to avoid flooding; a combination floodwall and bridge pier would replace the existing floodwall. Similarly, if the pier is to be placed on either side of the floodwall, the North Riverfront Trail, active rail lines, and roadway access to Lewis & Clark Marine Terminal will be preserved or restored.**

The proposed action will span all of the railroad lines in Illinois at a minimum clearance of seven meters (23 ft), except two rail lines, which will be relocated and one which will be removed (see Figure F4.B). In Missouri, the existing railroad line extending over I-70 and under Tucker will be removed to accommodate the project, especially the parkway alignment under Tucker and O'Fallon. TRRA's High Line trestle (connecting the north riverfront with the Mill Creek Valley yards) will be modified to accommodate the changed vertical clearance required for southbound I-55; and UP's Lesperance Street Line (connecting the south riverfront with Mill Creek Valley) will be modified to accommodate the changed horizontal and vertical clearance required for the north- and southbound I-55 ramps at the Poplar Street Bridge approach.

The project will affect three of four transmission lines and one substation used by AmerenUE to provide electrical service in the immediate project area.

4. Land Use Changes

The proposed improvements are not expected to alter the pattern of land use and zoning in either the Missouri (city of St. Louis) or Illinois (St. Clair County/cities of East St. Louis, Fairmont, and Madison) parts of the study area. The improvements will reinforce changing industrial/commercial land uses in East St. Louis. New highway construction will occur in an established urban context with predominant commercial and industrial uses. Improvements have been designed around the need to strengthen existing activity centers (e.g., the St. Louis CBD) and existing transportation linkages.

The project is an element of the Transportation Improvement Plan and as such has the support of the cities of St. Louis and East St. Louis and St. Clair County. It is consistent with published plans and policies, including the Downtown Now Plan for St. Louis. The primary land use impacts will result from acquiring improved and unimproved parcels for the project. Any new uses/activities occurring near relocated I-70, either at interchanges or along the right-of-way, are likely to be comparable to and compatible with existing uses. The proposed action will bring increased visibility and improved accessibility, as well as

RELOCATED
TRANSMISSION LINE

TRANSMISSION LINE
TO BE REMOVED

CREEK

RELOCATED RAILROAD

TRAIL NORFOLK & SOUTHERN RR

RELOCATED
RAILROAD

VACATED RAILROAD

INDUSTRIAL RD
(TO BE VACATED)

NATIONAL CITY
STOCKYARDS

NORFOLK & SOUTHERN RR

NATIONAL CITY RR

STOCKYARD TRACKS

PACKERS

TRAIL

ST. CLAIR

CANDLER CREEK

NORFOLK & SOUTHERN RR
SPECIAL CORP

ST. CLAIR AVE
RELOCATION
(BY OTHERS)

VACATED
RAILROAD

RELOCATED
RAILROAD

RELOCATED
RAILROAD
(BY OTHERS)

VACATED
RAILROAD

PROPOSED RELOC. OF RT. 3

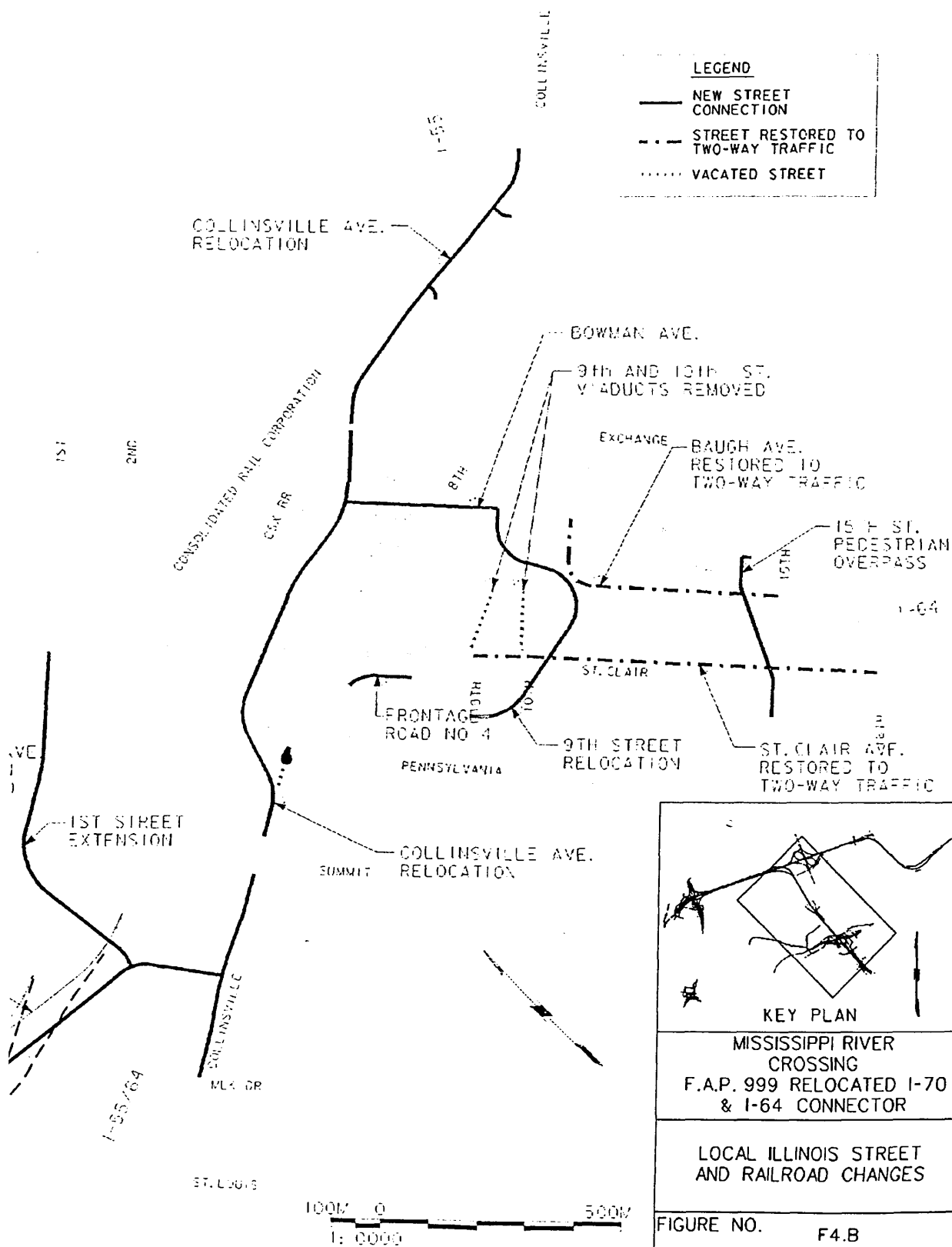
LANDSOWING

SPECIAL CORP

IGNITION

NORFOLK & SOUTHERN RR

NEW LOCATION OF RAILROAD





Illinois Department of Transportation

Division of Highways / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois / 62234-6198

PROGRAM
DEVELOPMENT SPEED
LETTER

618-346-3100

TO:	Mr. Fritz Kahn	DATE:	July 15, 2002
	1920 N. Street, NW (8th Floor)	SUBJECT:	East St. Louis Junction Railroad
	Washington, D.C. 20036-1601		
ATTENTION:			

SENT VIA:	☐ FAX.	☐ Springfield Mail Bag.	☒ U.S. Mail.	☐ Overnight Mail.
	☐ U.P.S. Mail.	☐ To Be Picked Up.	☐ Handcarried.	

CONTACT PERSON:	Todd Halfman	(618) 346-	3120
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TRANSMITTED AS MARKED BELOW:

☐ Plans.	☐ Report(s).	☐ Special Provisions.	
☐ Meeting Handout(s)..	☐ Maps.	☐ Estimates.	☐ Intersection Design Study(s).
☐ Microfilm Prints.	☒ Copy of:	<u>Environmental Impact Statement</u>	

TRANSMITTAL SENT AS MARKED BELOW:

☒ As Requested.	☐ For Your Use.	☐ Under Separate Cover.	
☐ For Review And Comments.	☐ For Approval.	☐ For Your File.	☐ Approved As Noted.
☐ Returned For Corrections.	☐ For Processing.		

DESCRIPTION and/or REMARKS:	Enclosed is the Environmental Impact Statement you requested for the New Mississippi River Bridge project. If you need anything else, let me know.

Bruce A. Dinkheller, PE
District Engineer

By: Todd Halfman

Transmittal/

COPIES TO:

D8-SPEDLTR