

A-1

Appendix



Site Area Characteristic Tables

The following six (6) summary tables present the characteristics of the twenty-three (23) site areas reviewed in the report.

Table A-1.1: Geographic and Demographic Data

Table A-1.2: Economic Data

It should be noted that the employment data in this summary table may be slightly different from the individual site memos due to the timing of the data acquisition.

Table A-1.3: Transportation Data by Mode

Table A-1.4: Interstate Traffic Volumes

Table A-1.5: Interchange Traffic Volumes

Table A-1.6: Arterial Traffic Volumes

Table A-1: Geographic and Demographic Data

Site Acronym	Industrial Site Area (Based on TAZ)						Demographics (2011)		
	Site Name	Municipalities	Number of Municipalities	County	State	Site Area (Acres)	Population	Households	Median Household Income
BA	Broadway - Arsenal	Lemay CDP, Saint Louis City	2	St. Louis city	MO	2,870	0	0	\$0
BH	Broadway - Hall	Saint Louis City	1	St. Louis city	MO	3,890	0	0	\$0
CA	Chesterfield Airport	Chesterfield, Wildwood City	2	St. Louis	MO	4,930	20	14	\$150,000
DA	Downtown Airport	Alorton Village, Cahokia Village, Centreville City, East Saint Louis City, Sauget Village	5	St. Clair	IL	3,410	2,340	865	\$32,872
DY	Dupo Yard	Columbia City, East Carondelet Village, Dupo Village	3	St. Clair/ Monroe	IL	8,050	2,270	880	\$44,168
EC	Earth City	Bridgeton, Champ, Earth City, Maryland Heights	4	St. Louis	MO	12,740	475	255	\$43,362
EG	East Industrial Gateway	Brooklyn Village, Cahokia Village, Centreville City, East St. Louis City, Fairmont City Village, Madison City, Sauget Village, Venice City	8	Madison/ St. Clair	IL	7,420	1,730	720	\$25,892
FL	Fountain Lake - Elm Point	St Charles	1	St. Charles	MO	4,850	7,840	3,275	\$49,770
GC	Gateway Commerce	Edwardsville City, Pontoon Beach Village, South Roxana Village	3	Madison	IL	2,730	0	0	\$0
GM	GM Plant	Wentzville	1	St. Charles	MO	1,460	0	0	\$0
GP	Green Park	Concord CDP, Green Park City, Mehlville CDP	3	St. Louis County	MO	770	1,895	695	\$55,855
KS	Kingshighway - 70	Saint Louis	1	St. Louis city	MO	960	0	0	\$0
LA	Lambert Airport	Bel-Ridge Village, Berkeley City, Bridgeton City, Cool Valley City, Edmundson City, Ferguson City, Hazelwood City, Kinloch City, St. Ann City, St. John City, Woodson Terrace City	11	St. Louis County	MO	8,340	7,060	3,030	\$38,786
LC	Lewis and Clark North	Hartford, Roxana, South Roxana, Wood River	4	Madison	IL	7,530	0	0	\$0
MA	MidAmerica Airport	Lebanon City, Mascoutah City, O'Fallon City, Scott Air Force Base, Shiloh Village	5	St. Clair	IL	10,720	1,745	540	\$41,313
MC	Meramec - 44	Fenton City, Kirkwood City, Sunset Hills City, Valley Park City	4	St. Louis County	MO	3,790	2,565	1,335	\$51,887
MN	Manchester 44	Saint Louis	1	St. Louis city	MO	1,350	0	0	\$0
PC	Page Corridor	Charlack City, Creve Coeur City, Maryland Heights City, Olivette City, Overland City, Sycamore Hills Village, University City, Vinita Park City	8	St. Louis County	MO	2,640	7,785	3,255	\$39,093
PK	Port Kaskaskia	None	1	St. Clair	IL	10,610	0	0	\$0
PQ	Page - 270 Quadrant	Maryland Heights	1	St. Louis County	MO	2,810	4,355	2,375	\$44,989
TN	Route 3 North	Granite City, Madison, Venice	3	Madison	IL	13,230	0	0	\$0
VC	Vandeventer - Choteau	Saint Louis	1	St. Louis city	MO	1,540	7,090	2,665	\$23,596
WA	West 70 - Arrowhead	O'Fallon City, St. Peters City	2	St. Charles	MO	2,250	4,635	1,710	\$66,953

Table A-2: Economic Data

		Economic							
		2013 Q1	2013 Q1	2013 Q1	2013 Q1	2010	2010	2010	
Site Acronym	Site Name	Total Industrial Properties	Total Industrial RBA (SF)	Average Industrial RBA (Sq Ft)	Industrial Vacancy Rate	Total Employment in the Area	Goods Producing and Trade Jobs	Goods Producing and Trade Jobs as % of Total Employment	Employment Per Acre
BA	Broadway - Arsenal	140	6,035,200	43,200	2.8%	4,740	2,520	53.1%	1.65
BH	Broadway - Hall	310	13,251,200	42,800	13.1%	10,170	9,000	88.5%	2.62
CA	Chesterfield Airport	120	3,928,000	32,800	2.8%	12,300	7,160	58.5%	2.49
DA	Downtown Airport	12	1,677,500	139,800	0.0%	2,530	2,340	92.5%	0.74
DY	Dupo Yard	5	99,400	19,900	0.0%	340	220	64.1%	0.04
EC	Earth City	268	21,790,800	81,400	12.4%	35,830	17,960	50.1%	2.81
EG	East Industrial Gateway	17	1,286,700	75,700	11.4%	3,030	2,290	75.4%	0.41
FL	Fountain Lake - Elm Point	77	3,499,900	45,500	7.1%	6,040	3,970	65.8%	1.24
GC	Gateway Commerce	17	9,563,500	562,600	0.7%	880	370	42.5%	0.32
GM	GM Plant	35	2,883,500	82,400	1.9%	930	570	61.2%	0.64
GP	Green Park	56	1,558,900	27,900	9.4%	4,110	2,310	56.1%	5.33
KS	Kingshighway - 70	71	9,853,100	138,800	9.2%	5,310	3,550	66.9%	5.54
LA	Lambert Airport	228	16,452,600	72,200	8.3%	18,930	12,640	66.8%	2.27
LC	Lewis and Clark North	1	800	800	0.0%	4,030	3,140	78.0%	0.53
MA	MidAmerica Airport	1	50,000	50,000	0.0%	1,500	320	21.2%	0.14
MC	Meramec - 44	222	9,108,400	41,100	10.7%	14,270	10,460	73.3%	3.77
MN	Manchester 44	221	6,480,100	29,400	4.4%	13,530	7,430	54.9%	10.03
PC	Page Corridor	328	12,661,400	38,700	8.9%	21,500	10,920	50.8%	8.16
PK	Port Kaskaskia	0	0	0	N/A	0	0	N/A	0.00
PQ	Page - 270 Quadrant	325	12,767,700	39,300	10.3%	40,470	14,290	35.3%	14.43
TN	Route 3 North	61	8,840,700	145,000	4.4%	6,800	4,320	63.5%	0.51
VC	Vandeventer - Choteau	264	12,003,300	45,500	12.2%	17,370	6,460	37.2%	11.32
WA	West 70 - Arrowhead	80	6,500,700	81,300	1.3%	6,450	5,030	77.9%	2.87

Table A-3: Transportation Data by Mode

		Transportation						
		Water		Crash Data		Rail		
Site Acronym	Site Name	Ports within Site Area	Ports and Terminals within Site Area	Total CMV Crashes (2009 - 2011)	Railroad Public At-Grade Crossing Crashes (2008 - 2012)	Total At-grade Rail Crossings (Public)	Approximate Number of Trains Per Day	Intermodal Facilities within Site Area
BA	Broadway - Arsenal	1	36	87	2	16	11-20	0
BH	Broadway - Hall	1	11	161	1	100	21 - 50	1
CA	Chesterfield Airport	0	0	41	0	3	21 - 50	0
DA	Downtown Airport	0	0	8	1	3	21 - 50	0
DY	Dupo Yard	0	0	13	1	6	21 - 50	1
EC	Earth City	0	2	108	0	3	11 - 20	0
EG	East Industrial Gateway	0	17	178	0	22	21 - 50	0
FL	Fountain Lake - Elm Point	0	0	26	0	0	11 - 20	0
GC	Gateway Commerce	0	0	20	0	0	1 - 5	1
GM	GM Plant	0	0	6	0	0	6 - 10	0
GP	Green Park	0	0	5	0	0	6 - 10	0
KS	Kingshighway - 70	0	0	28	0	6	11 - 20	0
LA	Lambert Airport	0	0	124	0	8	20 - 50	0
LC	Lewis and Clark North	0	18	13	2	17	6 - 10	0
MA	MidAmerica Airport	0	0	15	0	2	11 - 20	0
MC	Meramec - 44	0	0	76	0	6	21 - 50	0
MN	Manchester 44	0	0	60	2	14	21 - 50	1
PC	Page Corridor	0	0	38	1	6	1 - 5	0
PK	Port Kaskaskia	1	1	0	0	4	No data	0
PQ	Page - 270 Quadrant	0	0	43	0	4	1 - 5	0
TN	Route 3 North	1	6	78	4	22	11 - 20	0
VC	Vandeventer - Choteau	0	0	63	0	4	20 - 50	0
WA	West 70 - Arrowhead	0	0	34	0	0	11 - 20	0

Table A-4: Interstate Traffic Volumes

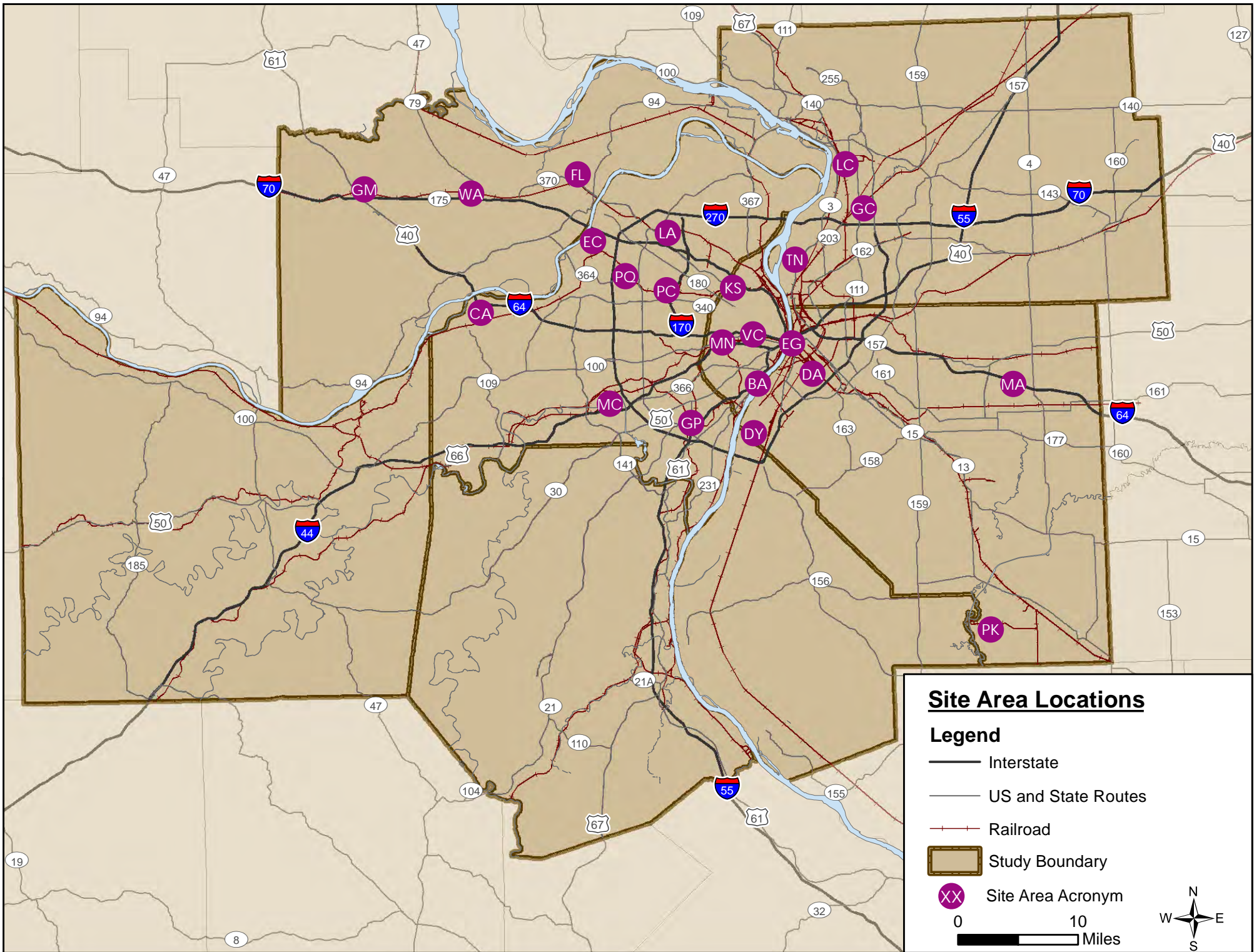
		Interstate							
Site Acronym	Site Name	Volume 1			Location 1	Volume 2			Location 2
		Total AADT	Total Trucks	% Trucks	Road	Total AADT	Total Trucks	% Trucks	Road
BA	Broadway - Arsenal	93,695	10,440	11.1	I-55 from S Broadway to Potomac	90,990	10,140	11.1	I-55 from Potomac to Gasconade St
BH	Broadway - Hall	112,325	21,970	19.6	I-70 between McKinley St & E Grand Blvd	107,480	21,005	19.5	I-70 from E Grand Blvd to Adelaide Ave
CA	Chesterfield Airport	90,060	7,050	7.8	I-64 between MO 340 and Long Rd	85,590	6,725	7.9	I-64 between Long Rd and Missouri Research Park
DA	Downtown Airport	42,800	6,450	15.1	I-255 from Sauget Business Blvd Interchange north to Church Rd	38,700	5,850	15.1	I-255 from Sauget Business Blvd Interchange south to just east of Carol St
DY	Dupo Yard	51,300	5,550	10.8	I-255 from IL 3 Interchange to center of Miss River Bridge	45,600	5,400	11.8	I-255 between N Main St and IL 3 on north side of Dupo Yard
EC	Earth City	167,600	30,425	18.2	I-270 between I-70 and MO 180 (St Charles Rock Rd)	155,910	17,300	11.1	I-270 between Dorsett Rd and I-70
EG	East Industrial Gateway	127,600	15,950	12.5	I-55 just west of I-55/64 Interchange	111,600	13,100	11.7	I-55 as it crosses Miss River
FL	Fountain Lake - Elm Point	NA	NA	NA	NA	NA	NA	NA	NA
GC	Gateway Commerce	55,200	10,100	18.3	I-270 between I-255 and IL 111	53,900	10,800	20	I-270 between IL 111 and IL 203
GM	GM Plant	84,020	9,165	10.9	I-70 between MO A and Guthrie Rd (Exit 214)	75,295	8,060	10.7	I-70 between Co Rd A (Exit 212) and I-64
GP	Green Park	150,345	16,685	11.1	I-270 between I-55 & MO 21	111,855	12,465	11.1	I-55 between US 50 and Reavis Barracks Rd
KS	Kingshighway - 70	133,615	26,180	19.6	I-70 between MO 367 (Riverview) & Goodfellow Blvd	103,945	20,330	19.2	I-70 between Kingshighway Blvd & MO 367 (Riverview)
LA	Lambert Airport	133,710	26,255	19.6	I-70 between I-270 and N Hanley Rd Interchange	125,130	22,715	18.1	I-270 between US 67 and I-170
LC	Lewis and Clark North	24,700	1,825	7.3	IL 255 from New Poag Rd to Madison Ave (not interstate)	23,300	2,000	8.6	IL 255 between Madison Ave & IL 143 (not interstate)
MA	MidAmerica Airport	33,300	6,925	20.8	I-64 between IL 4 & US 50	26,100	5,925	22.7	I-64 east of IL 4
MC	Meramec - 44	173,225	31,445	18.2	I-270 between I-44 and Big Bend Rd	95,610	11,045	11.6	I-44 from I-270 to Yarnell Rd
MN	Manchester 44	157,735	23,175	14.7	I-64 between Kingshighway Blvd and Hampton Ave Exits	136,650	15,165	11.1	I-44 between Shrewsbury Ave and Jamieson Ave
PC	Page Corridor	111,360	12,360	11.1	I-170 between Rt D (Page Ave) and MO 180	105,890	11,750	11.1	I-170 between MO 340 and Rt D (Page Ave)
PK	Port Kaskaskia	NA	NA	NA	NA	NA	NA	NA	NA
PQ	Page - 270 Quadrant	155,910	17,300	11.1	I-270 between Dorsett Rd and I-70	154,570	17,155	11.1	I-270 between Rte D (Page Ave) and Dorsett Rd
TN	Route 3 North	54,000	9,550	17.7	I-270 west of IL 3	51,700	10,650	20.6	I-270 east of IL 3
VC	Vandeventer - Chouteau	137,215	15,230	11.1	I-44 between S Grand Ave and Jefferson Ave	89,040	13,550	15.2	I-64 between Exit 40A at Busch Stadium to Exit 39A for Market St
WA	West 70 - Arrowhead	133,725	14,840	11.1	I-70 between MO 79 and Mid-Rivers Mall Dr	114,810	12,740	11.1	I-70 between MO 79 and Hwy K (N Main St)

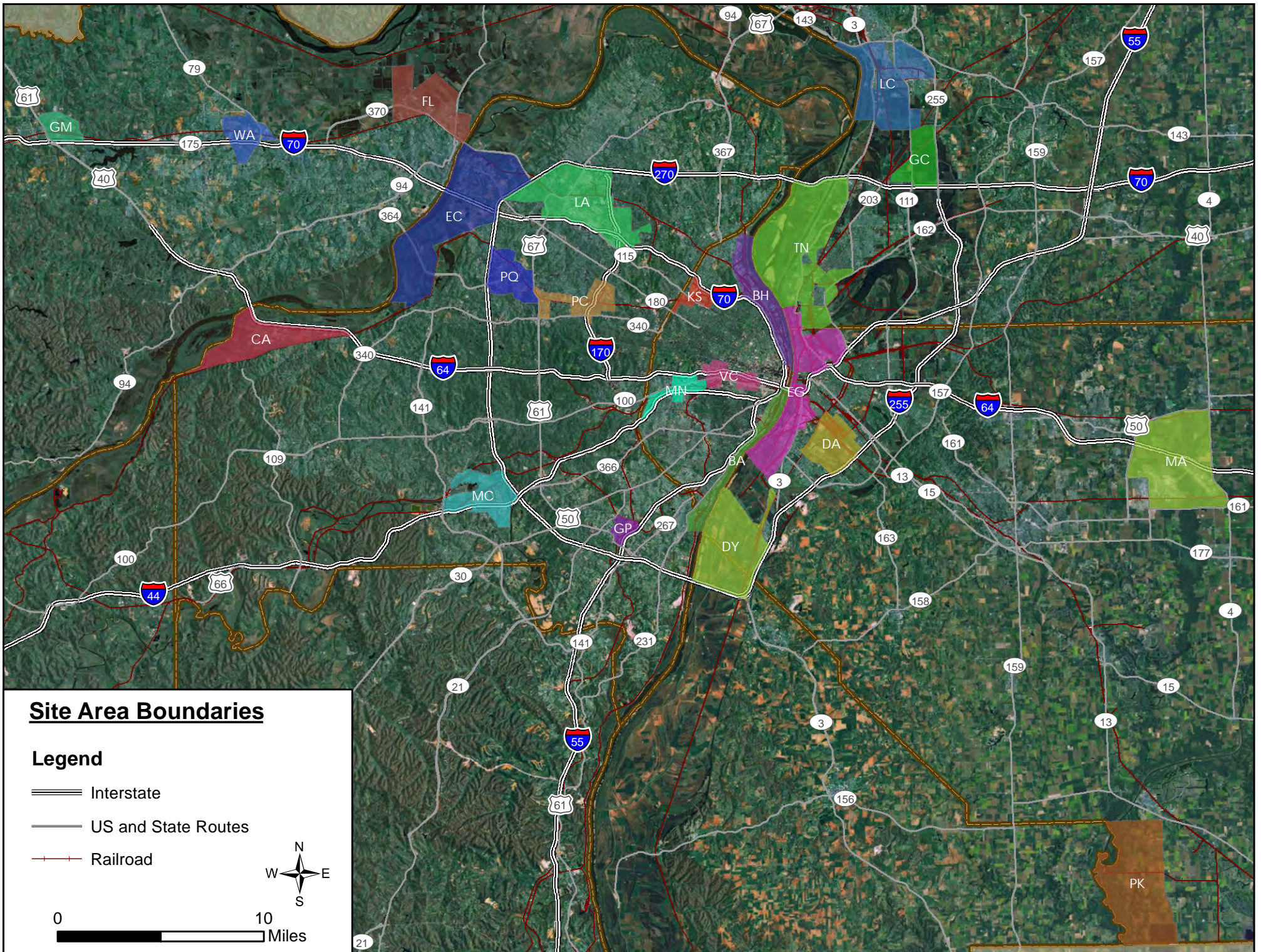
Table A-5: Interchange Traffic Volumes

Site Acronym	Site Name	Interchanges								
		Volume 1			Location 1		Volume 2			Location 2
		Total AADT	Total Trucks	% Trucks	Road	Total AADT	Total Trucks	% Trucks	Road	
BA	Broadway - Arsenal	127,930	24,615	19.2	I-70 and I-55/64/ Memorial Dr Interchange (some ramp data not available)	16,935	3,255	19.2	I-55/S 7th Blvd Interchange	
BH	Broadway - Hall	23,550	4,530	19.2	I-70 & McKinley Br/MO 115 Interchange	22,930	4,410	19.2	I-70/Adelaide Ave Interchange	
CA	Chesterfield Airport	24,585	4,730	19.2	I-64/Boone's Crossing St Interchange	26,260	3,205	12.2	I-64/Long Rd Interchange	
DA	Downtown Airport	NA	NA	NA	NA	NA	NA	NA	NA	
DY	Dupo Yard	NA	NA	NA	NA	NA	NA	NA	NA	
EC	Earth City	144,770	27,855	19.2	I-70/270 Interchange	76,060	9,690	12.7	I-270/MO 370 Interchange	
EG	East Industrial Gateway	NA	NA	NA	NA	NA	NA	NA	NA	
FL	Fountain Lake - Elm Point	NA	NA	NA	NA	NA	NA	NA	NA	
GC	Gateway Commerce	NA	NA	NA	NA	NA	NA	NA	NA	
GM	GM Plant	NA	NA	NA	NA	NA	NA	NA	NA	
GP	Green Park	148,000	28,470	19.2	I-55/I-270 Interchange	59,750	11,495	19.2	I-55 & US 61/67/50 Interchange	
KS	Kingshighway - 70	24,920	4,795	19.2	I-70/Bircher Blvd/Union Blvd Interchange	23,520	4,525	19.2	I-70/Goodfellow Blvd Interchange	
LA	Lambert Airport	93,070	17,820	19.1	I-70/I-170 Interchange	79,620	14,095	17.7	I-270/US 67 Interchange	
LC	Lewis and Clark North	NA	NA	NA	NA	NA	NA	NA	NA	
MA	MidAmerica Airport	NA	NA	NA	NA	NA	NA	NA	NA	
MC	Meramec - 44	136,550	26,270	19.2	I-270/I-44 Interchange	44,105	8,010	18.2	I-44/MO 141 Interchange	
MN	Manchester 44	48,490	9,325	19.2	I-64 & Kingshighway Blvd Interchange	39,990	7,695	19.2	I-64/Hampton Concourse Interchange	
PC	Page Corridor	45,665	8,785	19.2	I-170 and Rte D Interchange	37,550	7,225	19.2	I-170 and MO 340 (Olive Blvd) Interchange	
PK	Port Kaskaskia	NA	NA	NA	NA	NA	NA	NA	NA	
PQ	Page - 270 Quadrant	35,920	6,910	19.2	I-270/Dorsett Rd Interchange	20,765	1,075	5.2	US 67/Page Ave Interchange	
TN	Route 3 North	NA	NA	NA	NA	NA	NA	NA	NA	
VC	Vandeventer - Chouteau	56,885	10,010	17.6	I-64/Forest Park Ave/Grand Blvd/Market St Interchange	23,345	4,490	19.2	I-64/Jefferson Ave Interchange	
WA	West 70 - Arrowhead	No available data	NA							

Table A-6: Arterial Traffic Volumes

		Arterial							
		Volume 1			Location 1	Volume 2			Location 2
Site Acronym	Site Name	Total AADT	Total Trucks	% Trucks	Road	Total AADT	Total Trucks	% Trucks	Road
BA	Broadway - Arsenal	17,895	910	5.1	S 7th St from Miller St to I-55	16,740	850	5.1	Broadway St (S 7th St) between Marion and Rutger St
BH	Broadway - Hall	27,675	5,935	25.1	MLK, Jr Bridge from N 4th St to center of Miss River	21,350	1,050	4.9	Broadway St between Aurora Ave and Halls Ferry Rd (Rt A)
CA	Chesterfield Airport	17,970	885	4.9	Chesterfield Airport Rd between Long Rd and Olive St	16,945	835	4.9	Chesterfield Airport Rd between Long Rd and Exit 17
DA	Downtown Airport	18,000	1,150	6.3	IL 15 between Pocket Rd and 29th St	16,800	800	4.7	IL 15 between 26th St and 29th St
DY	Dupo Yard	12,500	1,175	9.4	IL 3 north of N. Main St/Stolle Rd	NA	NA	NA	NA
EC	Earth City	66,725	6,090	9.1	MO 370 between MO 141 (Earth City Expy) and MO 94	49,440	4,700	9.5	MO 370 between MO 141 (Earth City Expy) and Taussig Ave
EG	East Industrial Gateway	27,300	2,950	10.8	IL 3 from Mississippi Ave to I-64/55/70 Interchange	18,300	3,000	16.4	IL 203 North of I-55 Interchange
FL	Fountain Lake - Elm Point	66,725	6,090	9.1	MO 370 between MO 94 and MO 141 (Missouri Bottom Rd)	55,465	5,065	9.1	MO 370 between MO 94 and Elm St Interchange (Exit 5)
GC	Gateway Commerce	31,100	3,350	10.7	IL 255 North of I-270 to Gateway Commerce Center Dr	29,000	2,100	7.2	IL 255 North of Gateway Commerce Center Dr to New Poag Rd
GM	GM Plant	39,700	5,450	13.7	US 61 north of MO A Exit to Grothe Rd	36,840	5,065	13.7	I-64/US61 (Exit 210) north to Pitman Rd
GP	Green Park	30,940	1,685	5.4	US 50 between I-55 and MO 21	17,220	765	4.4	MO 21 Between MO 30 and US 50
KS	Kingshighway - 70	36,840	1,870	5.1	Kingshighway Blvd between Natural Bridge Ave and I-70	23,455	1,155	4.9	Goodfellow Blvd between I-70 and Natural Bridge Ave
LA	Lambert Airport	41,510	3,210	7.7	US 67 between I-270 and Elm Grove Rd	19,910	1,375	6.9	US 67 between Natural Bridge Rd and Missouri Bottom Rd
LC	Lewis and Clark North	17,300	1,975	11.4	IL 3 between Piasa Ln and Hawthorne St	16,200	1,850	11.4	Il 3 & New Poag Rd
MA	MidAmerica Airport	15,800	1,125	7.1	US 50 from Scott Troy Rd to Bel Vista Tr	11,600	1,025	8.8	US 50 from Beleville St to IL 4
MC	Meramec - 44	57,095	2,860	5	MO 141 from I-44 to Marshall Rd	20,880	1,060	5.1	Big Bend Blvd between Huntington Hill Dr & Barret Station Rd
MN	Manchester 44	41,850	2,125	5.1	Kingshighway Blvd between Berthold Ave south to Odell St	34,400	1,750	5.1	Hampton Ave between I-64 and MO 100
PC	Page Corridor	35,380	1,815	5.1	Rt D between I-170 & Woodson Rd	23,840	1,740	7.3	US 67 between MO 340 and Rt D
PK	Port Kaskaskia	5,600	480	8.6	IL 13 west of interseciton with Baldwin Rd (Co Rd 27)	4,100	415	10.1	IL 13 east of intersection with Baldwin Rd (Co Rd 27)
PQ	Page - 270 Quadrant	74,060	3,840	5.2	Rt D (Page Ave) between I-270 and Lindbergh Blvd (US 67)	24,880	1,860	7.5	US 67 between RT D (Page Ave) and Old St Charles Rd
TN	Route 3 North	16,900	2,500	14.8	IL 3 just south of W Pontoon Rd	14,000	2,025	14.5	IL 3 just north of Broadway
VC	Vandeventer - Chouteau	31,370	1,595	5.1	Forest Park Ave from Vandeventer to Grand Blvd	27,860	1,415	5.1	Grand Blvd from Choteau to I-64
WA	West 70 - Arrowhead	21,655	815	3.8	MO 79 from Salt River Rd to I-70	20,340	1,035	5.1	Salt River Rd from I-70 to Mexico Rd





Site Area Boundaries

Legend

- Interstate
- US and State Routes
- Railroad



0 10 Miles



June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Broadway Arsenal (BA)

General Description

The Broadway Arsenal site refers to an area bounded by the Popular Street Bridge to the north, the Mississippi River to the east, Broadway Avenue to the west, and ends in the south at Gark Road. Excluding a small portion in the far south of the site, the Broadway Arsenal site area is located within the City of St. Louis. Similar to the Broadway Hall site in the north of St. Louis, the Broadway Arsenal site is geographically long and thin, at one point a mere 0.1 mile wide. The area primarily contains industrial properties with numerous sites having nearby rail and barge terminals along the river.

Site Characterization

Primarily industrial with multimodal access for numerous sites, including extensive rail and barge access, the site also has strong access to the regional road network as I-55 runs along it. Properties are mixed with smaller buildings more tightly packed along Broadway Avenue, while closer to the river the properties tend to be larger with bigger single building and parking lots. The Anheuser-Busch Brewery lies outside but adjacent to the site area.

Technical Site Metrics

State:	Missouri
County:	St. Louis City
Municipalities:	Lemay CDP, St. Louis
Total Acreage:	2,870
Total Industrial RBA:	6,035,200 sf
Average Industrial RBA:	43,200 sf
# of Properties:	140
Distribution:	5 (4%)
Manufacturing:	31 (22%)
Service:	4 (3%)
Truck Terminal:	6 (4%)
Warehouse:	87 (62%)
Other:	7 (5%)

RBA = Rentable Building Area



Industry and Economic Sectors

Of the 4,538 jobs in the Broadway Arsenal site area, 27.8% are in the manufacturing and transportation sectors, with another 11.0% in wholesale trade and 10.2% in construction. Administration and support as well as health care and social assistance sectors account for another 24.8% of jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	1	0.0%
Mining, Quarrying, and Oil and Gas Extraction	16	0.4%
Utilities	0	0.0%
Construction	464	10.2%
Manufacturing	752	16.6%
Wholesale Trade	497	11.0%
Retail Trade	184	4.1%
Transportation and Warehousing	510	11.2%
Information	7	0.2%
Finance and Insurance	18	0.4%
Real Estate and Rental and Leasing	11	0.2%
Professional, Scientific, and Technical Services	421	9.3%
Management of Companies and Enterprises	157	3.5%
Administration & Support, Waste Management	644	14.2%
Educational Services	2	0.0%
Health Care and Social Assistance	483	10.6%
Arts, Entertainment, and Recreation	0	0.0%
Accommodation and Food Services	120	2.6%
Other Services (excluding Public Administration)	248	5.5%
Public Administration	3	0.1%
Total	4,538	

Source: OntheMap, U.S. Census

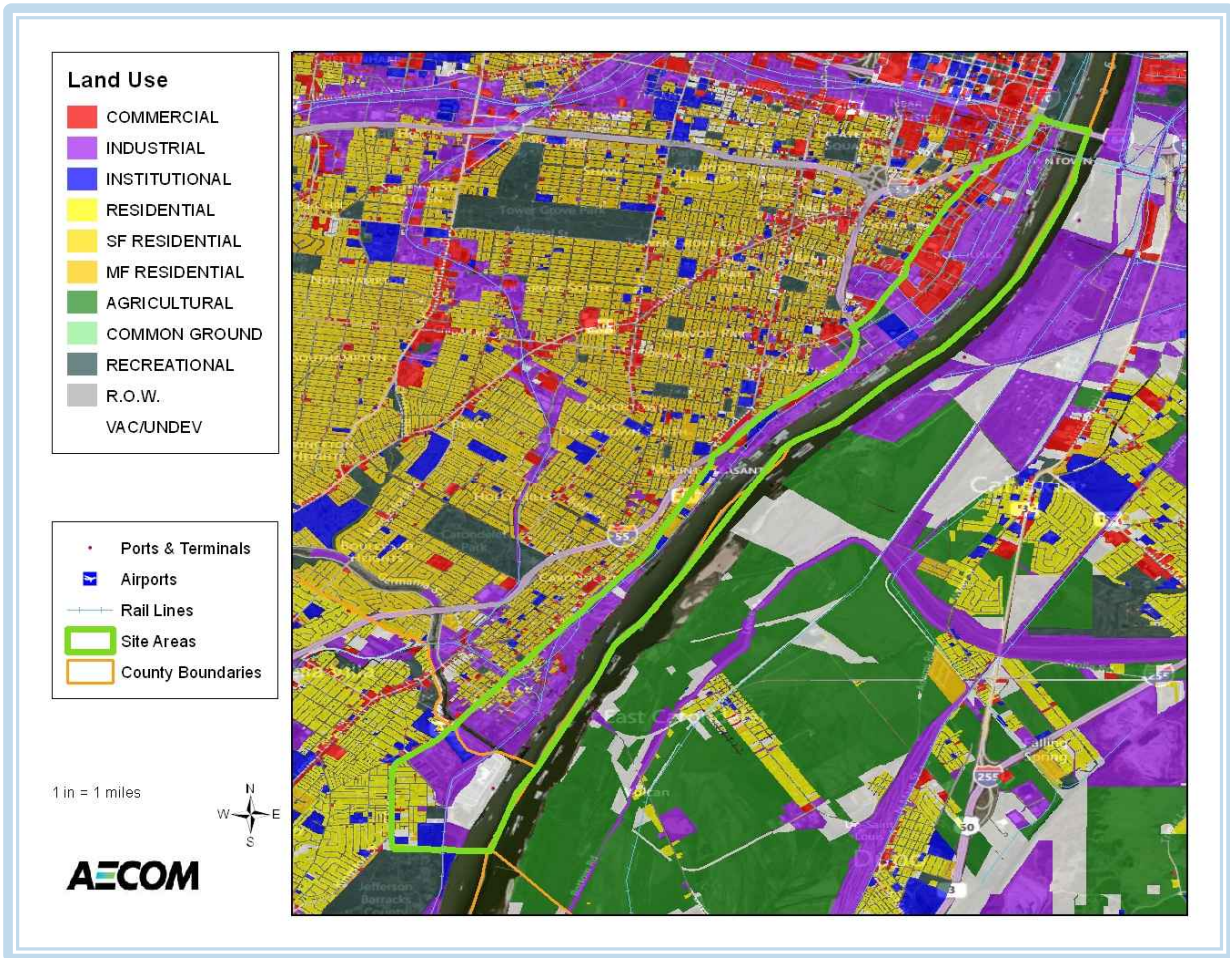
Key Employment Generators:

The Missouri Economic Research and Information Center reported 185,148 private sector jobs in St. Louis City in 2012, with a total of 216,505 jobs in the city in 2012. As of 2012, there are 8,266 private employers in St. Louis City with more than 500 firms in wholesale trade, retail trade, professional and technical services, health care and social services, accommodation and food services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

Industrial land use dominates the Broadway Arsenal site area for almost its entire length. This is partially because the corridor is focused upon the industrial and commercial activities along the river, rather than the dense residential land uses that stretch the length of the site's western boundary.

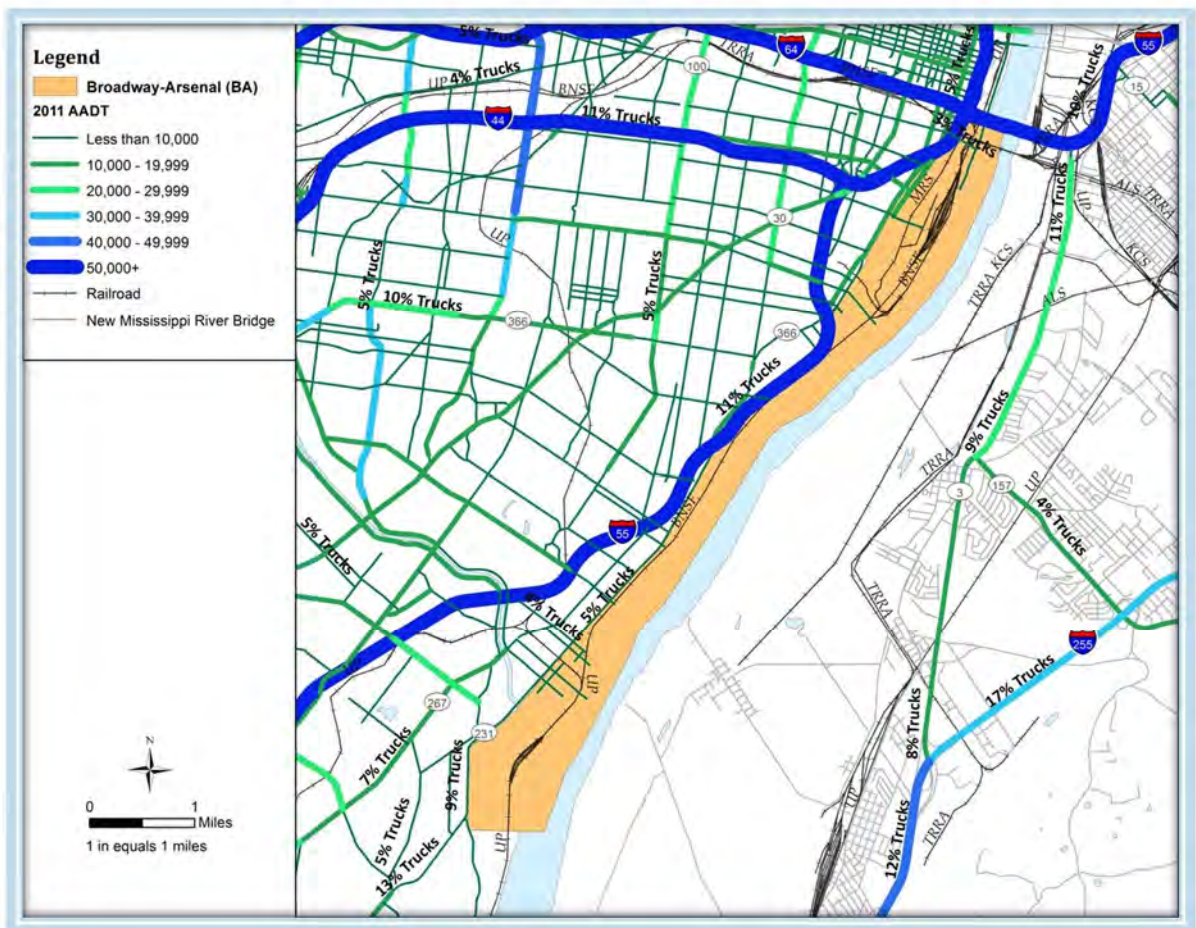


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located in St. Louis between I-55 and the Mississippi River. The Broadway Arsenal site is bounded by the Popular Street Bridge to the north, the Mississippi River to the east, Broadway Avenue to the west, and ends in the south at Gark Road. The site has multimodal access for numerous sites, including extensive rail and barge access. The site also has a strong access to the regional road network via I-55.

The map below shows total traffic volume for the major roadways within and adjacent to Broadway Arsenal by Average Annual Daily Traffic (AADT).





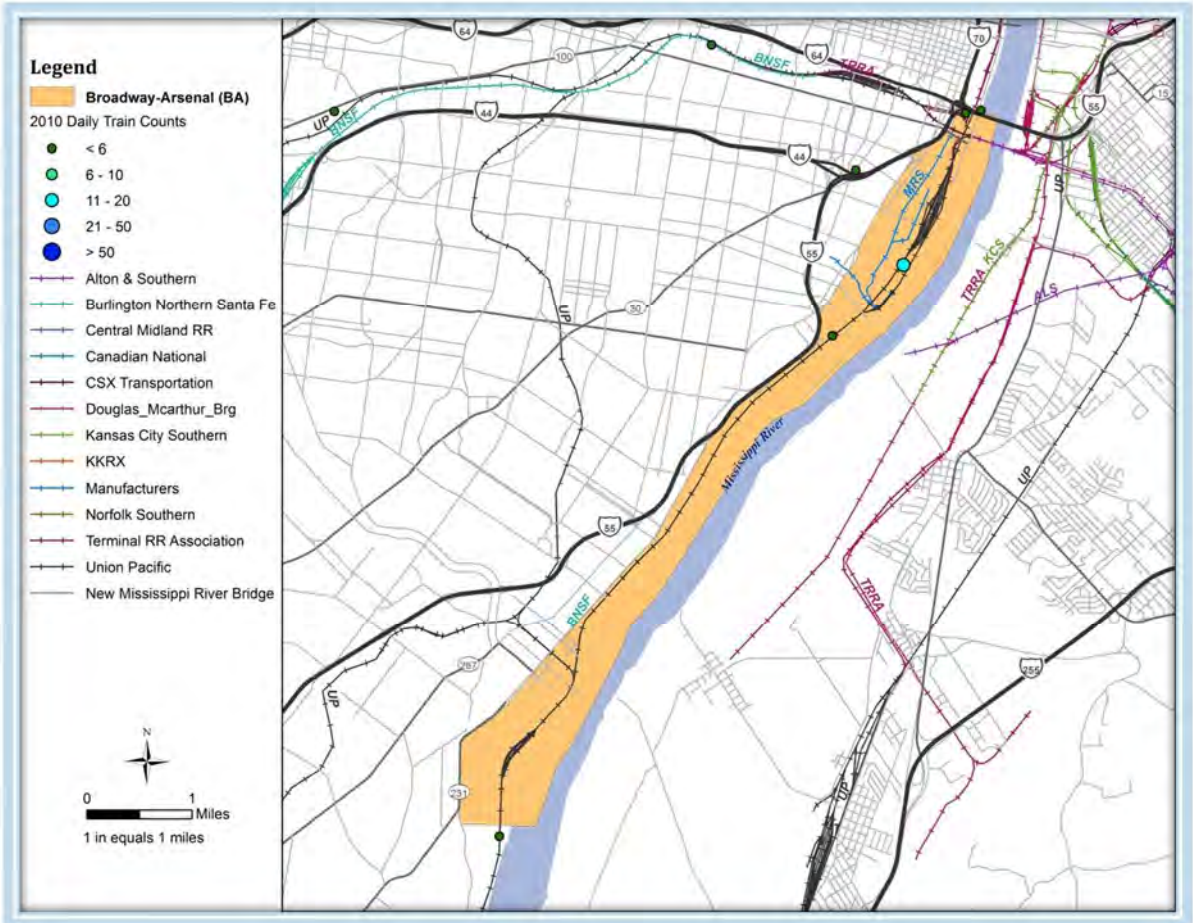
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 164 to nearly 21,000 at major interchanges and access points to the Broadway Arsenal site, including the I-70 and I-55/64/Memorial Drive interchange, I-55, South 7th Street and Broadway Street. The table below shows the truck volume and total AADT for the interchanges and access points to the site. Volumes at the I-70 and I-55/64/Memorial Drive Interchange could be higher because some ramp data is not available. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-70 and I-55/64/Memorial Dr Interchange	I-55/S 7th Blvd Interchange	S 7th St from Miller St to I-55	Broadway St (S 7th St) between Marion and Rutger St	I-55 from S Broadway to Potomac	I-55 from Potomac to Gasconade St
Total Trucks	24,615	3,255	910	850	10,440	10,140
MU	20,900	2,770	175	165	6,590	6,400
SU	3,720	495	735	690	3,850	3,740
Total AADT	127,930	16,935	17,895	16,740	93,695	90,990

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the UP, TRRA and Manufacturers Railway Corporation (MRS). Based on 2010 data from the Federal Rail Administration (FRA), there are approximately 11 to 20 daily trains passing through the Broadway Arsenal site area, plus additional local switches that may take place as well.



Safety

Safety at Broadway Arsenal

- Number Rail/Roadway Crashes (2008 – 2012): 2
- Total Railroad At-Grade Crossings: 16
- Number Highway Crashes involving trucks (2009 – 2011): 87
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 87 crashes involving trucks, which occurred within the Broadway Arsenal site area.

Implications

- This area falls “in the middle of the pack” with a number of larger industries present to anchor the area.
- To move forward, this area is well positioned to reach each of the region’s major freight transportation modes: rail, road and water. There are significant truck volumes accessing I-55 and I-44 from the site area. The Region may be well served by a closer investigation of site availability, local truck routing and ramp access.
- The relatively low industrial vacancy percentage may cloud the availability of larger parcels without buildings.

Detailed Site Visit

LAND USE:

South Broadway/ 7th Street

- Commercial Industrial some residential on west side of road
- Mississippi River, RR tracks and terminals, barge terminals to East
- 4 lane divided for most of Broadway.
- Very heavy truck traffic in both directions.
- Asphalt, fair shape considering such heavy use. Bad ruts in areas.



Marion St.

- Used as access to I-55, I-70.
- Broken Concrete, Asphalt patching



Russell

- Uses as access E/W to 7th Street
- Asphalt, fair to poor.
- Used for transportation hubs and access to RR tracks



3rd Street

- Heavy truck traffic around transportation distribution
- Asphalt, terrible, huge holes everywhere



MAJOR INTERSECTIONS:

7th and Park

- Very heavy truck traffic
- Paved; good to fair



TRUCK ROUTES:

S. Broadway

- Southbound I-55
- Northbound from Hoffmeister

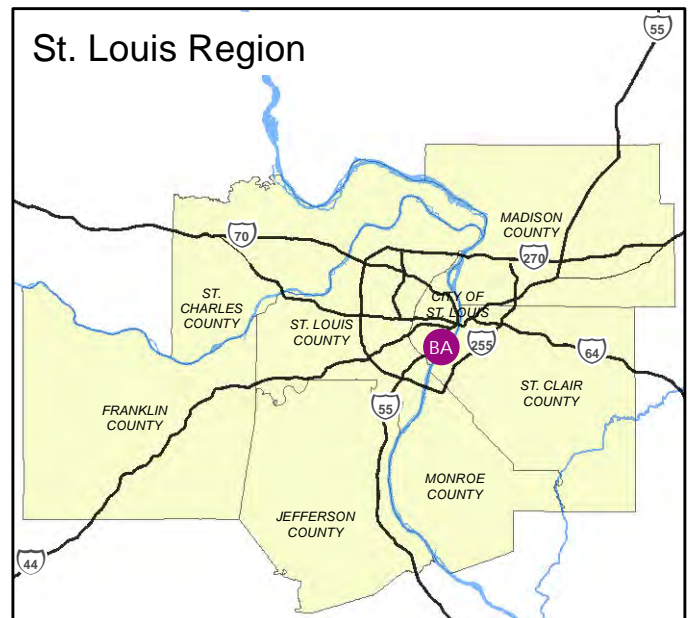
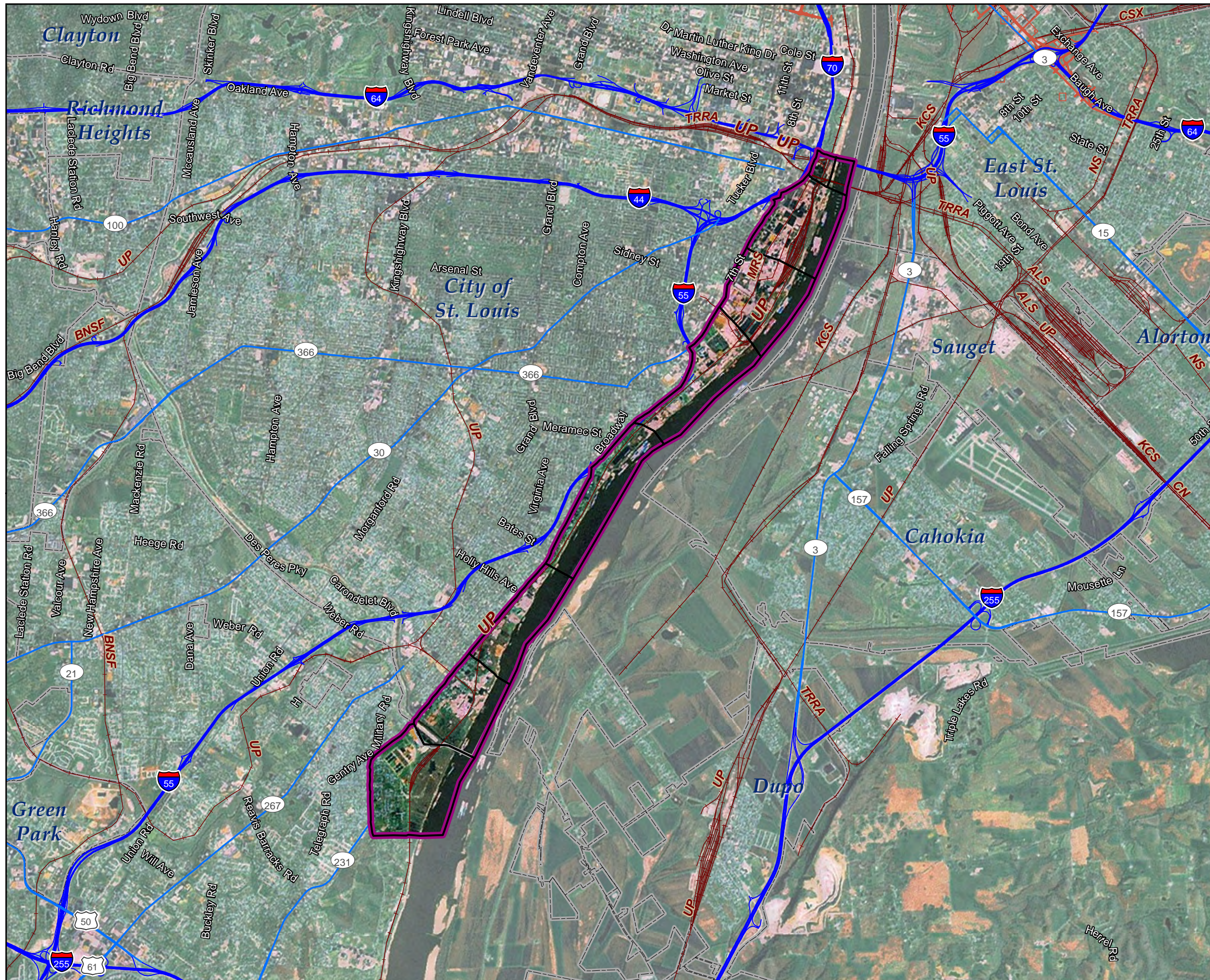
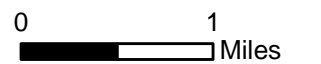
Broadway-Arsenal (BA)

Site Characteristics

- 2,520 Goods Producing and Trade Jobs
- 6,035,200 Sq Ft of Industrial Rentable Building Area
- 2.8% Industrial Vacancy Rate
- 2,870 Acres of Total Area
- 2 Municipalities Intersect the Site

Legend

- TAZ Boundary
- Broadway-Arsenal (BA)
- Interstate
- US and State Routes
- Alton & Southern (ALS)
- Burlington Northern Santa Fe (BNSF)
- Canadian National (CN)
- Kansas City Southern (KCS)
- Manufacturers Railway (MRS)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- New Mississippi River Bridge
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Broadway Hall (BH)

General Description

The Broadway Hall site area is the northern portion of the St. Louis waterfront along the Mississippi River, bounded by downtown St. Louis to the south and Broadway to the west. The site area has seven miles of riverfront access. North-south rail lines on the Missouri side of the St. Louis region pass through this site area.

Site Characterization

The Broadway Hall site area is characterized by its north-south length and extensive rail and river access for the large properties along the Mississippi River. The site has two separate property sizes based largely on the rail lines that run through the site. Properties on the west side of the rail lines have greater access to the grid roadway network. East of the rail tracks, the properties are larger with more limited road access.

Technical Site Metrics

State:	Missouri
County:	St. Louis City
Municipalities:	St. Louis
Total Acreage:	3,890
Total Industrial RBA:	13,251,200 sf
Average Industrial RBA:	42,800 sf
# of Properties:	310
Distribution:	5 (2%)
Manufacturing:	68 (22%)
Service:	12 (4%)
Truck Terminal:	45 (15%)
Warehouse:	168 (54%)
Other:	12 (4%)

RBA = Rentable Building Area



Industry and Economic Sectors

The manufacturing and transportation sectors play a key role in the Broadway Hall site area, accounting for 63.5% of the area's 9,902 jobs. Wholesale trade is also an important sector, accounting for more than 15% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	217	2.2%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	234	2.4%
Construction	225	2.3%
Manufacturing	3,391	34.2%
Wholesale Trade	1,508	15.2%
Retail Trade	311	3.1%
Transportation and Warehousing	2,901	29.3%
Information	4	0.0%
Finance and Insurance	66	0.7%
Real Estate and Rental and Leasing	51	0.5%
Professional, Scientific, and Technical Services	312	3.2%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	306	3.1%
Educational Services	4	0.0%
Health Care and Social Assistance	47	0.5%
Arts, Entertainment, and Recreation	27	0.3%
Accommodation and Food Services	186	1.9%
Other Services (excluding Public Administration)	106	1.1%
Public Administration	6	0.1%
Total	9,902	

Source: OntheMap, U.S. Census

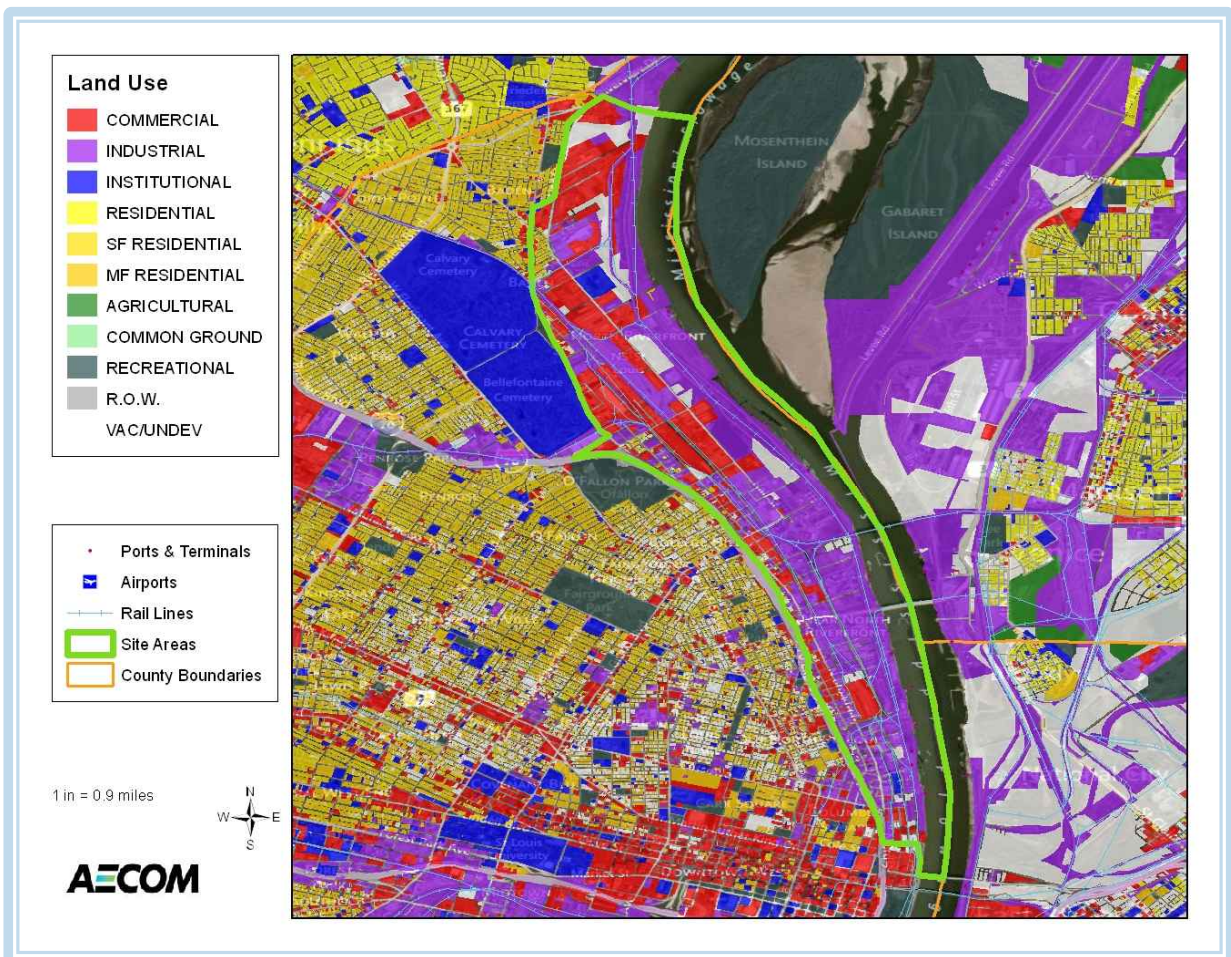
Key Employment Generators:

The Missouri Economic Research and Information Center reported 185,148 private sector jobs in St. Louis City in 2012, with a total of 216,505 jobs in the city in 2012. As of 2012, there are 8,266 private employers in St. Louis City with more than 500 firms in wholesale trade, retail trade, professional and technical services, health care and social services, accommodation and food services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The Broadway Hall site area primarily is composed of industrial and commercial land uses with industrial being the larger component. The commercial land uses are concentrated along the western edge of the site area and along I-70. The land nearest the river, east of Hall Street, is industrial with rail lines running along the edge nearest to the barge terminals. Land use outside the site area to the west is mostly dense residential, though Calvary Cemetery along the northern side is institutional and O'Fallon Park south of the cemetery is recreational.

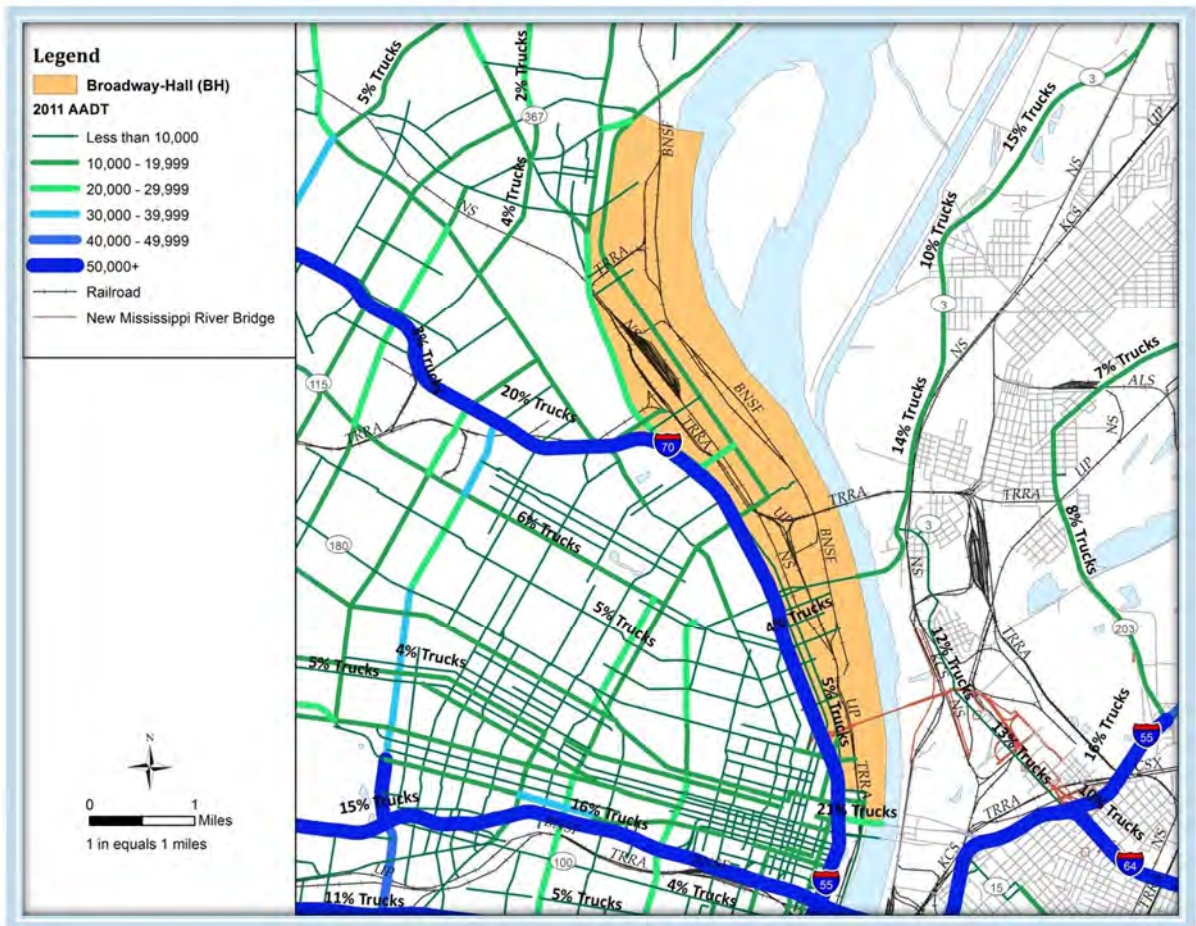


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The Broadway Hall site area is the northern portion of the St. Louis waterfront along the Mississippi River, bounded by downtown St. Louis to the south and Broadway Avenue to the west. The site area is characterized by its north-south length and extensive rail and river access for the large properties along the Mississippi River. The site area has seven miles of riverfront access, and the north-south rail lines on the Missouri side of the St. Louis region pass through this site area. The site also has a strong access to the regional road network via I-70.

The map below shows total traffic volume for the major roadways within and adjacent to Broadway Hall by Average Annual Daily Traffic (AADT).





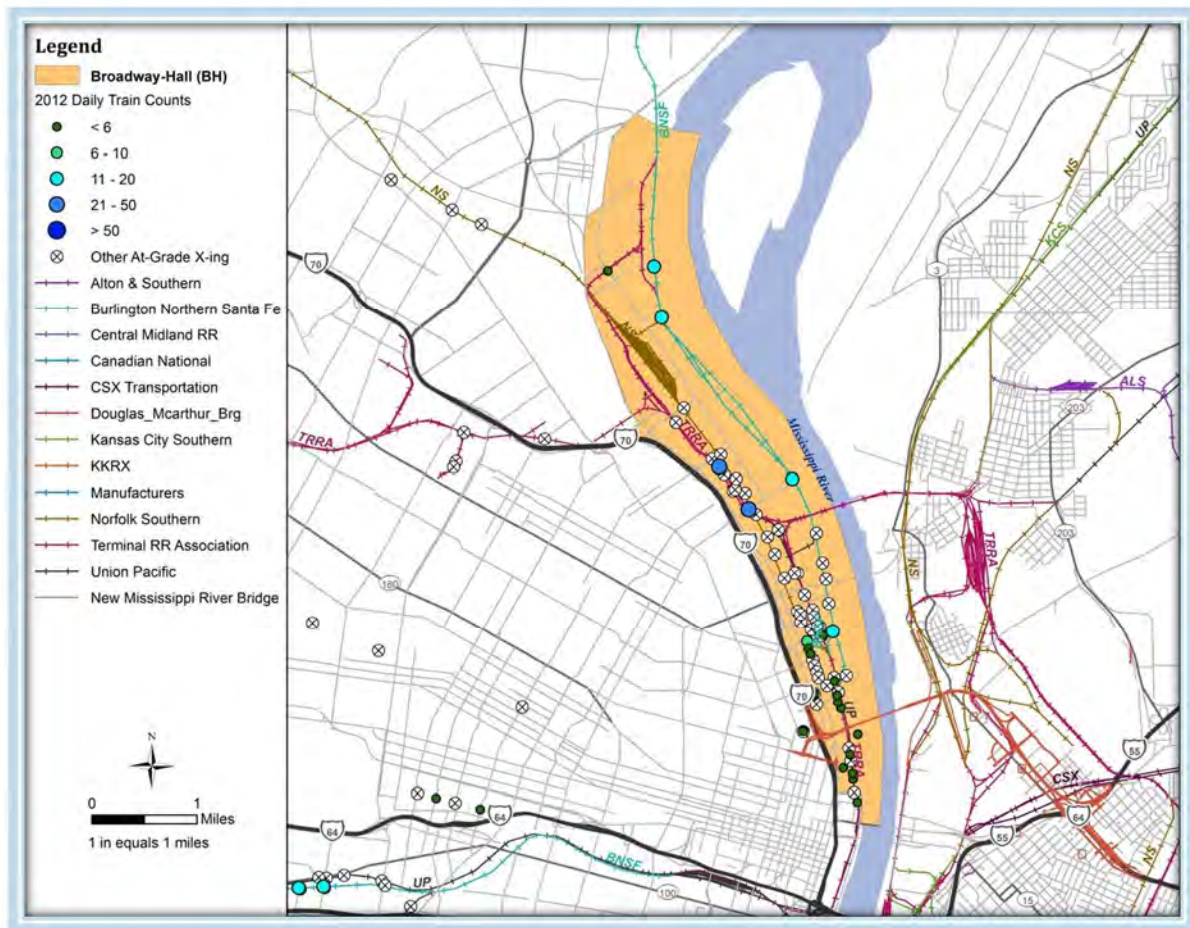
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 205 to 18,655 at major interchanges and access points to the Broadway Hall site, including I-70 interchanges, I-70, Martin Luther King, Jr. Bridge, and Broadway Street. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-70 & McKinley Br/MO 115 Interchange	I-70/ Adelaide Ave Interchange	MLK, Jr. Bridge from N 4th St to center of Miss River	Broadway St between Aurora Ave & Halls Ferry Rd	I-70 between McKinley St & E Grand Blvd	I-70 from E Grand Blvd to Adelaide Ave
Total Trucks	4,530	4,415	5,940	1,055	21,970	21,005
MU	3,850	3,745	2,960	205	18,655	17,835
SU	685	665	2,980	850	3,320	3,175
Total AADT	23,555	22,930	27,675	21,355	112,325	107,485

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include The BNSF, NS and TRRA. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 21 to 50 daily trains passing through the Broadway Hall site area.



Safety

Safety at Broadway Hall

- Number Rail/Roadway Crashes (2008 – 2012): 1
- Total Railroad At-Grade Crossings: 100
- Number Highway Crashes involving trucks (2009 – 2011): 161
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 161 crashes involving trucks, which occurred within the Broadway Hall site area.

Implications

- The numerous rail road lines and at-grade crossings within the site create unique accessibility opportunities and challenges for portions of the site.
- Opportunities for infill development are limited as there are few open sites; however, it has the highest vacancy rate of all the site areas.
- The area is well served by each of the freight transportation modes: rail, road and waterway. There are a number of core industrial property owners in the area with a long history of industrial operations.
- There is an intermittent “checkerboard “pattern of underutilized industrial land use in the area, much of which may be reassembled and repurposed.

Detailed Site Visit

Roads

North Broadway

Asphalt, fair condition
Commercial, light industrial



East Grand

Asphalt, needs work
Heavy and light industrial



Hall Street

Asphalt, needs work
Heavy and light industrial and commercial
UPS Freight Warehouse, Conway Trucking Warehouse, ABF Trucking warehouse



O'Fallon Street

Asphalt, good condition
Commercial

2nd Street

Asphalt, needs work
Light industrial and commercial

Lewis Street

Concrete and asphalt, needs work
Commercial and light industrial, some residential

Biddle Street

Concrete, good condition
Light industrial and commercial

Carr Street

Concrete, good condition
Light industrial and commercial

1st Street

Asphalt, needs work
Light industrial and commercial

Ashley Street

Asphalt, needs work
Light industrial and commercial

Collins Avenue

Asphalt, good condition
Light industrial and commercial

Cass Avenue

Asphalt, good condition
Light industrial and commercial

Florida Street

Asphalt, good condition
Light industrial and commercial

Mullanphy Street

Asphalt, good condition
Light industrial and commercial

Mound Street

Asphalt and cobblestone, needs work
Commercial

Tyler Street

Asphalt, good condition
Light industrial and commercial

Chambers Street

Asphalt, good condition
Commercial and light industrial

Madison Street

Cobblestone and asphalt, good condition
Commercial and light industrial

North Market Street

Asphalt, good condition
Light industrial and commercial



Clinton Street

Asphalt, good condition

Light industrial and commercial

Warren Street

Asphalt, needs work
Commercial and light industrial

St. Louis Avenue

Asphalt, bad condition
Light industrial and commercial

Branch Street

Asphalt, good condition
Light industrial and commercial

Dock Street

Asphalt, needs work
Light and heavy industrial

Buchanan Street

Asphalt, bad condition
Light and heavy industrial

Angelrodt Street

Asphalt, needs work
Heavy and light industrial



Destrehan Street

Asphalt, needs work
Light and heavy industrial

Mallinckrodt

Asphalt, very good condition
Light and heavy industrial



Breman Avenue

Asphalt, needs work
Light industrial and commercial



Angelica Street

Asphalt, good condition
Light and heavy industrial
and commercial



Carrie Avenue

Asphalt, good condition
Light and heavy industrial

McKissock Avenue

Asphalt, needs work

Light and heavy industrial

Harris Avenue

Asphalt, good condition

Light industrial and commercial

Bulwer Avenue

Asphalt, good condition

Light industrial and commercial

Prescott Avenue

Asphalt, good condition

Heavy and light industrial and commercial

Ouida Avenue

Asphalt, good condition

Light and heavy industrial and commercial

Gimblin Road

Asphalt, needs work

Commercial and residential

Riverview Drive

Asphalt, good condition

Commercial and residential



Adelaide Avenue

Asphalt, very good condition

Light industrial and commercial



Ferry Street

Asphalt, needs work

Light industrial and commercial

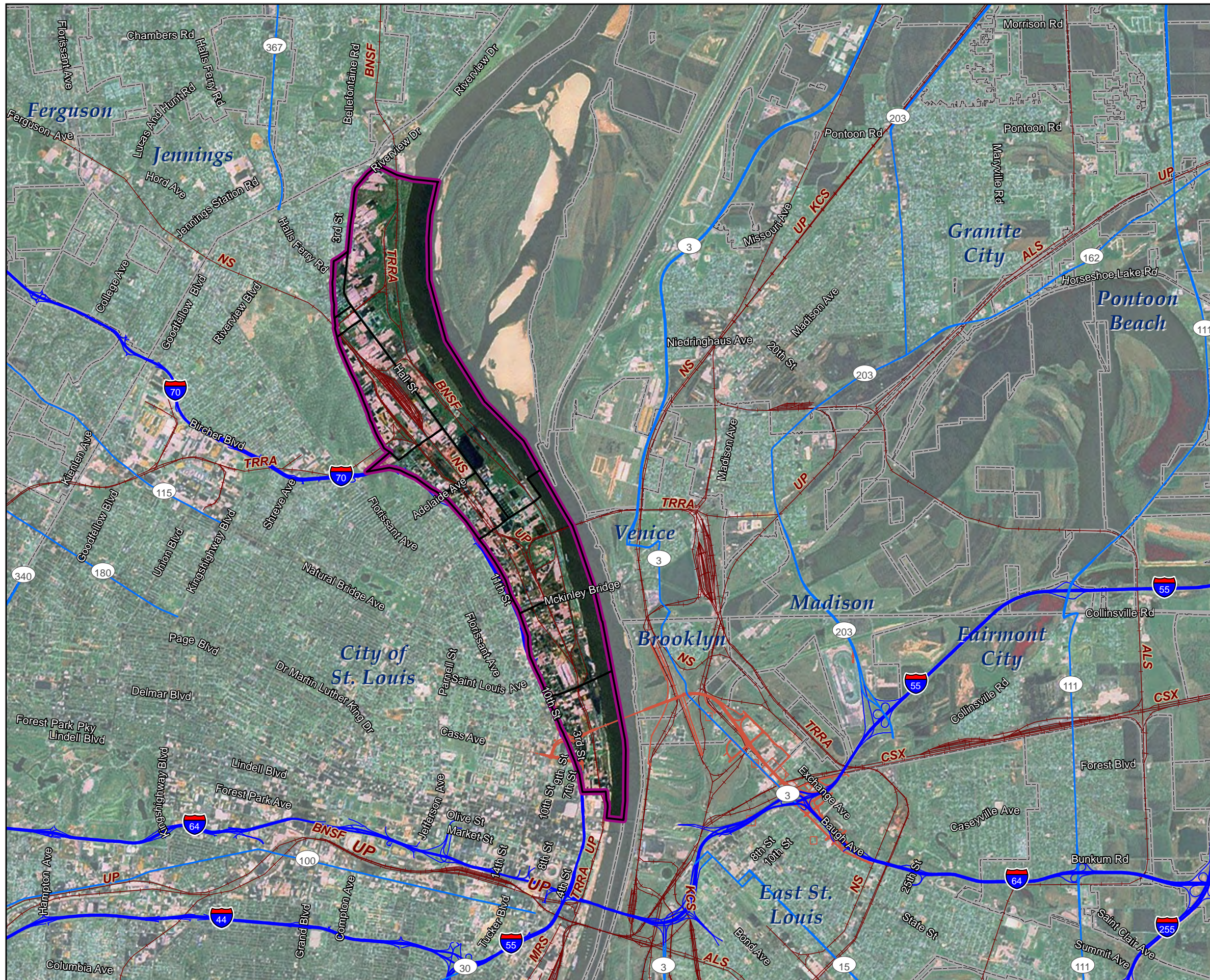
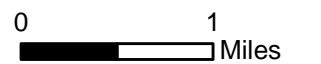
Broadway-Hall (BH)

Site Characteristics

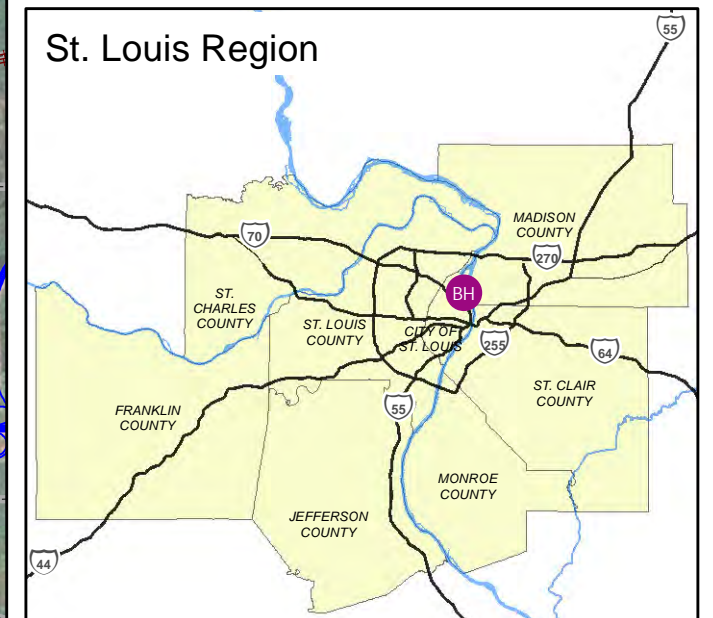
- 9,000 Goods Producing and Trade Jobs
- 13,251,200 Sq Ft of Industrial Rentable Building Area
- 13.1% Industrial Vacancy Rate
- 3,890 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Broadway-Hall (BH)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Burlington Northern Santa Fe (BNSF)
- Canadian National (CN)
- CSX Transportation (CSX)
- Kansas City Southern (KCS)
- Manufacturers Railway (MRS)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary



St. Louis Region





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Chesterfield Airport (CA)

General Description

The Chesterfield Airport site lies south and west of I-64, north of the railroad tracks along Centaur Road and Edison Avenue, and east of Howell Island. It is dominated by commercial and industrial buildings east of Chesterfield Airport. While this triangular site is enclosed by hard boundaries (the Interstate, river, and railroad tracks), there are a number of vacant sites available near the airport as well as a large swath of agricultural land between the airport and river that could be developed. Expansion outside of the site could potentially continue north of I-64 near the Missouri River, but expansion further south is prevented by large lot residential development.

Site Characterization

The airport is located in the center of the site and includes a number of accessory industrial buildings. Immediately east of the airport are a mix of office and industrial buildings. Big box stores and accessory commercial buildings, which are surrounded by large parking lots, dominate the eastern portion of the site along Chesterfield Airport Road. A golf course lies immediately south of the airport, while the remainder of the site is covered by vacant and agricultural land situated north and west of the airport. A rail line runs along the southern border of the site.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Chesterfield and Wildwood (southwest corner of site)
Total Acreage:	4,930
Total Industrial RBA:	3,928,000 sf
Average Industrial RBA:	32,800 sf
# of Properties:	120
Distribution:	-
Manufacturing:	13 (11%)
Service:	6 (5%)
Truck Terminal:	-
Warehouse:	83 (69%)
Other:	18 (15%)

RBA = Rentable Building Area

Industry and Economic Sectors

The following table highlights the mixed nature of employment within the Chesterfield Airport site. Retail trade, construction, wholesale trade, accommodation and food services, and manufacturing each account for more than ten percent of area employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	5	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	1,700	14.7%
Manufacturing	1,364	11.8%
Wholesale Trade	1,559	13.5%
Retail Trade	1,778	15.4%
Transportation and Warehousing	483	4.2%
Information	252	2.2%
Finance and Insurance	490	4.2%
Real Estate and Rental and Leasing	209	1.8%
Professional, Scientific, and Technical Services	760	6.6%
Management of Companies and Enterprises	176	1.5%
Administration & Support, Waste Management	569	4.9%
Educational Services	89	0.8%
Health Care and Social Assistance	150	1.3%
Arts, Entertainment, and Recreation	121	1.0%
Accommodation and Food Services	1,482	12.8%
Other Services (excluding Public Administration)	360	3.1%
Public Administration	13	0.1%
Total	11,560	

Source: OnTheMap, US Census

Key Employment Generators:

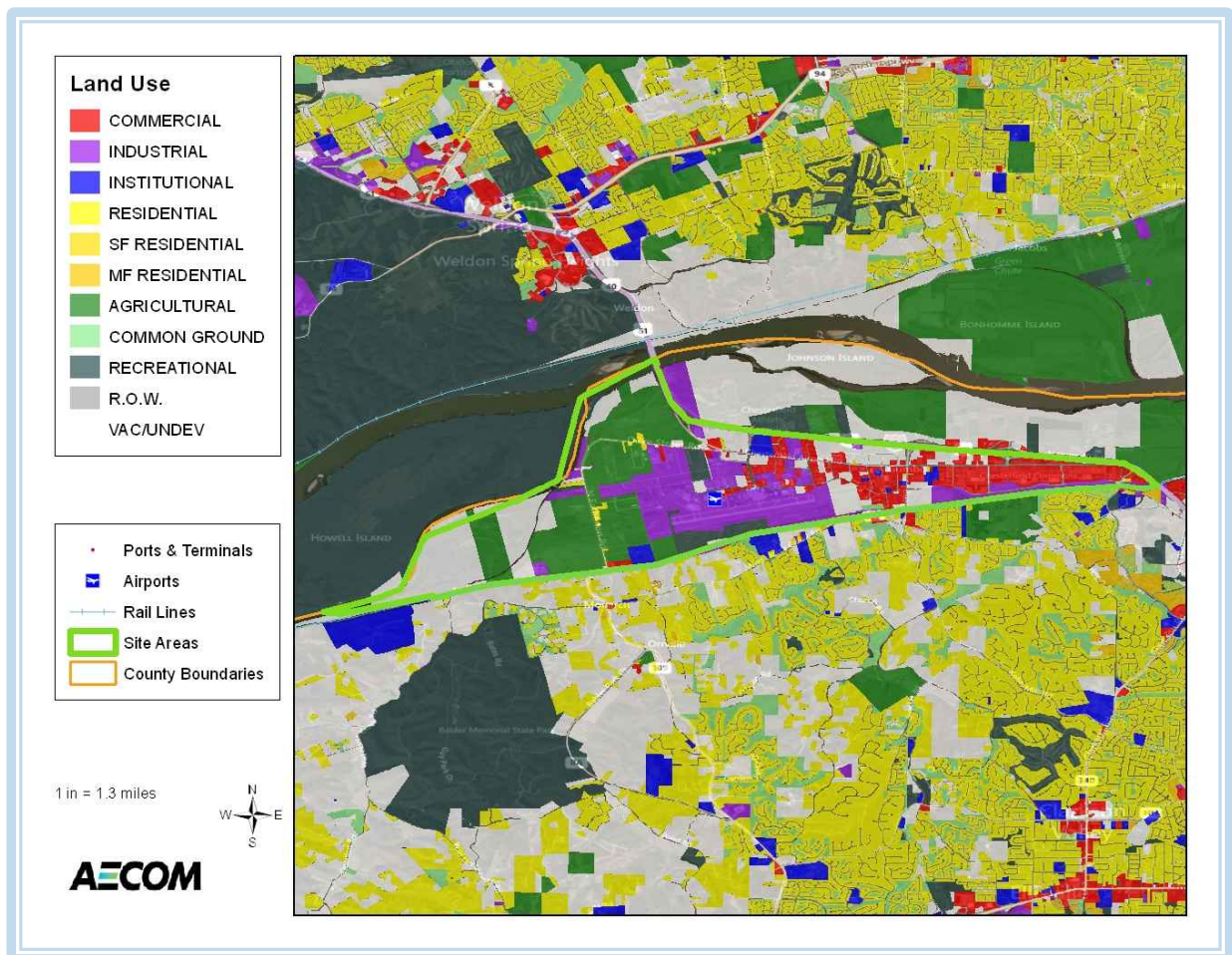
The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The Chesterfield Airport site includes a concentration of commercial and industrial land uses at the airport and to the east; however, vacant and agricultural properties are predominate west of the airport near Howell Island and the Missouri River. The eastern portion of the site is anchored by large commercial buildings with smaller commercial buildings filling in most of the gaps.

A few institutional uses are scattered throughout the site, while the only residential properties are associated with the agricultural uses north and west of the airport. Residential areas can be found across from the railroad tracks that form the site's southern boundary. North of the site, on the other side of I-64, are large areas of vacant and agricultural lands along the river. Expansive recreational areas (Weldon Spring Conservation Area, Howell Island Conservation Area, Babler Memorial State Park, and Chesterfield Valley Athletic Complex) can also be found near the site.



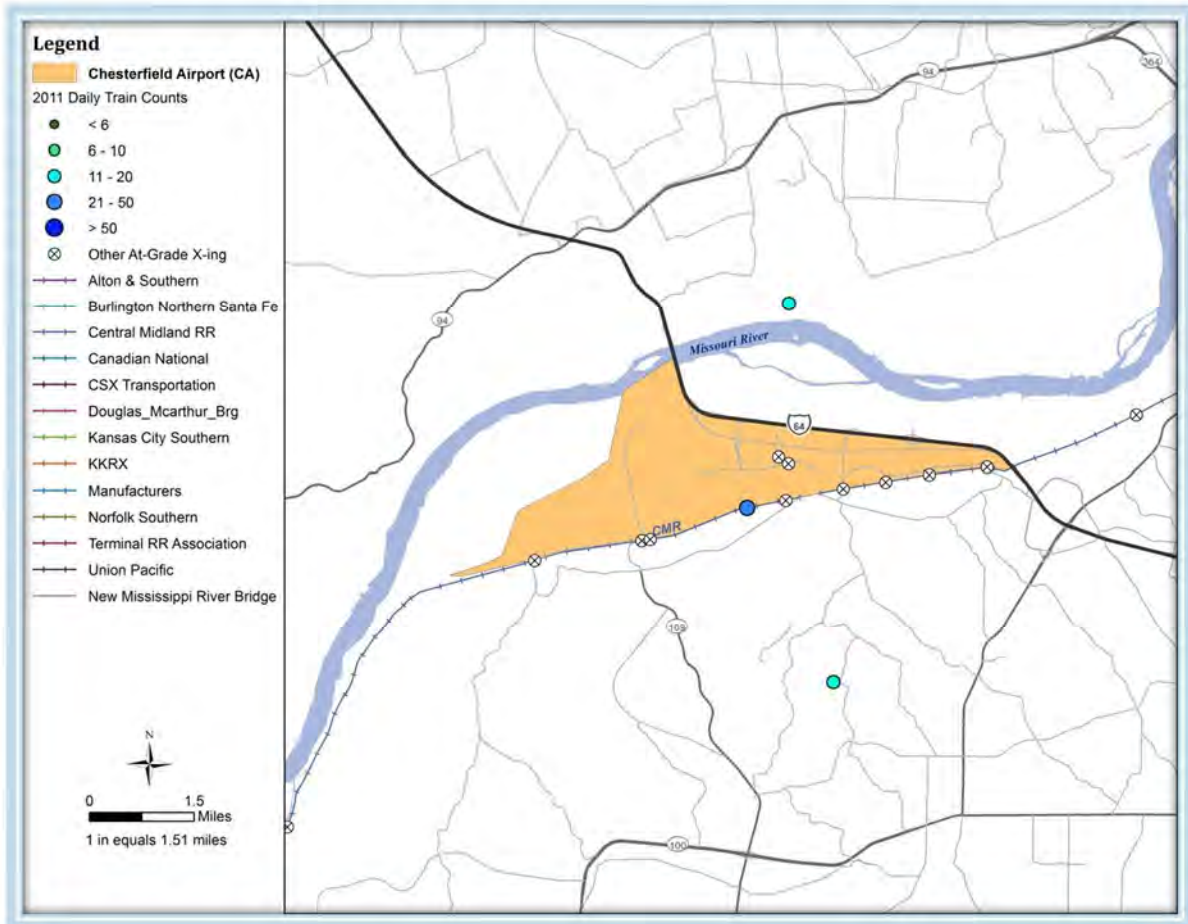
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 160 to approximately 4,000 at major interchanges and access points to the Chesterfield Airport site, including I-64 interchanges, I-64, and Chesterfield Airport Road. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-64/ Boone's Crossing St Interchange	I-64/Long Rd Interchange	Chesterfield Airport Rd between Long Rd and Olive St	Chesterfield Airport Rd between Long Rd and Exit 17	I-64 between MO 340 and Long Rd	I-64 between Long Rd and Missouri Research Park
Total Trucks	4,730	3,205	885	835	7,050	6,725
MU	4,020	2,345	175	160	3,090	3,800
SU	715	865	715	675	3,965	2,930
Total AADT	24,585	26,260	17,970	16,945	90,060	85,595

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the Central Midland Railroad / Missouri Central Railroad, at one time wholly owned by Ameren Development Corporation. Based on 2011 data from the Federal Rail Administration (FRA), there are approximately 21-50 daily trains passing through the Chesterfield Airport site area. The Missouri Department of Transportation classified the line as having less than 15 trains per day.



Safety

Safety at Chesterfield Airport

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 3
- Number Highway Crashes involving trucks (2009 – 2011): 41
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 41 crashes involving trucks, which occurred within the Chesterfield Airport site area.

Implications

- While this roughly triangular area is enclosed by hard boundaries (the Interstate, river, and railroad tracks), there are a number of vacant sites available near the airport as well as a large swath of agricultural land between the airport and river that could be developed. Floodplains are a factor for future development.
- I-64 has the potential to emerge as a corridor due to the corridor upgrades near the core of the region. Future freight opportunities may arise with additional freight movement on the Missouri River.

Detailed Site Visit

Land Use:

Heavy Commercial and Retail
Light Industrial
Airport (Spirit of St. Louis)
Small Farm on Olive St. Road
Flood Plain

Roads:

Major Thoroughfares

Chesterfield Airport Road

Asphalt, fair, rutted from heavy traffic, sporadic, minor cracking
Retail and airport access

Long Road

Asphalt, decent shape, lot of construction at Long and Wildhorse Creek Road
Retail and commercial and airport access

Baxter

Primarily concrete, pot holes in expansion joints
Access for retail and access route to Highway 40 East

Edison

Asphalt, newer and smooth, newer striping
Primarily airport and light industrial access

Major Intersections:

Long Road and Chesterfield Airport Road

- Asphalt is cracking and rutted
- Medium/heavy traffic (cars and small trucks)
- Commercial and retail traffic
- Access to Highway 40 via Long Road



Long Road and Edison

- Asphalt, good to fair condition
- Light/medium traffic (cars and small trucks)
- Commercial and retail traffic
- Access to Airport and commercial and small industrial park via Edison



Baxter and Edison

- Asphalt, fair to poor condition
- Medium traffic (cars and light freight) for businesses in strip mall
- Edison asphalt in good condition
- Baxter has pot holes and cracking



Boone's Crossing and Chesterfield Airport Road

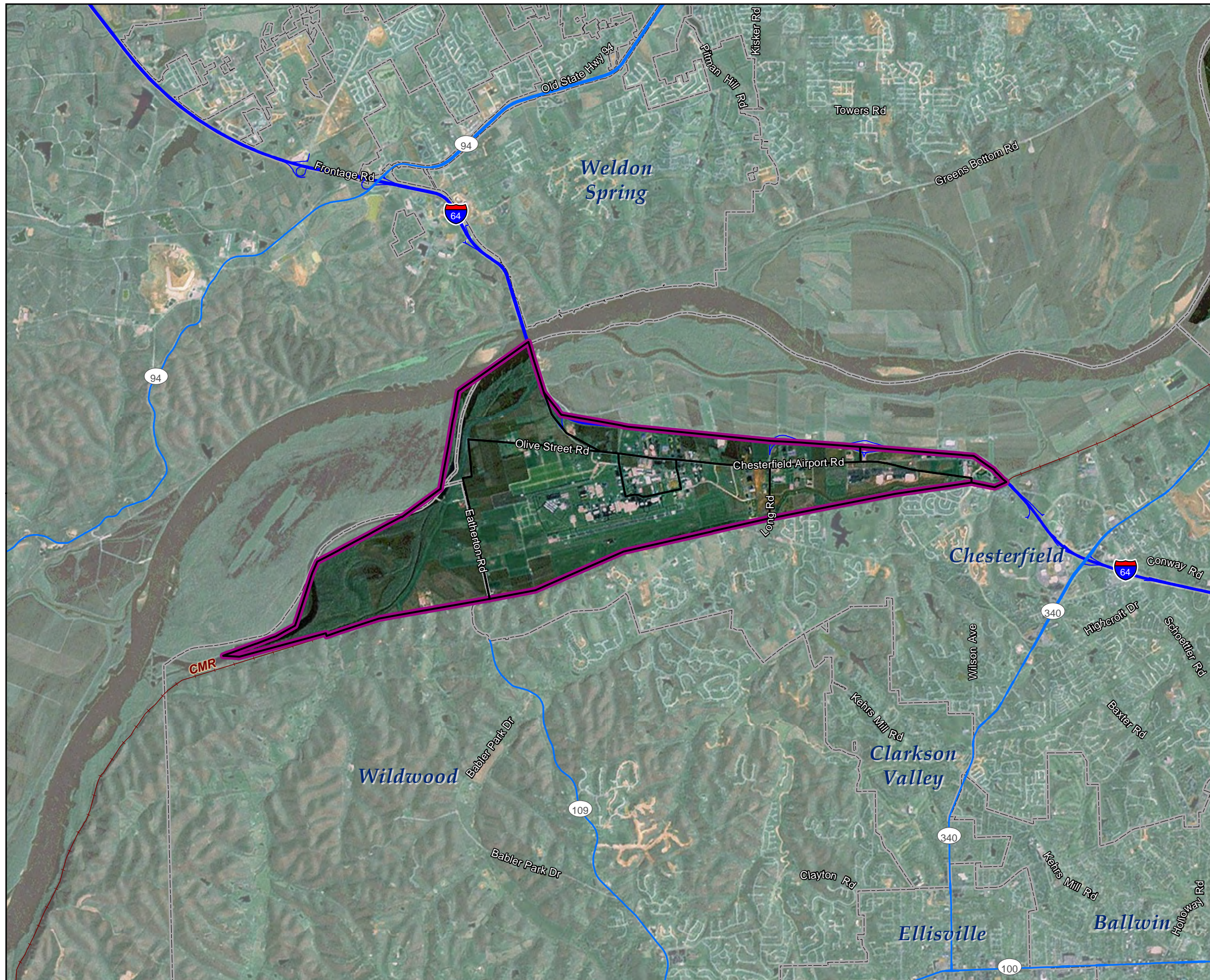
- Intersection in good shape, minor asphalt cracking
- Heavy traffic for mainly retail access
- Access to Highway 40 East and West bound
- Seems to be major exit off Highway 40 to access Chesterfield Airport Road



Chesterfield Airport (CA)

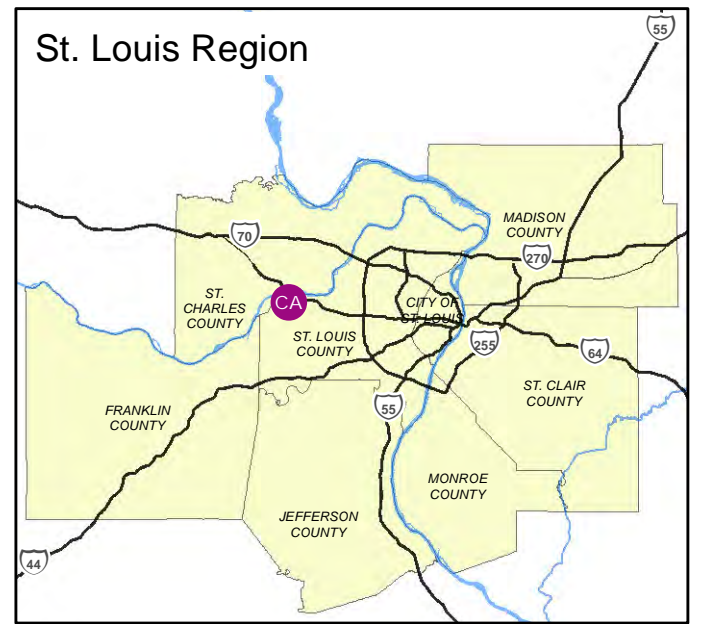
Site Characteristics

- 7,160 Goods Producing and Trade Jobs
- 3,928,000 Sq Ft of Industrial Rentable Building Area
- 2.8% Industrial Vacancy Rate
- 4,930 Acres of Total Area
- 2 Municipalities Intersect the Site



Legend

- TAZ Boundary
- Chesterfield Airport (CA)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Central Midland Rarilway (CMR)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Downtown Airport (DA)

General Description

North of Jerome Lane, east of Upper Cahokia Road, south of Bond Avenue, and west of I-255 lays an industrial area that contains a few large warehouses and manufacturing buildings. These warehouses and building are located between the St. Louis Downtown Airport to the south and a major Union Pacific railroad yard on the north side of the site.

Site Characterization

Although the airport and railroad yard account for the majority of the site, there are a few other interesting features on the site. A number of single family homes are located inside the site boundaries at the northern and southern ends with a few institutional uses intermixed with the residential. In addition, there is a cluster of old petroleum storage tanks near the northern section of the railroad yard, and even a professional baseball stadium (GCS Ballpark, home of the Gateway Grizzlies) located between the airport and I-255. The area also was announced as the site for a new FedEx distribution center in the spring of 2013.

Technical Site Metrics

State:	Illinois
County:	St. Clair
Municipalities:	Alorton, Cahokia, Centreville, East St. Louis, Sauget
Total Acreage:	3,410
Total Industrial RBA:	1,677,500 sf
Average Industrial RBA:	139,800 sf
# of Properties:	12
Distribution:	1 (8%)
Manufacturing:	-
Service:	3 (25%)
Truck Terminal:	2 (17%)
Warehouse:	6 (50%)
Other:	-

RBA = Rentable Building Area



Industry and Economic Sectors

Employment in the area is dominated by transportation and warehousing (65%) with manufacturing (23%) also providing a significant number of jobs. All other industries account for merely 12% of the jobs within the site area.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%
Utilities	2	0.1%
Construction	76	3.1%
Manufacturing	563	22.7%
Wholesale Trade	39	1.6%
Retail Trade	4	0.2%
Transportation and Warehousing	1,613	65.0%
Information	0	0.0%
Finance and Insurance	10	0.4%
Real Estate and Rental and Leasing	59	2.4%
Professional, Scientific, and Technical Services	6	0.2%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	30	1.2%
Educational Services	1	0.0%
Health Care and Social Assistance	1	0.0%
Arts, Entertainment, and Recreation	18	0.7%
Accommodation and Food Services	0	0.0%
Other Services (excluding Public Administration)	60	2.4%
Public Administration	0	0.0%
Total	2,483	

Source: OnTheMap, US Census

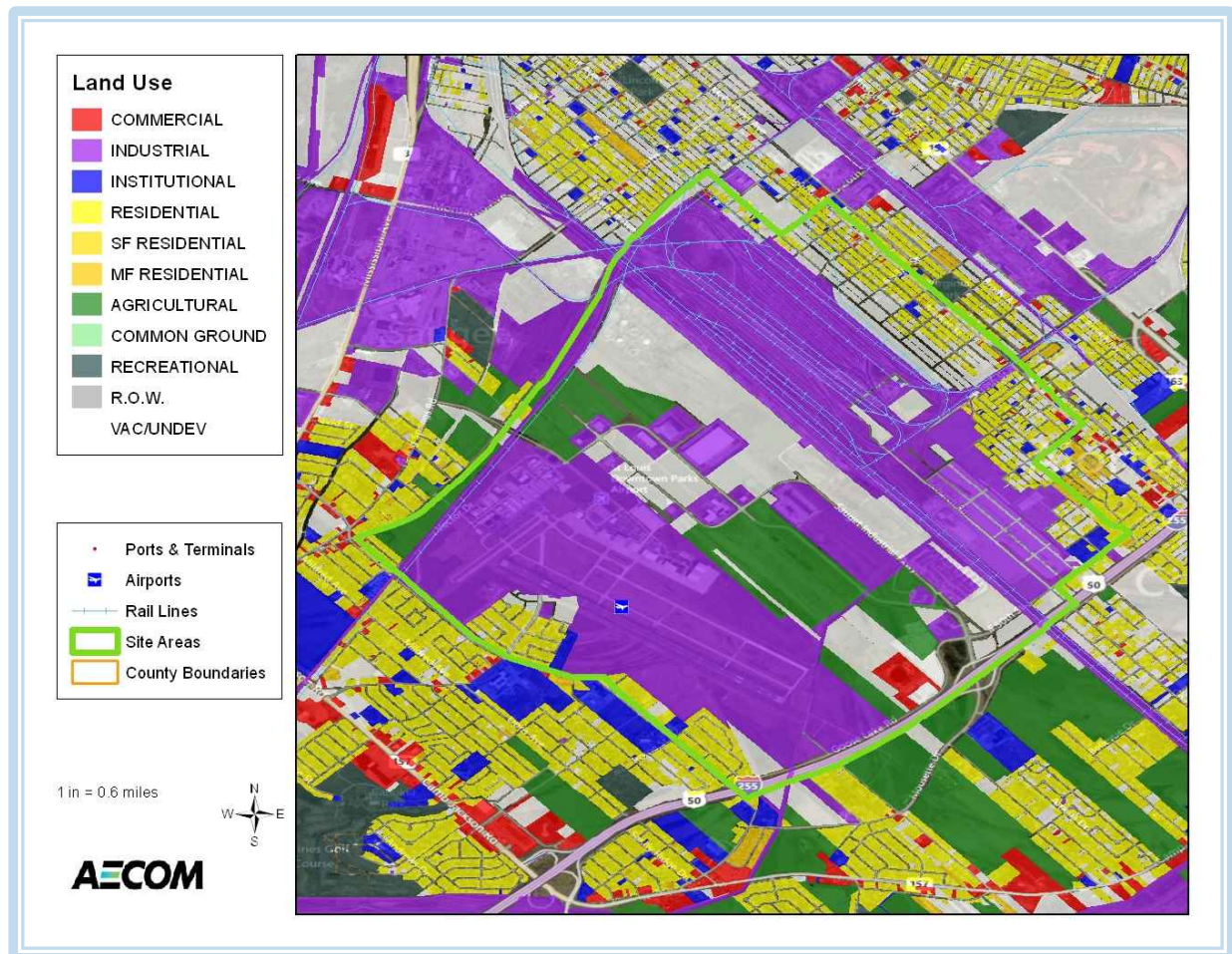
Key Employment Generators:

The Leadership Council Southwest Illinois reported 79,132 private sector jobs in St. Clair County in 2011, with a total of 114,029 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

The Downtown Airport site is dominated by industrial uses. There is room for expansion in the center of the site, as there are some vacant and agricultural uses sandwiched between the airport and railroad yard. However, development beyond the site boundaries would have to cross over a major transportation corridor to the east and west of the property (an Interstate and a four-track railroad line, respectively) and residential development on the northern and southern ends of the site. To the west of the site, industrial areas extend approximately 1.5 miles to the Mississippi River.

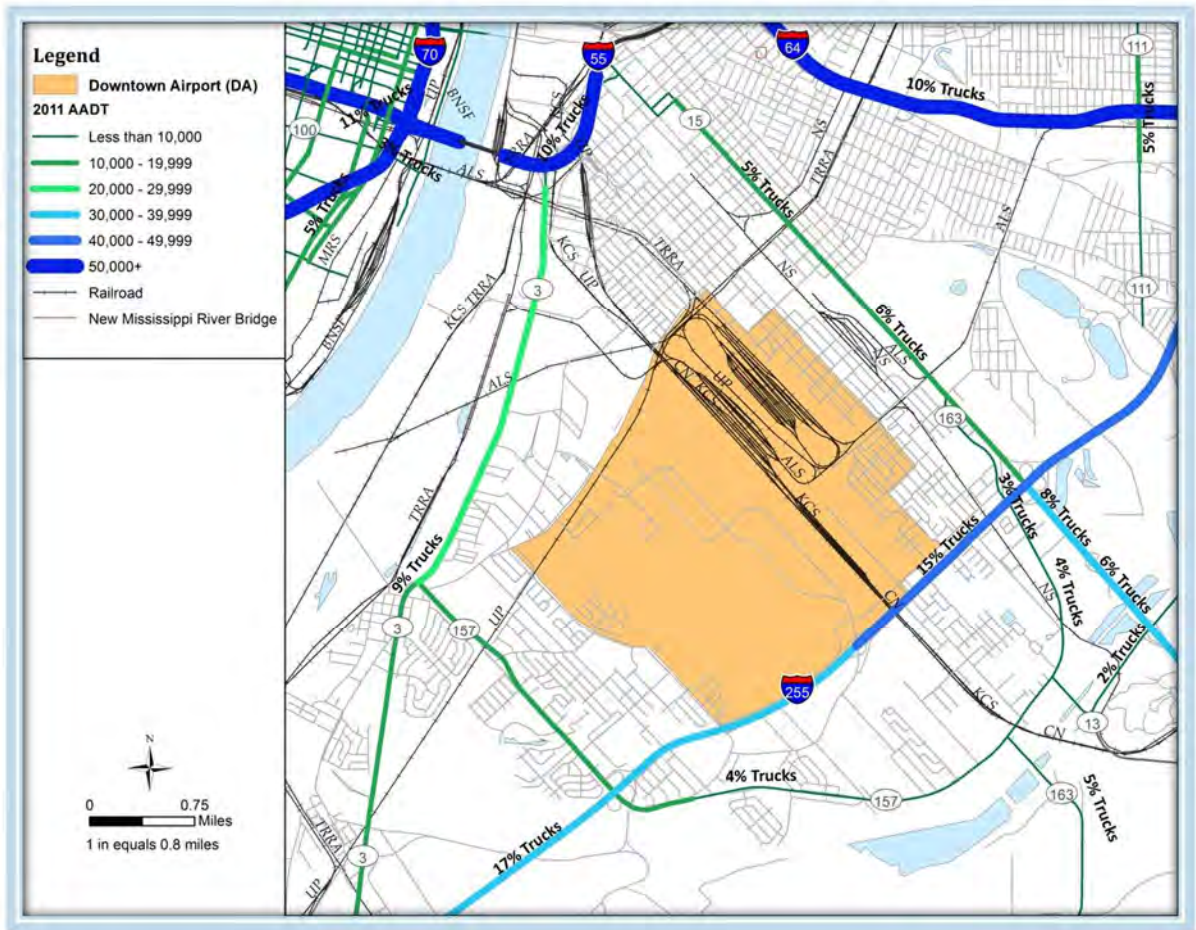


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

This site is located south of East St. Louis in Centreville, Illinois. It sits adjacent to I-255 and contains the Downtown St. Louis Airport and Union Pacific rail yard. The Downtown Airport site is served by truck, the airport, and a four-track rail line.

The map below shows total traffic volume for the major roadways within and adjacent to the Downtown Airport by Average Annual Daily Traffic (AADT).



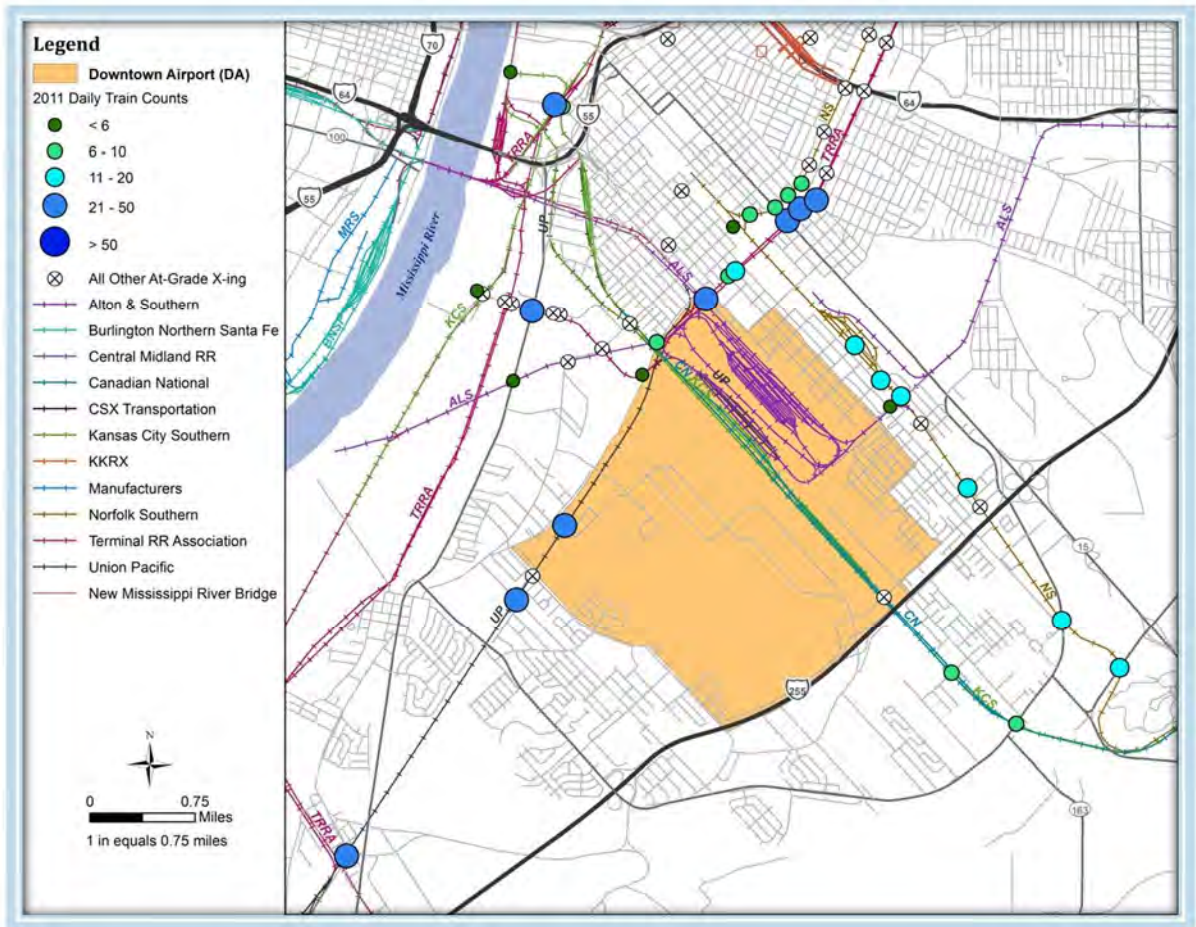
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 275 to 4,950 at major access points to the Downtown Airport site, including I-255 and IL 15. The table below shows the truck volume and total AADT at the major access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-255 Sauget Business Blvd Interchange north to Church Rd	I-255 from Sauget Business Blvd Interchange south to Carol St	IL 15 between Pocket Rd & 29th St	IL 15 between 26th St & 29th St
Total Trucks	6,450	5,850	1,150	800
MU	4,950	4,450	275	300
SU	1,500	1,400	875	500
Total AADT	42,800	38,700	18,000	16,800

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the UP, NS, TRRA and Alton and Southern (ALS). Based on 2011 data from the Federal Rail Administration (FRA), there are approximately 21-50 daily trains passing through the Downtown Airport site area. Several at-grade crossings exist across the area.



Safety

Safety at Downtown Airport

- Number Rail/Roadway Crashes (2008 – 2012): 1
- Total Railroad At-Grade Crossings: 3
- Number Highway Crashes involving trucks (2009 – 2011): 8
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were eight (8) crashes involving trucks, which occurred within the Downtown Airport site area.

Implications

- Additional vacant land is available for development with master plans in place to ensure quality outcomes.
- The Downtown Airport Site is well positioned for increased freight traffic capacity on I-64 and I-255. Existing services for airline and airport related tenants continue to grow over time.

Detailed Site Visit

LAND USE

HEAVY INDUSTRIAL AND COMMERCIAL

SMALL FARM/FLOOD PLAIN

RESIDENTIAL

MAJOR INTERSECTIONS

SAUGET IND PRKY & CURTISS STEINBERG (IMAGE 1-4)

- ASPHALT; FAIR, SOME CRACKING
- MEDIUM TRAFFIC; CAR TO LARGER TRUCKS



SAUGET BUSINESS BLVD & SAUGET IND PRKY (IMAGE 5-8)

- ASPHALT; NEW
- -MEDIUM TRAFFIC; CARS TO LARGE TRUCKS



SAUGET BUSINESS BLVD & SAUGET IND PRKY CONNECTOR (IMAGE 9 & 57)

- ASPHALT; NEW
- MEDIUM TRAFFIC; LARGE TRUCKS



SAUGET BUSINESS BLVD & GOOSE LAKE RD/ 50TH (IMAGE 10-14)

- ASPHALT; NEW
- HEAVY TRAFFIC; CARS TO LARGE TRUCKS



GOOSE LAKE & JAROME LN (IMAGE 15-17)

- ASPHALT; FAIR LIGHT CRACKING
- MEDIUM TRAFFIC; CARS TO SMALL TRUCKS



50TH & BOND

- ASPHALT; FAIR LIGHT CRACKING
- MEDIUM TRAFFIC; CARS

ROADS

MAJOR

SAUGET BUSINESS BLVD (IMAGE 39-46)

- HIGHWAY ACCESS
- AIRPORT ACCESS
- INDUSTRIAL/COMMERCIAL ACCESS



GOOSE LAKE RD (IMAGE 57-65)

- HIGHWAY ACCESS
- FRONTAGE ROAD
- CITY ACCESS
- LIGHT INDUSTRIAL/COMMERCIAL ACCESS
- BASEBALL STADIUM



JEROME LN (IMAGE 17-26)

- CITY TRAFFIC
- HIGHWAY ACCESS



BONE AVE (IMAGE 27-33)

- CITY TRAFFIC
- LIGHT COMMERCIAL



50TH/GOOSE LAKE RD (IMAGE 34-38)

- CITY TRAFFIC
- LIGHT INDUSTRIAL/COMMERCIAL



MINOR

SAUGET INDUSTRIAL PRKY (IMAGE 47-56)

- HIGHWAY ACCES
- INDUSTRIAL/COMMERCIAL ACCESS



ROAD CONDITIONS

SAUGET BUSINESS BLVD

- NEW

GOOSE LAKE RD

- FAIR, NO STRIPING, SOME CRACKING

JEROME LN

- GOOD, CONC. CURB/SIDWALK

BOND AVE

- GOOD; OLD CUB/SIDEWALK

50TH/GOOSE LAKE RD

- FAIR; SOME CRACKING

SAUGET INDUSTRIAL PRKY

- POOR; DELAMINATION, RUTTING, CRACKING (INTRESECTIONS ARE NEW)

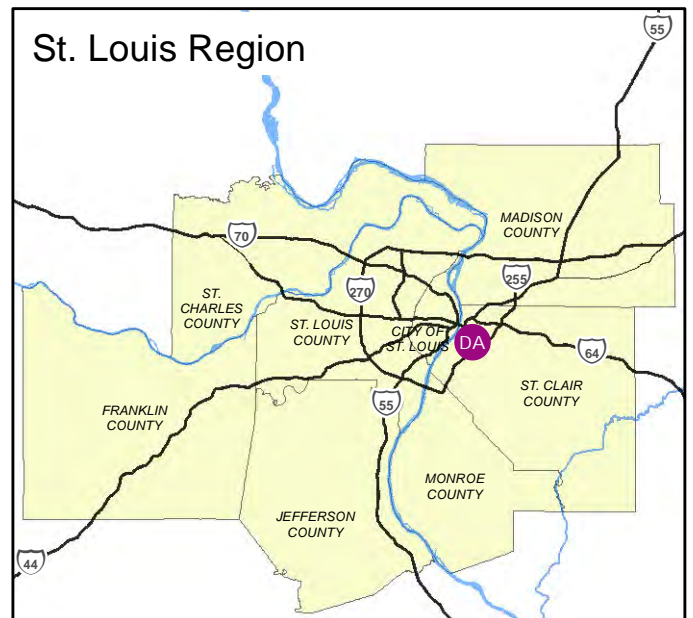
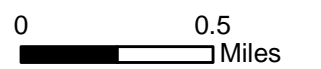
Downtown Airport (DA)

Site Characteristics

- 2,340 Goods Producing and Trade Jobs
- 1,677,500 Sq Ft of Industrial Rentable Building Area
- 0% Industrial Vacancy Rate
- 3,410 Acres of Total Area
- 5 Municipality Intersects the Site

Legend

- TAZ Boundary
- Downtown Airport (DA)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Canadian National (CN)
- Kansas City Southern (KCS)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Dupo Yard (DY)

General Description

The Dupo Yard site includes the town of Dupo, Illinois as well as a large and regionally important rail yard owned by Union Pacific (UP). The Dupo Yard serves a mix of unit, intermodal and manifest trains each day with connections to Memphis, The Pacific Northwest and Los Angeles / Long Beach areas of the county. The intermodal activities bring significant volumes of trucks to and from the facility, utilizing Main Street connections to Route 3 and I-255.

Site Characterization

The Dupo Yard site area primarily is composed of agricultural and industrial land uses with agricultural being the larger component. The industrial land uses are concentrated along the western bank of the Mississippi River and the northeastern corner of the site (just to the west of I-255). The area will benefit from a new interchange off of I-255, which is aligned with plans by local developers for a large scale industrial park. Additionally, the UP reportedly has a plan to expand their yard, adding a more robust intermodal component to the area. Traffic management is being addressed through the coordinated efforts of the UP and the Village of Dupo.

Technical Site Metrics

State:	Illinois
County:	St. Clair, Monroe
Municipalities:	Columbia, East Carondelet, Dupo
Total Acreage:	8,050
Total Industrial RBA:	99,400 sf
Average Industrial RBA:	19,900 sf
# of Properties:	5
Distribution:	-
Manufacturing:	-
Service:	-
Truck Terminal:	-
Warehouse:	4 (80%)
Other:	1 (20%)

RBA = Rentable Building Area



Industry and Economic Sectors

Of the 161 jobs in the Dupo Yard site area, 40.3% are in the construction and manufacturing sectors. Administration and support along with health care and social assistance account for another 39.8% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	2	1.2%
Construction	39	24.2%
Manufacturing	26	16.1%
Wholesale Trade	0	0.0%
Retail Trade	3	1.9%
Transportation and Warehousing	5	3.1%
Information	0	0.0%
Finance and Insurance	1	0.6%
Real Estate and Rental and Leasing	2	1.2%
Professional, Scientific, and Technical Services	0	0.0%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	14	8.7%
Educational Services	0	0.0%
Health Care and Social Assistance	50	31.1%
Arts, Entertainment, and Recreation	0	0.0%
Accommodation and Food Services	4	2.5%
Other Services (excluding Public Administration)	9	5.6%
Public Administration	6	3.7%
Total	161	

Source: OntheMap, U.S. Census

Key Employment Generators:

The Leadership Council Southwest Illinois reported 79,132 private sector jobs in St. Clair County in 2011, with a total of 114,029 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining. Monroe County reports an employment level of 16,738. The county is largely agricultural with the largest employers employing between 100 and 400. The largest employers in Monroe County are composed primarily of schools and health care, but also include Budnick Converting (manufacturing).

(<http://www.leadershipcouncilswil.com/employment-labor-force.html> and <http://www.stlrcga.org/x401.xml>)

Land Use

The Dupo Yard site area primarily is composed of agricultural and industrial land uses with agricultural being the larger component. The industrial land uses are concentrated along the western bank of the Mississippi River and the northeastern corner of the site (just to the west of I-255). In addition there are pockets of residential and commercial land uses opposite from these industrial areas.

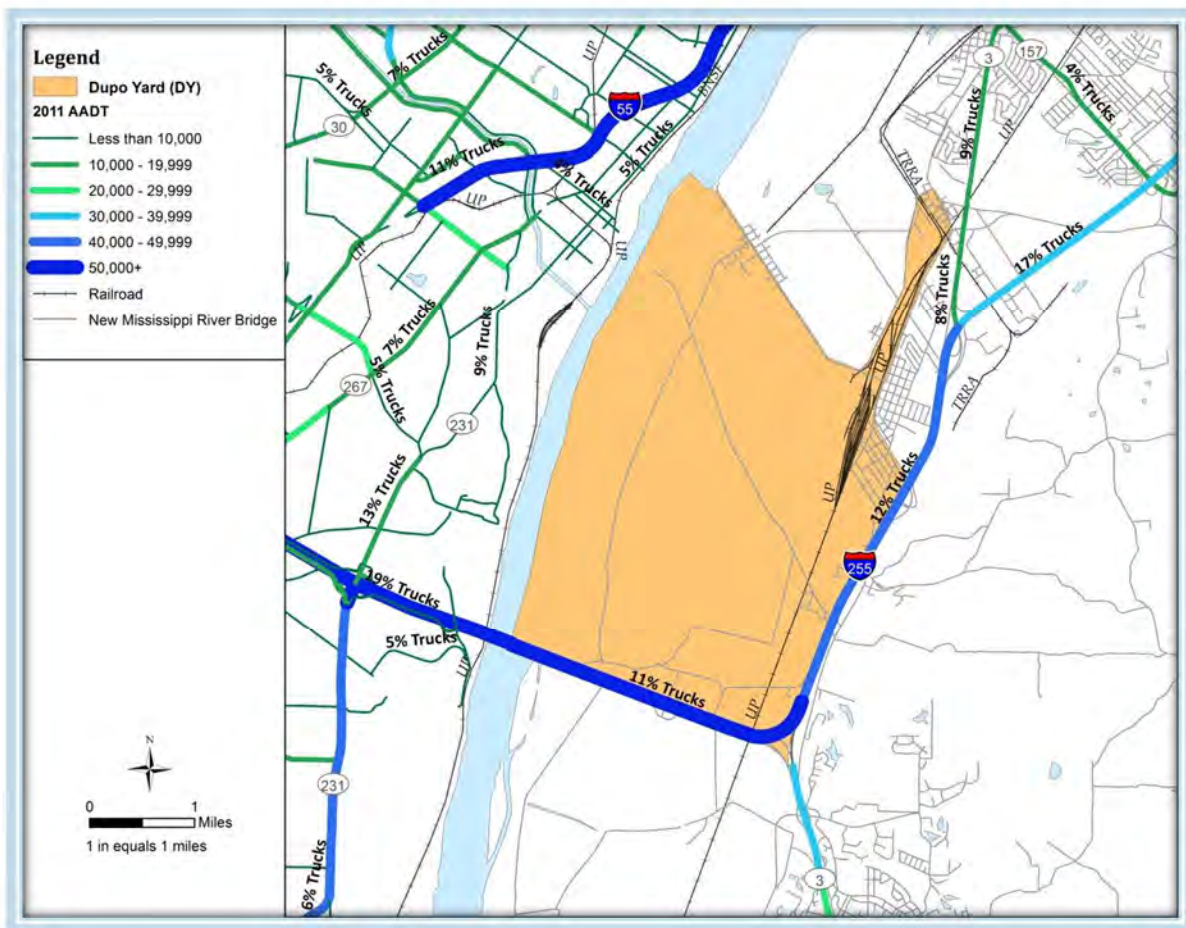


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

This site is located north of East St. Louis in Dupu, Illinois and contains a large and regionally important rail yard owned by UP. It sits adjacent to the Mississippi River and to the north and west of I-255. The Dupu Yard site is served by truck and rail and provides access to I-255.

The map below shows total traffic volume for the major roadways within and adjacent to Dupu Yard by Average Annual Daily Traffic (AADT).



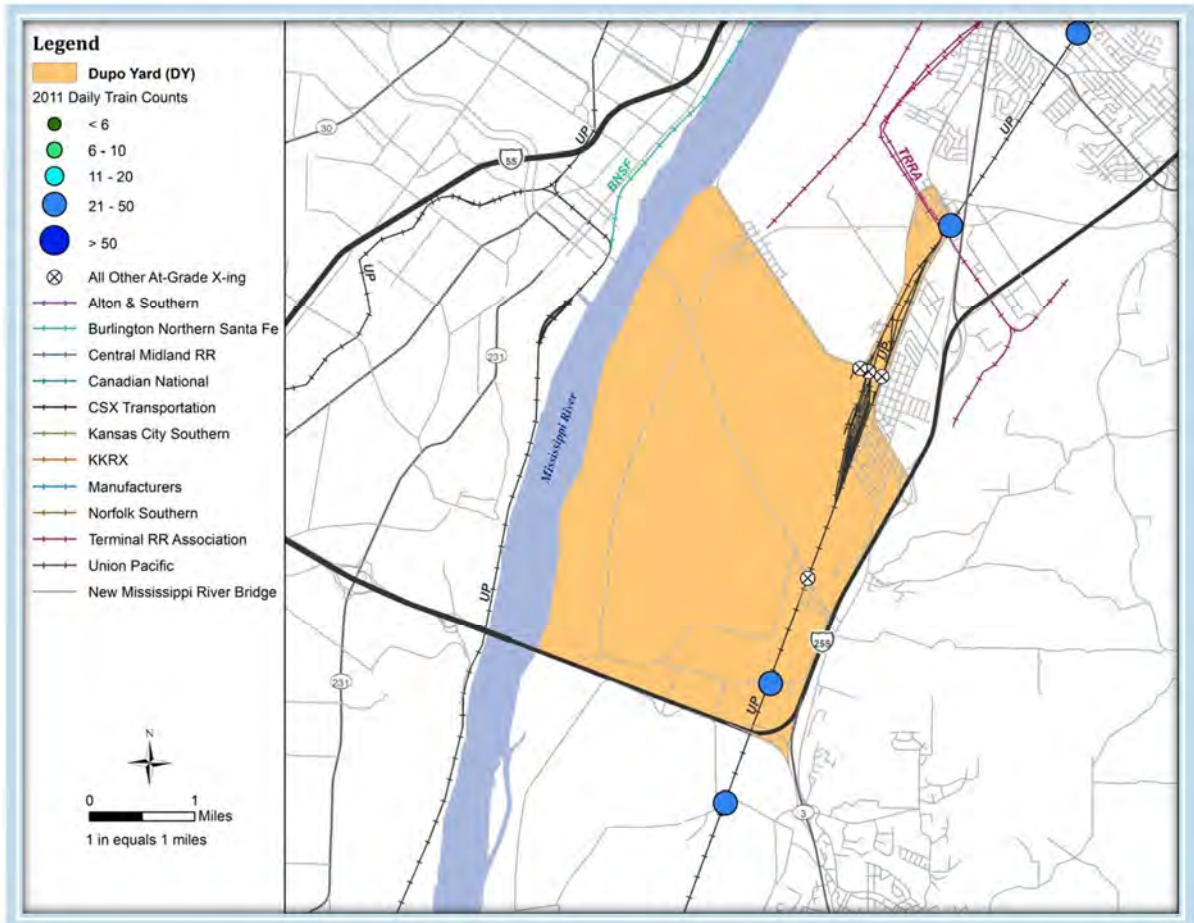
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 750 to 4,300 at major access points to the Dupo Yard site, including I-255 and IL 3. The table below shows the truck volume and total AADT for the major access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	IL 3 north of N. Main St/Stolle Rd	I-255 from IL 3 Interchange to center of Miss River Bridge	I-255 between N Main St and IL 3 on north side of Dupo Yard
Total Trucks	1,175	5,550	5,400
MU	750	4,150	4,300
SU	425	1,400	1,100
Total AADT	12,500	51,300	45,600

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the Union Pacific (UP) and the Terminal Railway Association. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 21-50 daily trains passing through the Dupo Yard site area. The Dupo Yard is also used to stage traffic moving on the UP trackage that extends from the yard.



Safety

Safety at Dupo Yard

- Number Rail/Roadway Crashes (2008 – 2012): 1
- Total Railroad At-Grade Crossings: 6
- Number Highway Crashes involving trucks (2009 – 2011): 13
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 13 crashes involving trucks, which occurred within the Dupo Yard site area.

Implications

- The linear alignment of the Dupo Yard site is readily suited for the mix of land use and transportation development.
- Local authorities are modifying the road network to accommodate the planned and anticipated industrial development.
- I-255 has capacity to absorb additional truck traffic, presuming the planned projects move forward.
- The Dupo Yard Site is in close proximity to the Jefferson Barracks Bridge with its connections to I-270, I-55 and I-44 for travel within and outside of the Region.

Detailed Site Visit

LAND USE:

Main St: I-255 to Water St

- Commercial and residential on east side of road
- R.R. yard on west side
- 2-lane paved road; good condition
- Very heavy truck traffic in both directions to R.R. yard



Water St: Main St to Adams Rd

- Residential on both sides of street
- Moderate truck traffic



Adams Rd: Water St to State St

- East side of road briefly residential at beginning
 - Residential followed by agricultural fields
 - Fields followed by R.R yard
- Oil and chip road; good condition
- No main entrance to R.R. yard off of Adams Rd



State St: Adams Rd to Seventh St

- Residential on both sides of street
- Mild truck traffic



Davis Street Ferry Rd: Seventh St to Bottom Rd

- Residential area



Bottom Rd: Davis Street Ferry Rd to Levee Rd

- Agricultural fields on east side
- Flood plains to the west of road
- Rock road
- Very low traffic



Levee Rd: Bottom Rd to Bb Rd

- I-255 and J.B. Bridge visible; no thru to I-255
- Agricultural fields to east of road
- Flood plains to west of road
- Oil and chip surface
- Very low traffic



Bb Rd: Levee Rd to Davis Street Ferry Rd

- Runs parallel to I-255
- Runs east/west then curves and continues north/south
- On east/west stretch there are agricultural fields to north and south of road
- On north/south stretch I-255 is to the east and agricultural fields to west
- Light truck and tractor traffic to farms
- Oil and chip road; good condition



MAJOR INTERSECTIONS:

N Main St and Dyroff Ave:

- Very heavy truck traffic entering R.R. yard
- Paved; good condition

TRUCK ROUTES:

Main St:

- Southbound from Route 3
- Northbound from I-255

Water St:

- Trafficking between Cahokia and Dupo

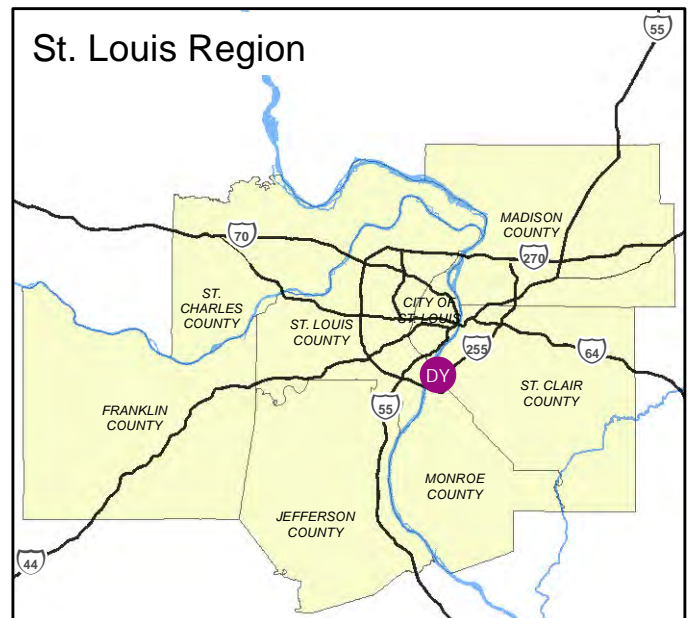
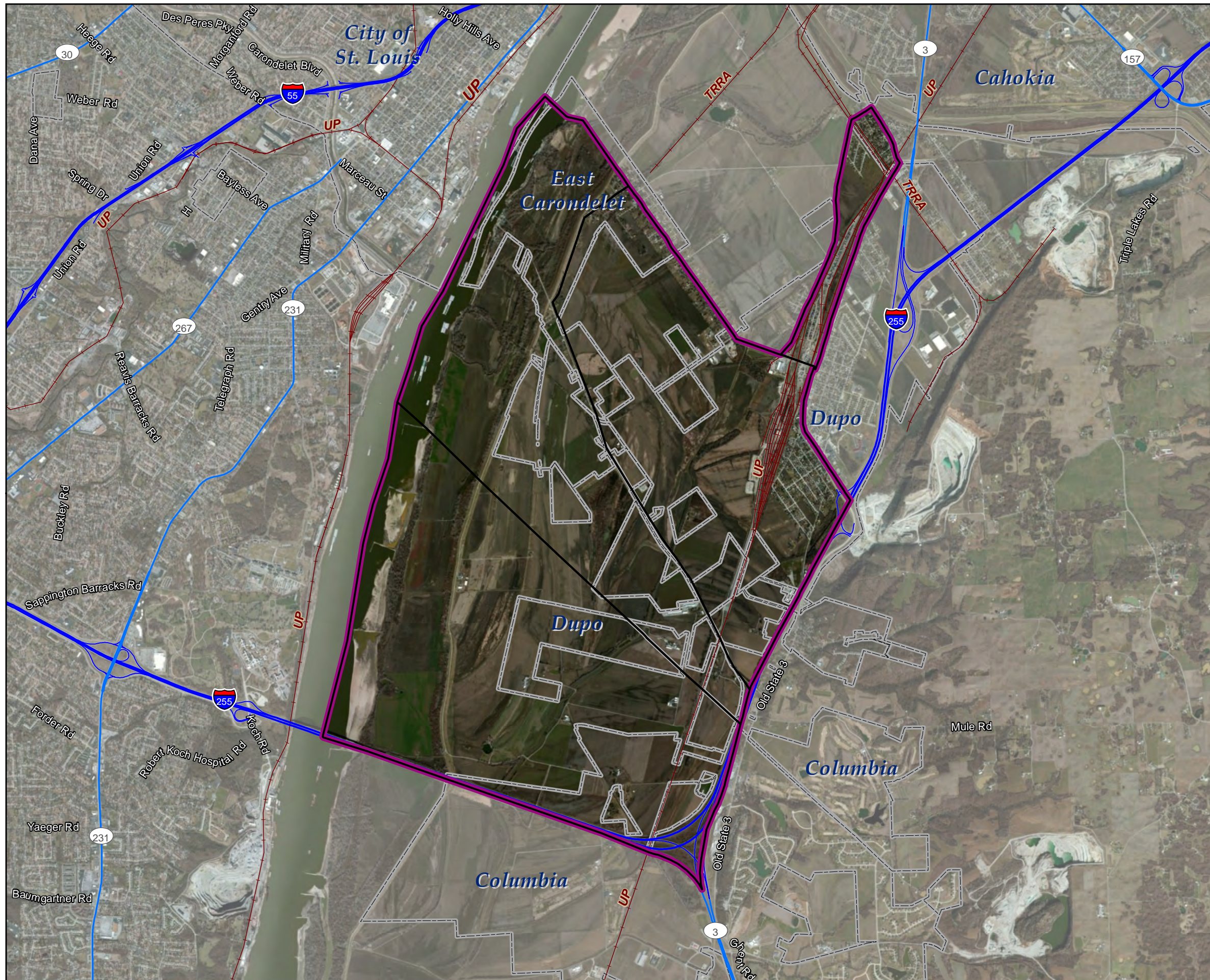
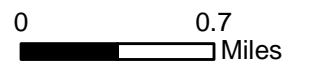
Dupo Yard (DY)

Site Characteristics

- 220 Goods Producing and Trade Jobs
- 99,400 Sq Ft of Industrial Rentable Building Area
- 0% Industrial Vacancy Rate
- 8,050 Acres of Total Area
- 3 Municipalities Intersect the Site

Legend

- TAZ Boundary
- Dupo Yard (DY)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Earth City (EC)

General Description

The Earth City site is larger than the community from which its name is derived, encompassing a portion of Bridgeton and Champ as well. The site is bounded by the Missouri River, I-270, MO 370 to the north and Creve Coeur Mill Road and Snyder Mill Road to the south. The site contains numerous industrial facilities as well as office complexes, limited residential subdivisions, agricultural land, and entertainment facilities.

Site Characterization

The site area north of I-70 has numerous buildings and small sites of mixed land use. The buildings vary widely in size. The section south of I-70, on the other hand, is characterized by a small number of large operators and sites. The site has nine miles of river frontage, including 0.4 miles for river barge shipping.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Earth City, Bridgeton, Champ, Maryland Heights
Total Acreage:	12,740
Total Industrial RBA:	21,790,800 sf
Average Industrial RBA:	81,4009 sf
# of Properties:	268
Distribution:	18 (7%)
Manufacturing:	25 (9%)
Service:	10 (4%)
Truck Terminal:	5 (2%)
Warehouse:	201 (75%)
Other:	9 (3%)

RBA = Rentable Building Area

Industry and Economic Sectors

The Earth City site area has a broad mix of employment in multiple sectors, not just in industrial and transportation sectors. Manufacturing, wholesale trade, and transportation and warehousing sectors each employ over 4,000 employees, accounting for 40.8% of the area's total employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	20	0.1%
Mining, Quarrying, and Oil and Gas Extraction	51	0.1%
Utilities	14	0.0%
Construction	1,892	5.5%
Manufacturing	4,622	13.5%
Wholesale Trade	4,713	13.8%
Retail Trade	1,172	3.4%
Transportation and Warehousing	4,623	13.5%
Information	560	1.6%
Finance and Insurance	3,165	9.2%
Real Estate and Rental and Leasing	328	1.0%
Professional, Scientific, and Technical Services	1,330	3.9%
Management of Companies and Enterprises	3,566	10.4%
Administration & Support, Waste Management and Remediation	2,365	6.9%
Educational Services	513	1.5%
Health Care and Social Assistance	1,494	4.4%
Arts, Entertainment, and Recreation	1,859	5.4%
Accommodation and Food Services	1,335	3.9%
Other Services (excluding Public Administration)	491	1.4%
Public Administration	154	0.4%
Total	34,267	

Source: OntheMap, U.S. Census

Key Employment Generators:

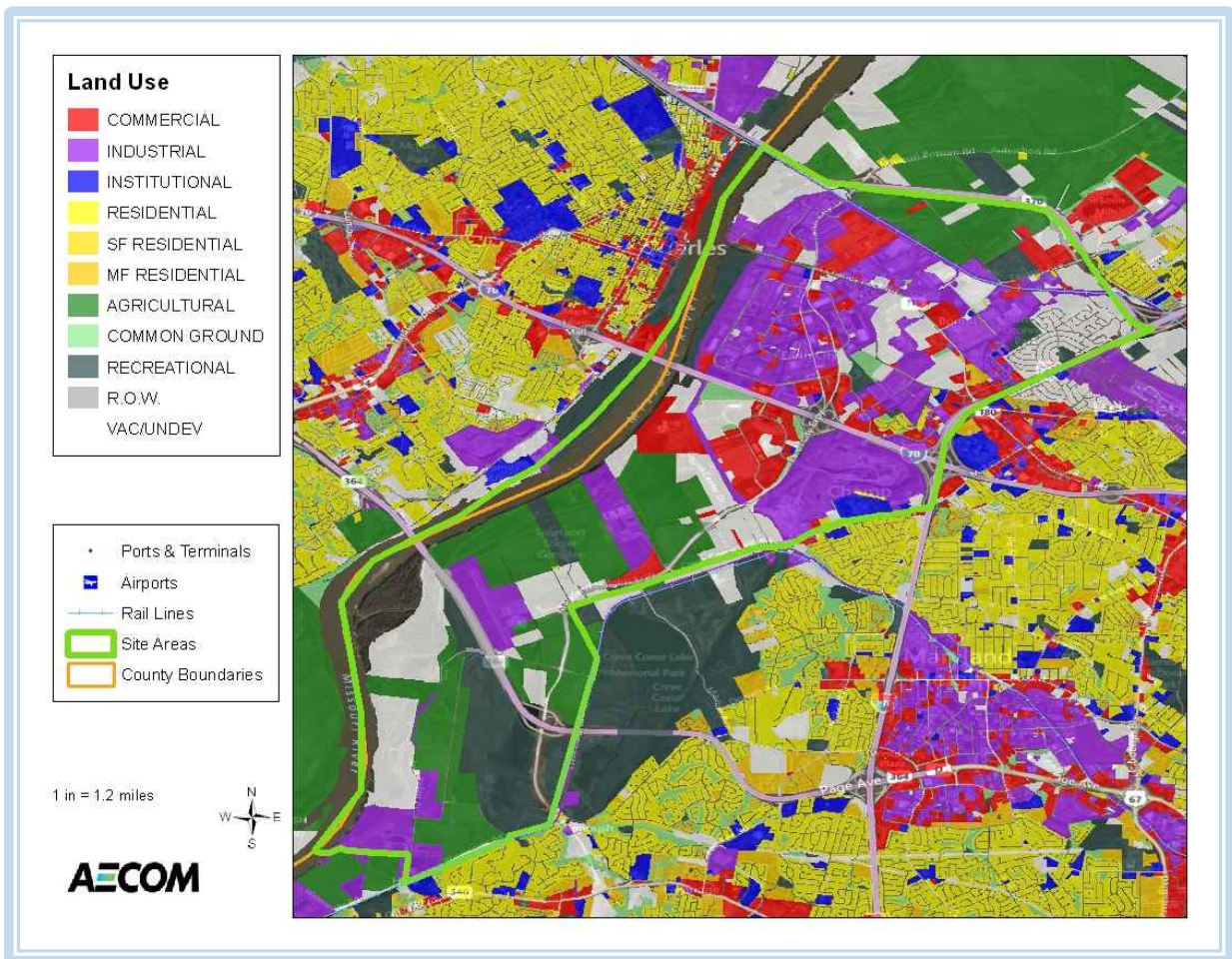
The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

North of I-70, the majority of the site area is classified as industrial land use and is intermixed with small commercial and residential sections close to the Interstate. A former subdivision is situated in the northeast corner at the MO 370 and I-270 interchange. The river frontage is listed as recreational and is largely undeveloped, excluding a small industrial piece with a barge terminal. North of the rail tracks, there is some commercial development, including the Bridgeton Muni Athletic Complex, and some industrial space; however, the rest is designated for agricultural purposes.

The portion of the site south of I-270 is characterized by large sections of land use, in contrast to the compact development to the north. Land uses include the Creve Coeur Airport, Sportport complex, agricultural, and vacant properties.





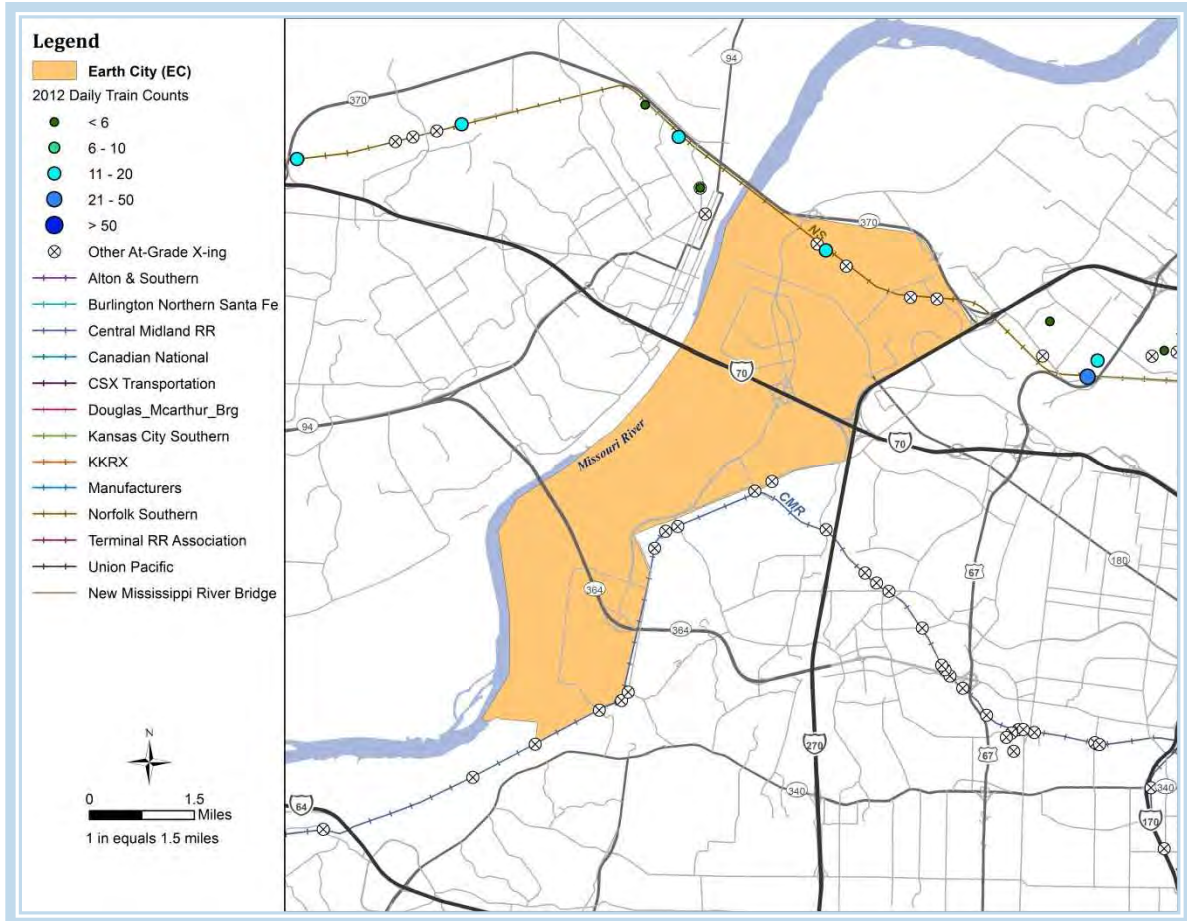
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from approximately 3,500 to 25,800 at major interchanges and access points to the Earth City site, including I-270 interchanges, I-270, and MO 370. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-70/270 Interchange	I-270/MO 370 Interchange	MO 370 between MO 141 & MO 94	MO 370 between MO 141 & Taussig Ave	I-270 between I-70 & MO 180	I-270 between Dorsett Rd & I-70
Total Trucks	27,855	9,690	6,090	4,700	30,425	17,300
MU	23,650	7,760	4,580	3,540	25,830	10,940
SU	4,205	1,930	1,515	1,160	4,595	6,360
Total AADT	144,770	76,060	66,725	49,440	167,600	155,910

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include NS and UP, and may include service by the Central Midland Railway. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 11-20 daily trains passing through the Earth City site area.



Safety

Safety at Earth City

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 3
- Number Highway Crashes involving trucks (2009 – 2011): 108
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 108 crashes involving trucks, which occurred within the Earth City site area.

Implications

- The site has a relatively large concentration of industrial properties that are in proximity to other uses, increasing the need for local outreach.
- Four municipalities overlap in this area.
- The I-70 / I-270 interchange is a major intersecting point for the Region.
- The Missouri Bottoms sub-area supports barge traffic on a stretch of the Missouri River in close proximity to the Mississippi River.

Detailed Site Visit

LAND USE:

N OF I-70:

- HEAVY INDUSTRIAL
- SMALL FARMS & RESIDENTIAL

S OF I-70:

- LIGHT INDUSTRIAL
- FARMLAND
- FLOODPLAINS

MAJOR INTERSECTIONS:

EARTH CITY EXPY & RIDER TR (PIC 1-3):

- HIGHWAY ACCESS TO I-70
- CONCRETE: MODERATE CONDITION
 - MINOR CRACKS/POTHoles
- HEAVY TRAFFIC RANGING FROM SMALL CARS TO LARGE TRUCKS



EARTH CITY EXPY & RIDER TR N (PIC 4-7):

- HIGHWAY ACCESS TO I-70
- CONCRETE: MODERATE CONDITION
 - MINOR CRACKS/POTHoles, PATCHED AREAS
- HEAVY TRAFFIC RANGING FROM SMALL CARS TO LARGE TRUCKS



EARTH CITY EXPY & ST. CHARLES ROCK RD (PIC 8-11):

- CONCRETE & ASPHALT: MODERATE CONDITION
 - MINOR CRACKS/POTHoles
- HEAVY TRAFFIC



EARTH CITY EXPY & HWY 370 (PIC 12):

- CONCRETE: GOOD CONDITION
- MEDIUM TRAFFIC
- ACCESS TO HIGHWAY 370



EARTH CITY EXPY & I-70 (PIC 13-15):

- HEAVY TRAFFIC RANGING FROM SMALL CARS TO LARGE TRUCKS
- ASPHALT: GOOD CONDITION



HWY 364 & EARTH CITY EXPY/HWY 141 (PIC 16-19)

- NEW CONCRETE: GOOD CONDITION
- HEAVY TRUCK TRAFFIC



PRICHARD RD & CREVE COEUR MILL RD (PIC 52-56)

- HALF ASPHALT AND HALF CONCRETE: MODERATE TO POOR CONDITION
 - LARGE DROP OFF FROM TRUCKS TURNING RIGHT FROM SW CREVE COEUR MILL RD ONTO PRICHARD RD



MAJOR THROUGHFARES:

HWY 364 (PIC 20):

- NEW CONCRETE: GOOD CONDITION



RTE 141/MARYLAND HEIGHTS EXPY (PIC 21-29):

- NEW CONCRETE: GOOD CONDITION
- AIRPORT ACCESS
- HIGHWAY ACCESS
- HEAVY TRAFFIC



RTE 141/EARTH CITY EXPY (PIC 30-37):

- ASPHALT: MODERATE CONDITION (NEW AT I-70 & EARTH CITY EXPY)
- HIGHWAY AND COMMERCIAL ACCESS
- HEAVY TRAFFIC



ST. CHARLES ROCK RD (PIC 38-43):

- ASPHALT: FAIR CONDITION
 - CRACKS/POTHOLES
- RESIDENTIAL AND LIGHT COMMERCIAL ACCESS



MCKELVEY/CREVE COEUR MILL RD (PIC 44-52):

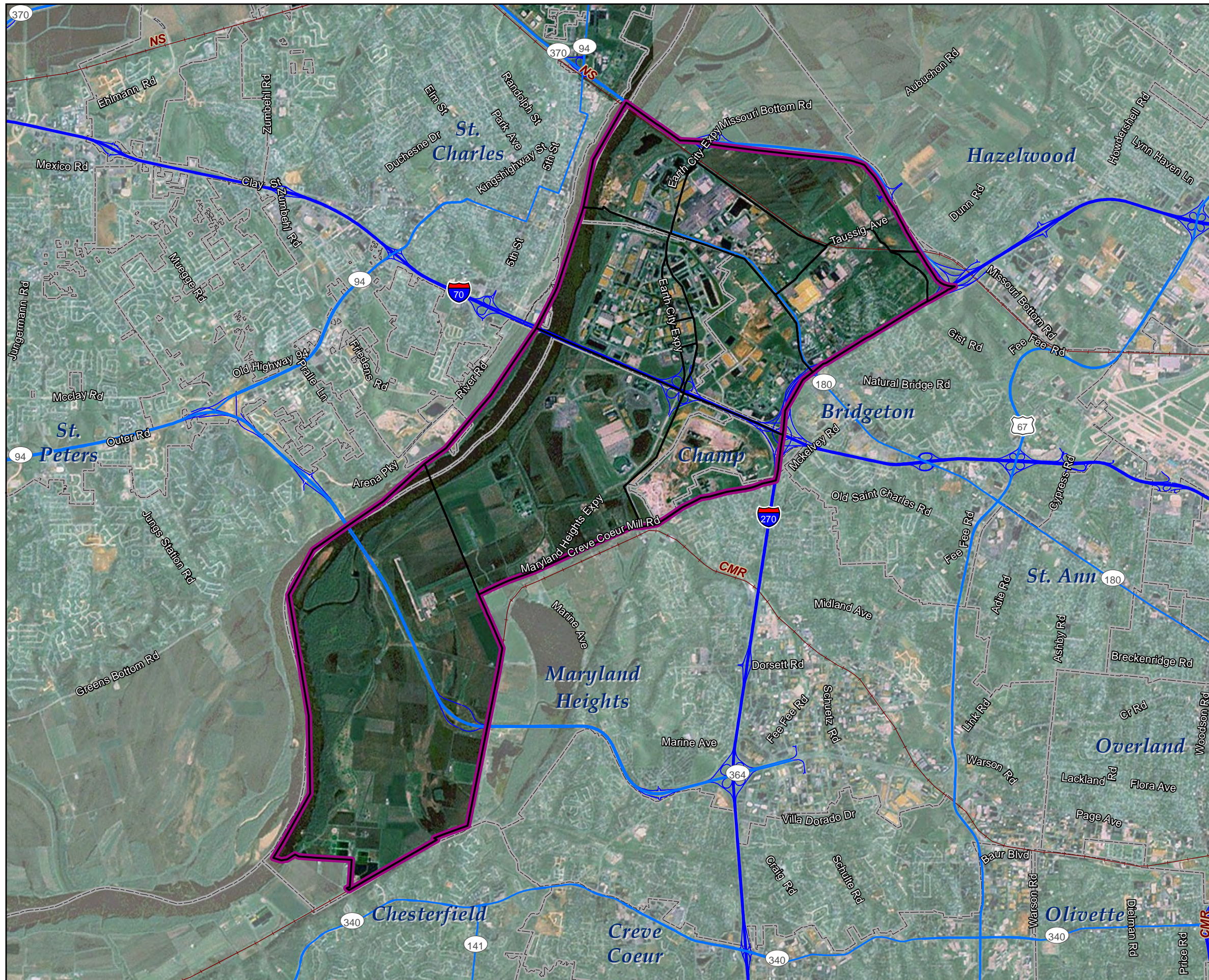
- NE END OF ROAD:
 - ASPHALT: MODERATE CONDITION
 - PATCHES, POTHOLES, AND CRACKS
- SW END OF ROAD:
 - CONCRETE: FAIR CONDITION
 - POTHOLES
- HEAVY TRAFFIC
- ACCESS TO SCHOOL AND ROCK QUARRY



I-70

I-270

HWY 370



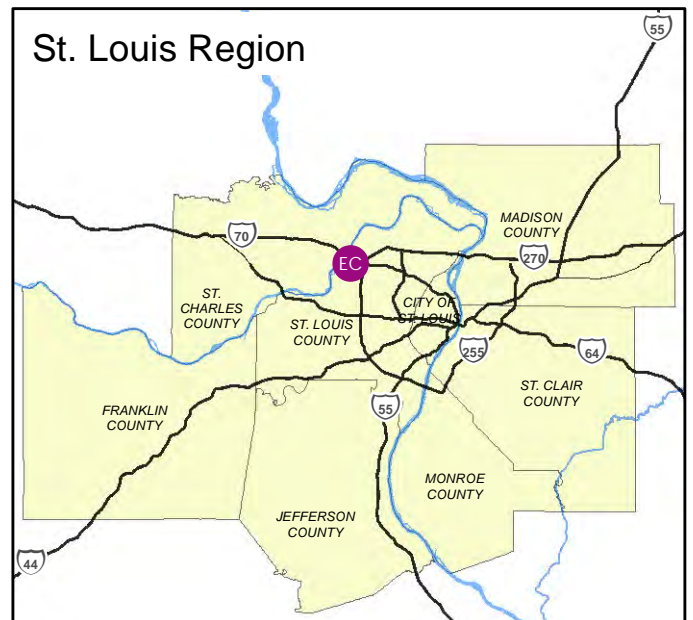
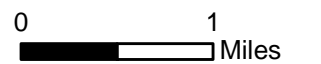
Earth City (EC)

Site Characteristics

- 17,960** Goods Producing and Trade Jobs
- 21,790,800 Sq Ft** of Industrial Rentable Building Area
- 12.4%** Industrial Vacancy Rate
- 12,740 Acres** of Total Area
- 4 Municipalities** Intersect the Site

Legend

- TAZ Boundary
- Earth City (EC)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Central Midland Railway (CMR)
- Norfolk Southern (NS)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: East Industrial Gateway (EG)

General Description

The East Industrial Gateway site encompasses the eastern side of the Mississippi River from Brooklyn to Cahokia, as well as a western portion of East St. Louis. It is the industrial and infrastructure gateway to the St. Louis region from the Illinois side. The area is characterized by the multitude of freight infrastructure, including rail, the Mississippi River, the Poplar Street Bridge (carrying the joined I-70, I-55, and I-64), as well as the Martin Luther King and Eads bridges.

Site Characterization

The East Industrial Gateway site is characterized by the numerous train lines and the conjunction of multiple Interstates that pass over the Poplar Street Bridge. Development and the transportation infrastructure are more concentrated to the north of the site as Lake Madison forces it to pass through Brooklyn, while to the south little development exists west of IL 3.

Technical Site Metrics

State:	Illinois
County:	St. Clair, Madison
Municipalities:	Venice, Brooklyn, National City, East St. Louis, Sauget, Cahokia, Madison
Total Acreage:	7,420
Total Industrial RBA:	1,286,700 sf
Average Industrial RBA:	75,700 sf
# of Properties:	17
Distribution:	1 (6%)
Manufacturing:	2 (12%)
Service:	1 (6%)
Truck Terminal:	1 (6%)
Warehouse:	10 (59%)
Other:	2 (12%)

RBA = Rentable Building Area



Industry and Economic Sectors

The East Industrial Gateway site area has 2,834 employees, of which 31% are in manufacturing, and 24% in transportation and warehousing. Wholesale trade and construction employment account for an additional 14% of the area's employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	4	0.1%
Mining, Quarrying, and Oil and Gas Extraction	2	0.1%
Utilities	84	3.0%
Construction	180	6.4%
Manufacturing	884	31.2%
Wholesale Trade	218	7.7%
Retail Trade	120	4.2%
Transportation and Warehousing	682	24.1%
Information	14	0.5%
Finance and Insurance	10	0.4%
Real Estate and Rental and Leasing	19	0.7%
Professional, Scientific, and Technical Services	5	0.2%
Management of Companies and Enterprises	2	0.1%
Administration & Support, Waste Management and Remediation	43	1.5%
Educational Services	43	1.5%
Health Care and Social Assistance	8	0.3%
Arts, Entertainment, and Recreation	64	2.3%
Accommodation and Food Services	205	7.2%
Other Services (excluding Public Administration)	80	2.8%
Public Administration	<u>167</u>	5.9%
Total	2,834	

Source: OntheMap, U.S. Census

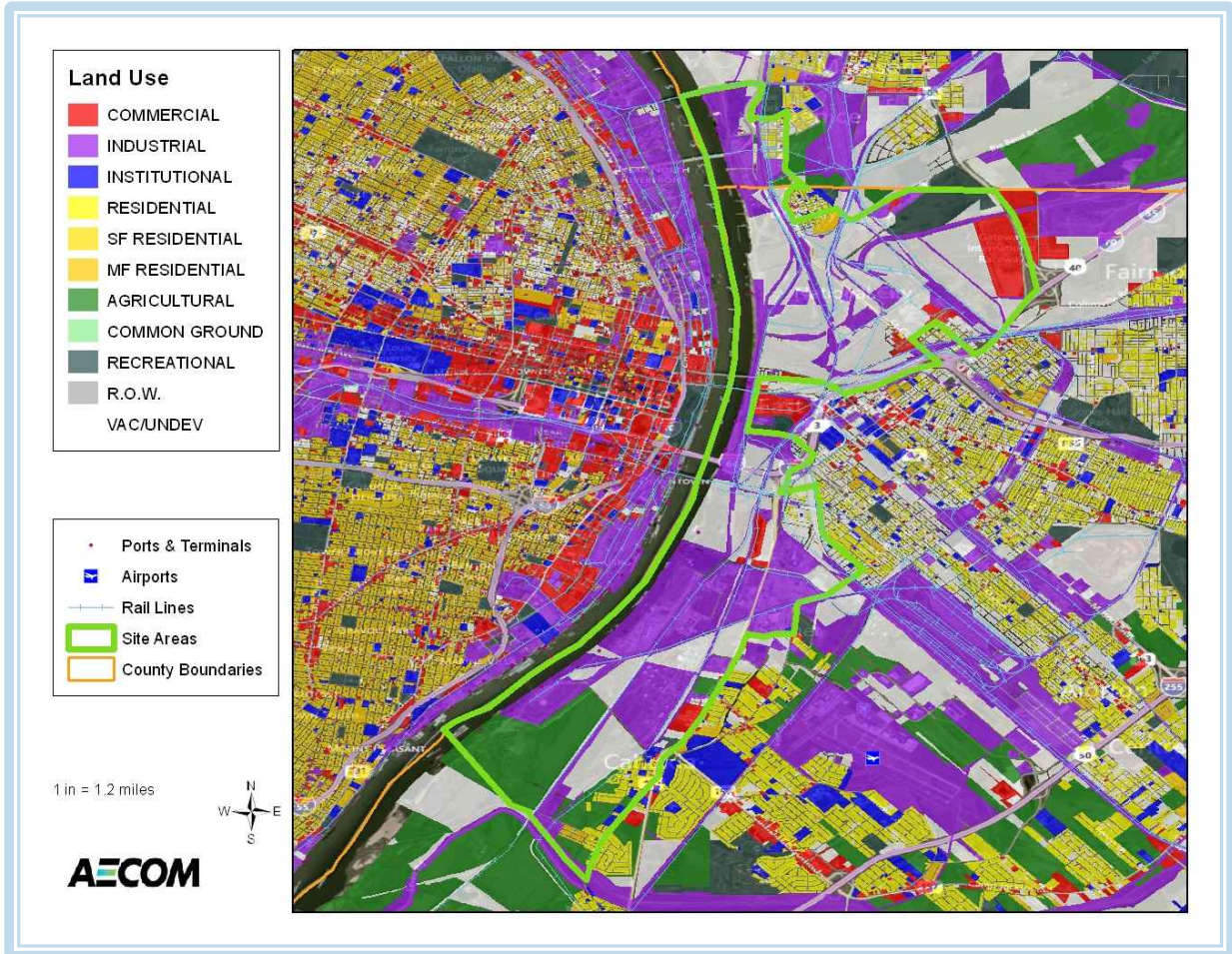
Key Employment Generators:

The Leadership Council Southwest Illinois reported 159,978 private sector jobs in Madison and St. Clair counties in 2011, with a total of 239,666 jobs in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

The East Industrial Gateway site is characterized by industrial or undeveloped land uses. The amount of undeveloped land is largely due to the low-lying nature of the area and the extensive number of crisscrossing rail tracks through the area that make certain portions of the site area largely inaccessible for active land uses. The majority of the land with access to the Mississippi River is industrial with multiple terminals stretching 7.25 miles.

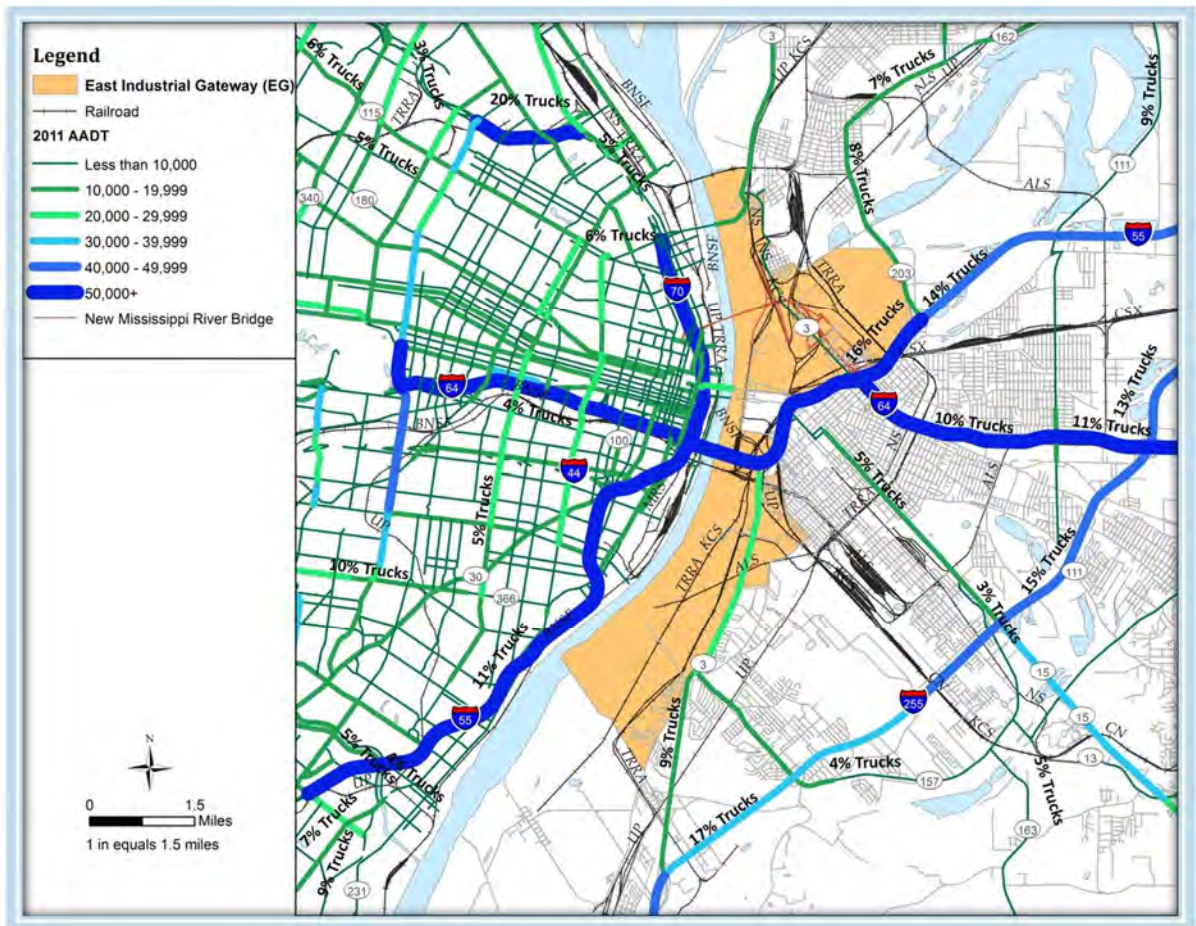


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site encompasses the eastern side of the Mississippi River from Brooklyn to Cahokia, as well as a western portion of East St. Louis. It is the industrial and infrastructure gateway to the St. Louis region from the Illinois side. The area is characterized by the multitude of freight infrastructure, including rail, the Mississippi River, the Poplar Street Bridge (carrying the joined I-70, I-55, and I-64), as well as the Martin Luther King and Eads bridges.

The map below shows total traffic volume for the major roadways within and adjacent to East Industrial Gateway by Average Annual Daily Traffic (AADT).



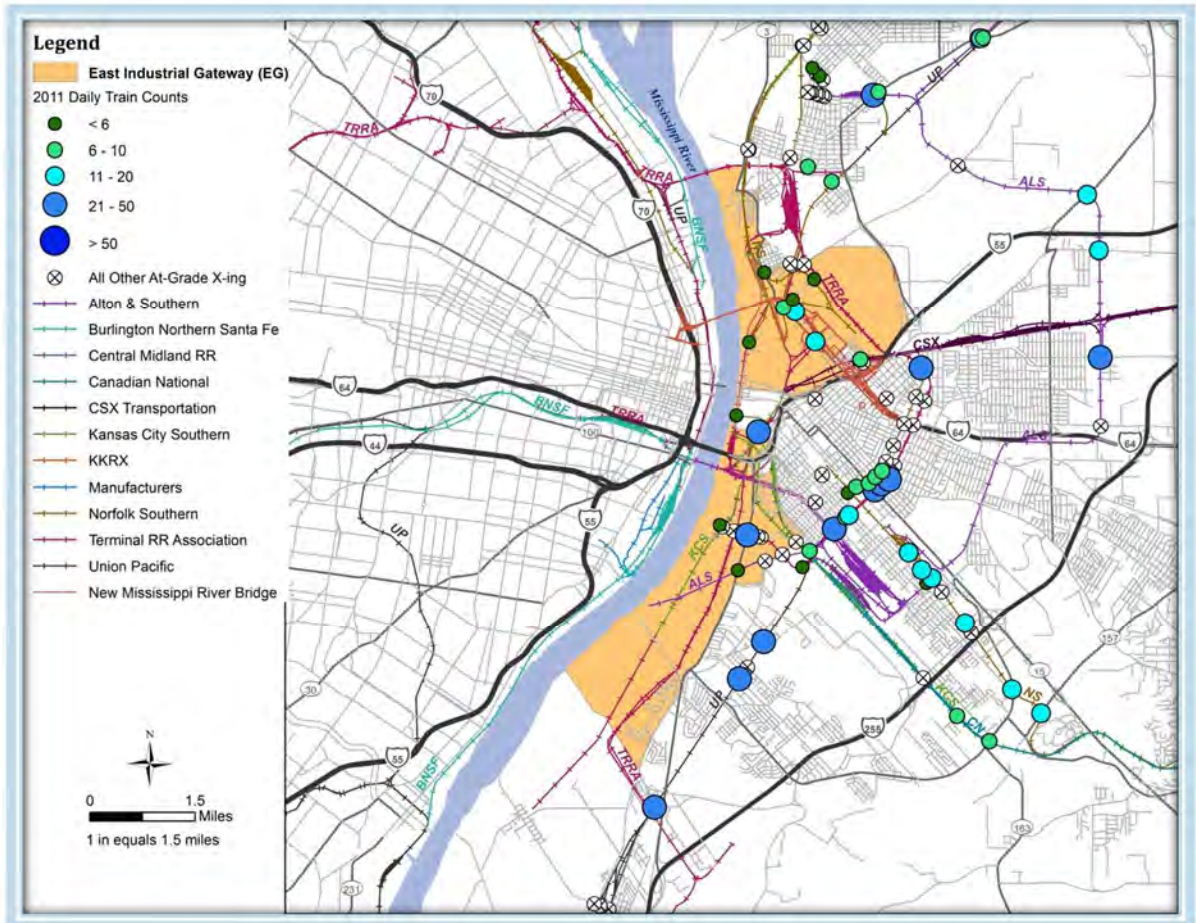
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 1,300 to 13,000 at major interchanges and access points to the East Industrial Gateway site, including I-55 interchanges, I-55, IL 203, and IL 3. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	IL 3 from Mississippi Ave to I-64/55/70 Interchange	IL 203 North of I- 55 Interchange	I-55 just west of I-55/64 Interchange	I-55 as it crosses Mississippi River
Total Trucks	2,950	3,000	15,950	13,100
MU	2,050	1,300	13,000	10,400
SU	900	1,700	2,950	2,700
Total AADT	27,300	18,300	127,600	111,600

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the NS, CSX, ALS and TRRA. The CN has facilities in the area as well, which were more heavily utilized in the past. Based on 2011 data from the Federal Rail Administration (FRA), there are approximately 21-50 daily trains passing through the East Industrial Gateway site area.



Safety

Safety at East Industrial Gateway

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 22
- Number Highway Crashes involving trucks (2009 – 2011): 178
 - Fatal Truck Crashes: 1

Over a three-year period (2009 – 2011), there were 178 crashes involving trucks, which occurred within the East Industrial Gateway site area.

Implications

- Although there is a significant amount of undeveloped land in this area, a number of sites have suspected Brownfield issues. There are also an extensive number of rail lines crossing through the area, making certain portions of the site area largely inaccessible for active land uses.
- A total of eight municipal boundaries divide this area, which has immediate proximity to downtown.
- Construction of the new I-70 bridge should make land in East St. Louis / Fairmont City available for potential development.
- Following the opening of the new I-70 Bridge, industrial properties will benefit from the approximate 20% increase in site accessibility for traffic through the area.
- The legacy of former industrial sites and railroad infrastructure serving vastly different markets presents opportunities to reshape the land use and transportation connections in this area central to the Region.
- The area could benefit from geothermal opportunities associated with the Tri-Level interchange dewatering operation. On paper, there is sufficient capacity to heat or cool about 1 million square feet of industrial space at competitive rates.

Detailed Site Visit

Roads

1st street

Concrete, needs work
Light industrial and commercial



Exchange Ave.

Concrete, good condition
Asphalt, needs work
Light industrial, commercial, and residential



Route 3

Asphalt, good condition
Heavy industrial and commercial



Production Parkway

Asphalt, good condition
Commercial

St. Clair Avenue

Asphalt, good condition
Commercial and residential

Winstanley Avenue

Asphalt, needs work
Commercial and residential

Main Street

Asphalt, good condition
Commercial

Mobile Street

Asphalt, good condition
Heavy industrial



American Bottoms Road
Concrete, good condition
Heavy Industrial

Monsanto Avenue
Asphalt, good condition
Commercial and heavy industrial



Hog Hollow Road
Asphalt, good condition
Heavy industrial

Hog Haven Road
Asphalt, good condition
Heavy industrial

Falling Springs Road
Asphalt, good condition
Heavy industrial



West Trendley Avenue
Asphalt, good condition
Residential and a park

Front Street
Asphalt, good condition
Commercial

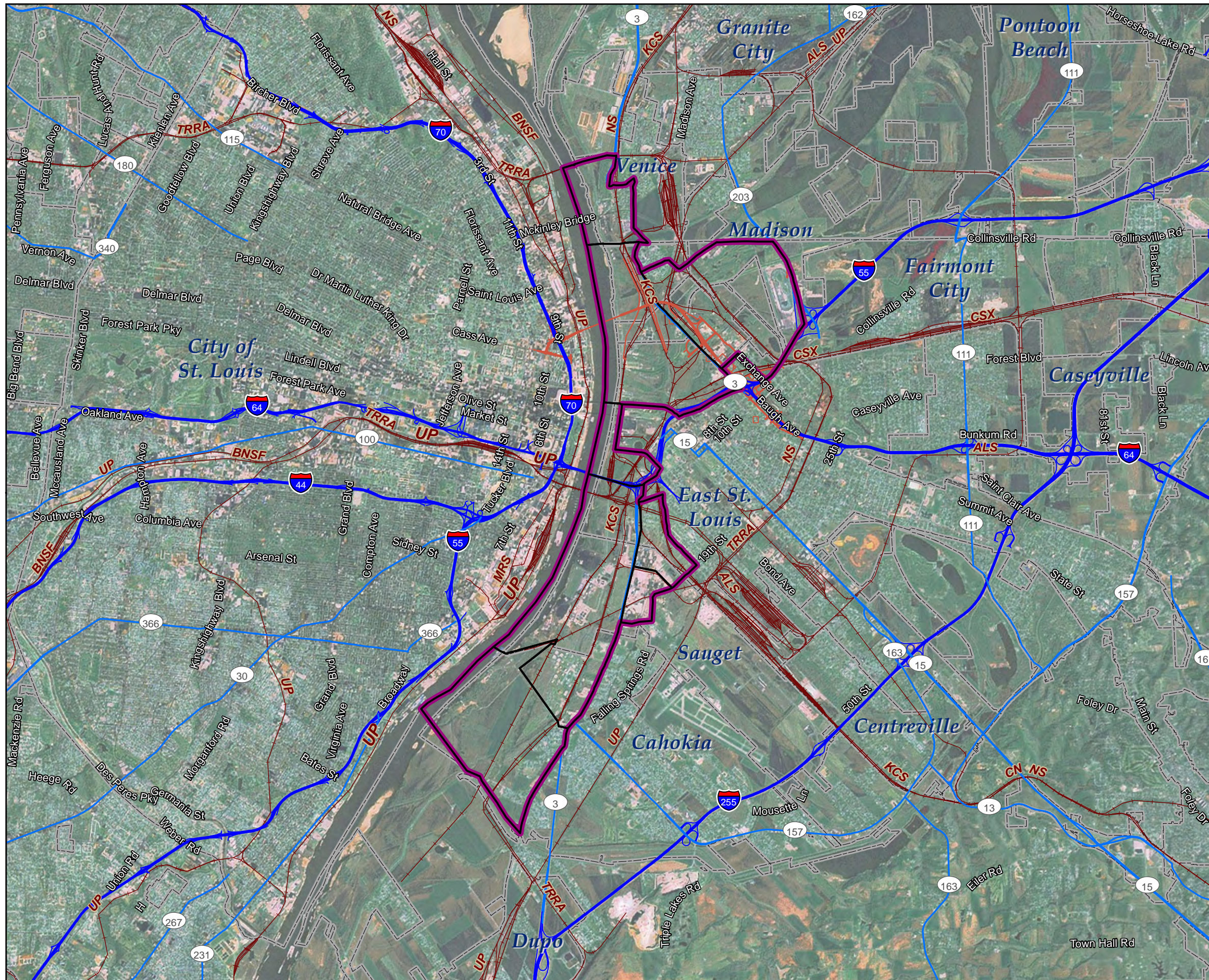




Continental Grain Road
Asphalt, good condition
Commercial

Truck Routes

Trucks use just about every road in this area. There are also a lot of at grade railroad crossings.



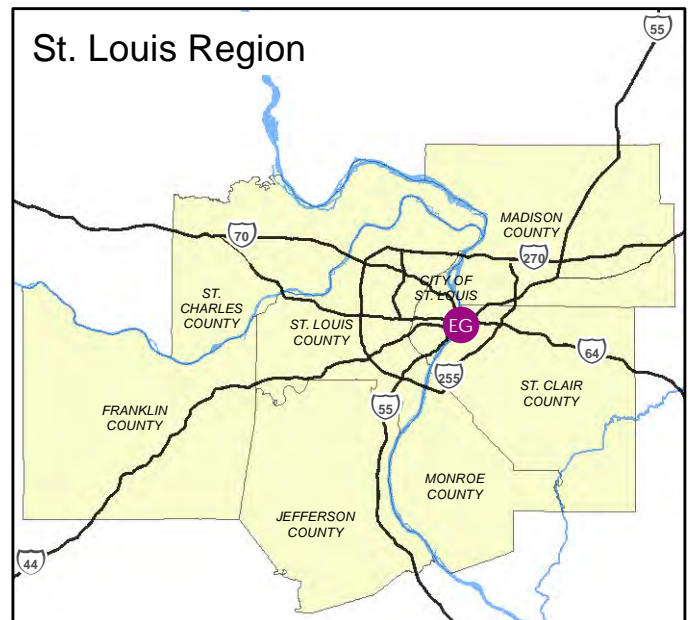
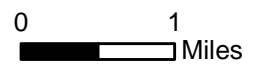
East Industrial Gateway (EG)

Site Characteristics

- 2,290** Goods Producing and Trade Jobs
- 1,286,700 Sq Ft** of Industrial Rentable Building Area
- 11.4%** Industrial Vacancy Rate
- 7,420 Acres** of Total Area
- 8** Municipality Intersects the Site

Legend

- TAZ Boundary
- East Industrial Gateway (EG)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Burlington Northern Santa Fe (BNSF)
- Canadian National (CN)
- CSX Transportation (CSX)
- Kansas City Southern (KCS)
- Manufacturers Railway (MRS)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Fountain Lake/Elm Point (FL)

General Description

The Fountain Lake/Elm Point site lies generally north of MO 370, east of Huster Road, south of State Highway B, and west of the Missouri River and MO 94. It is an area with a diverse mix of uses, including commercial, industrial, residential, and agricultural. It is located at the periphery of urban development, and expansion opportunities abound west, north, and east of the site.

Site Characterization

The eastern and western portions of the site are home to a number of different commercial and industrial operations that vary in size. The buildings situated near the New Town Boulevard exit off the MO 370 interchange are mostly devoted to manufacturing and large warehousing operations. A few relatively dense housing developments (both trailer homes and single family homes) are located between these areas.

Technical Site Metrics

State:	Missouri
County:	St. Charles
Municipalities:	St. Charles
Total Acreage:	4,850
Total Industrial RBA:	3,499,900 sf
Average Industrial RBA:	45,500 sf
# of Properties:	77
Distribution:	3 (4%)
Manufacturing:	9 (12%)
Service:	7 (9%)
Truck Terminal:	2 (3%)
Warehouse:	54 (70%)
Other:	2 (3%)

RBA = Rentable Building Area



Industry and Economic Sectors

The following table shows a healthy mix of employment sectors in the Fountain Lake/Elm Point area. Wholesale trade accounts for nearly 25% of the jobs at the site. Manufacturing, construction, transportation and warehousing, and other services each account for more than 10% of employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	4	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	14	0.2%
Construction	736	12.6%
Manufacturing	914	15.6%
Wholesale Trade	1,448	24.7%
Retail Trade	138	2.4%
Transportation and Warehousing	624	10.7%
Information	15	0.3%
Finance and Insurance	63	1.1%
Real Estate and Rental and Leasing	27	0.5%
Professional, Scientific, and Technical Services	146	2.5%
Management of Companies and Enterprises	225	3.8%
Administration & Support, Waste Management	370	6.3%
Educational Services	0	0.0%
Health Care and Social Assistance	114	1.9%
Arts, Entertainment, and Recreation	35	0.6%
Accommodation and Food Services	366	6.3%
Other Services (excluding Public Administration)	606	10.4%
Public Administration	6	0.1%
Total	5,851	

Source: OnTheMap, US Census

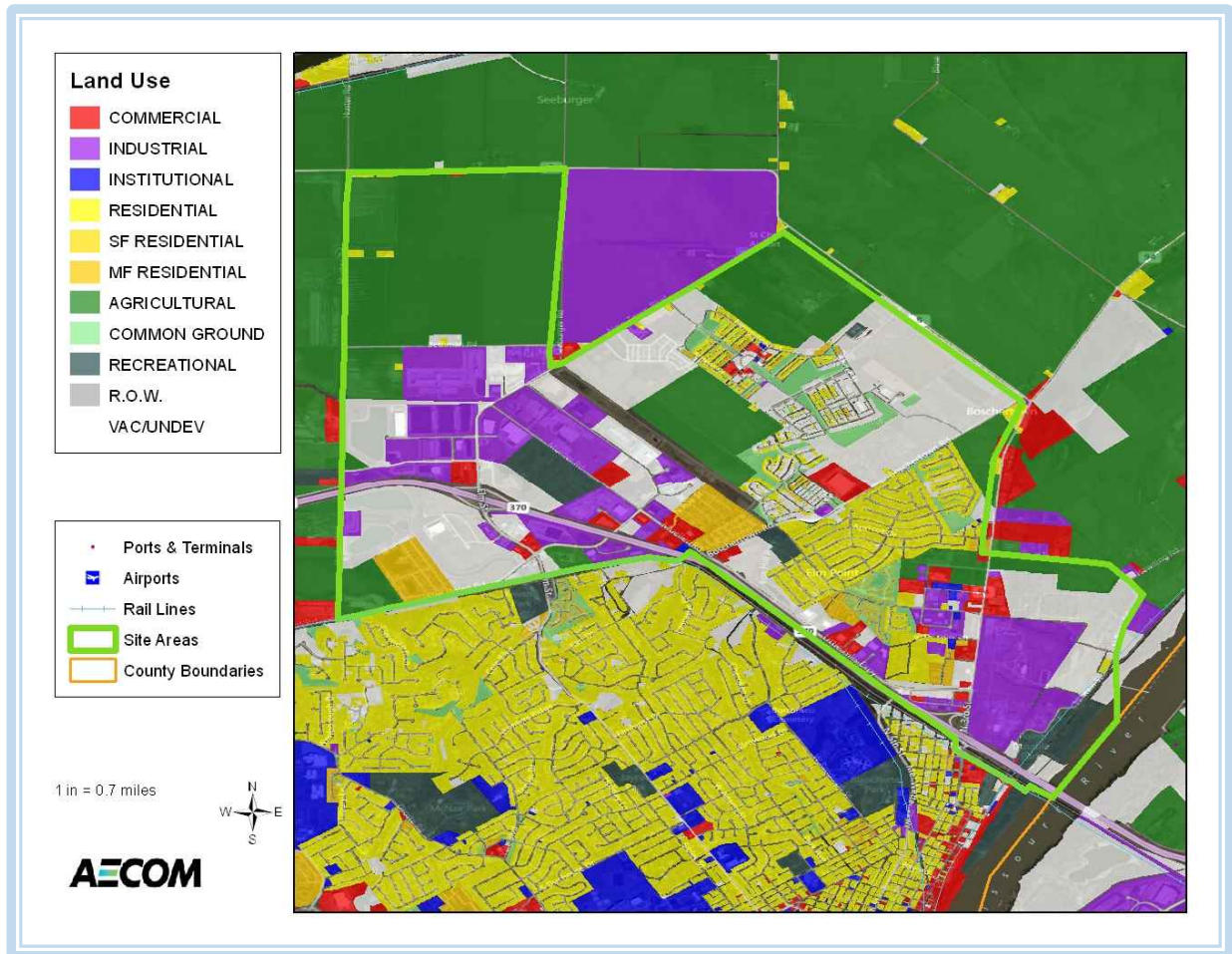
Key Employment Generators:

The Missouri Economic Research and Information Center reported 110,019 private sector jobs in St. Charles County in 2012, with a total of 125,097 jobs in the county in 2012. As of 2012, there are 7,038 private employers in St. Charles County with more than 500 firms in construction, wholesale trade, retail trade, professional and technical services, administrative and waste services, health care and social assistance, accommodation and food service, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The Fountain Lake/Elm Point area includes a diverse mix of land uses. Commercial and industrial uses are generally found along the Mueller Road/Newtown Boulevard and MO 94 corridors and have easy access to MO 370. Residential uses primarily extend north from the highway along Boschertown Road, and large vacant sites are scattered throughout the area. Most agricultural uses are located along the edges of the site and continue for miles, allowing future development to expand away from MO 370, if these properties are deemed suitable for development. Similarly, there are still a number of large vacant sites located relatively close to the highway that could be developed. Also of note, the areas classified as common ground are actually large retention ponds created by the residential developments.



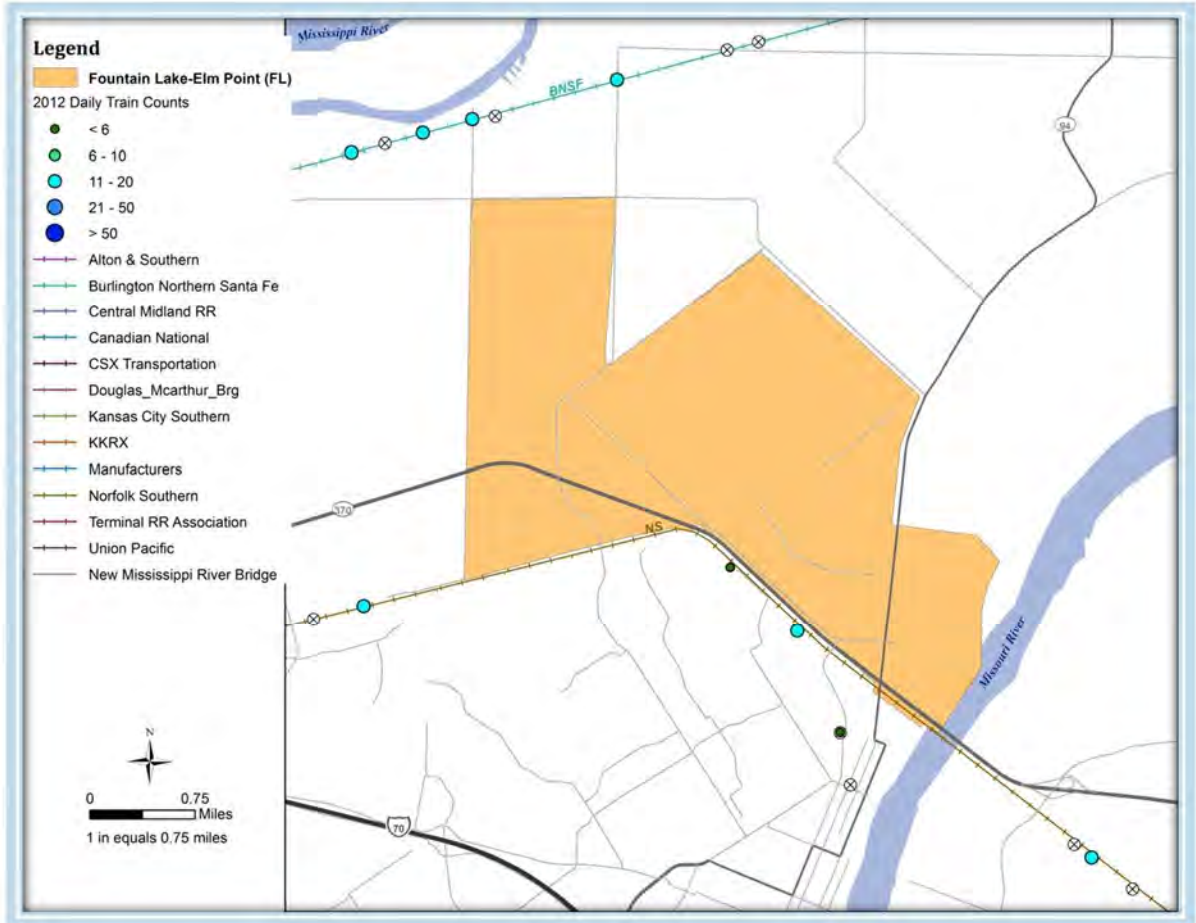
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from approximately 3,800 to 4,500 at major access points to the Fountain Lake/Elm Point site from MO 370, even without direct Interstate access. The table below shows the truck volume and total AADT for the major access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	MO 370 between MO 94 & MO 141	MO 370 between MO 94 & Elm St Interchange (Exit 5)
Total Trucks	6,090	5,065
MU	4,580	3,815
SU	1,510	1,250
Total AADT	66,725	55,465

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the NS and the BNSF on the northern side of the area. The BNSF is primarily a through train service rather than local switching. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 11-20 daily trains passing through the Fountain Lake – Elm Point site area.



Safety

Safety at Fountain Lake/Elm Point

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 0
- Number Highway Crashes involving trucks (2009 – 2011): 26
 - Fatal Truck Crashes: 1

Over a three-year period (2009 – 2011), there were 26 crashes involving trucks, which occurred within the Fountain Lake/Elm Point site area.

Implications

- Residential uses primarily extend north from the highway along Boschertown Road, and large vacant sites are scattered throughout the area. Most agricultural uses are located at the edges of the site and continue for miles, allowing future development to expand away from MO 370, if these properties are deemed suitable for development.
- There are still a number of large vacant sites located relatively close to the highway that could be developed.
- Industrial sites benefit from easy access to I-70 and I-270, as well as connecting outside the region, but experience greater congestion in connecting to the central areas of the region.

Detailed Site Visit

Roads

Highway 94

Asphalt and concrete, very good condition
Heavy industrial; light industrial, commercial and residential



Highway B

Asphalt, good condition
Residential and farms

New Town Boulevard

Asphalt and concrete, very good condition
Commercial, residential, and farms



Seeburger Road

Asphalt and concrete, good condition
Commercial, residential, and farms



Huster Road

Asphalt, good condition
Farms, commercial



Fountain Lakes Boulevard

Concrete, good condition
Commercial and light industrial



Fountain Lakes Parkway
Concrete, very good condition
Commercial and light industrial



Skinner Industrial Drive
Concrete, good condition
Commercial
FedEx Freight



Glazer Way
Concrete, very good condition
Commercial and light industrial

Walsh Court
Concrete, very good condition
Commercial



Harmsted Court
Concrete, very good condition
Commercial



Elm Street
Concrete, very good condition
Commercial



Elm Point Industrial Drive
Concrete, very good condition
Commercial and light industrial
Old Dominion Freight Line



Mueller Road

Concrete, very good condition
Light industrial and commercial



Boschertown Road

Concrete, very good condition
Light industrial, commercial, residential, and farms

Elm Point Road

Concrete, good condition
Commercial and residential

Millstone Corporate Drive

Concrete, very good condition
Light industrial and commercial

Corporate Hills Drive

Concrete, very good condition
Commercial and light industrial



South Corporate Hills Drive

Concrete, very good condition
Commercial and light industrial



Little Hills Expressway

Asphalt, very good condition
Commercial, light industrial, and residential



Hawning Road

Asphalt, good condition
Commercial and farms



North River Road

Asphalt, very good condition
Commercial, park, and farms
Waste water treatment plant



Truck Routes

The truck traffic comes off of 370 onto 94 or Elm Point Industrial drive to access the businesses in the areas.

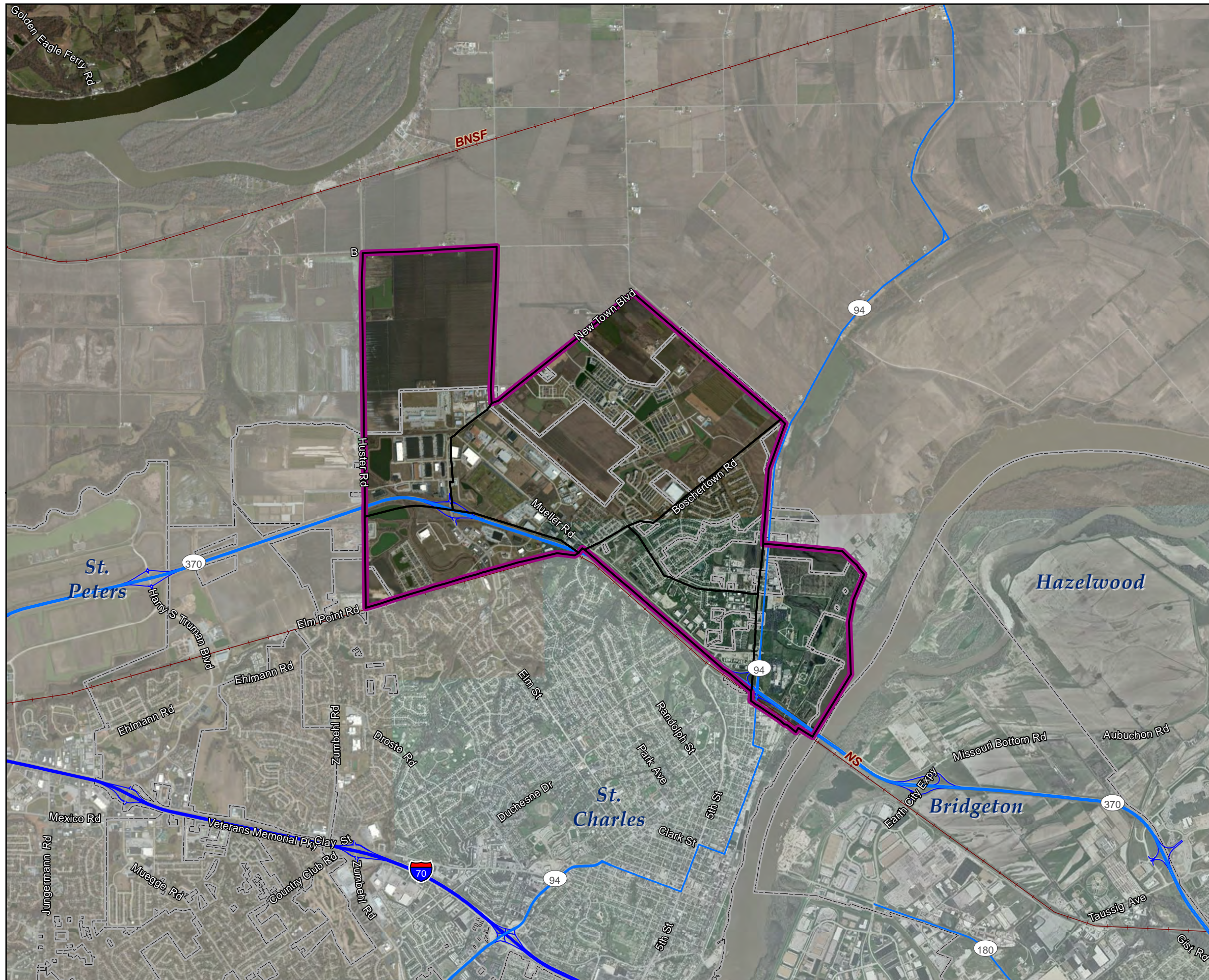
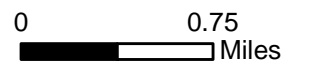
Fountain Lake-Elm Point (FL)

Site Characteristics

- 3,970 Goods Producing and Trade Jobs
- 3,499,900 Sq Ft of Industrial Rentable Building Area
- 7.1% Industrial Vacancy Rate
- 4,850 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Fountain Lake-Elm Point (FL)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Burlington Northern Santa Fe (BNSF)
- Norfolk Southern (NS)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Gateway Commerce (GC)

General Description

The Gateway Commerce site is a 2,300 acre master-planned business park located in Pontoon, Illinois, north of I-270 and split by IL 255 running north-south. The Gateway Commerce site is three times the size of Earth City. This is an advantageous location given the access to two major Interstate highways, providing access to the entire St. Louis region. Total build-out at the Gateway Commerce site is expected to be more than 25 million square feet. Other notable facts about the Gateway Commerce Center include:

- Availability of incentive programs to reduce operating costs, including Enterprise Zone incentives, Tax Increment Financing, and Foreign Trade Zone No. 31
- As a sub foreign trade zone, Gateway can accept goods traveling up the Mississippi River and store these goods (tax-and-duty-free) until they are ready to be shipped out by the adjoining railways at the Triple Crown Facility.
- Available land and utilities in place to accommodate any size industrial building(s) and use(s)
- Convenient access to air cargo (Lambert, St. Louis Downtown, and Mid-America), inland port (partnered with America's Central Port and part of the port's foreign trade zone), and rail facilities (Norfolk Southern main line running along the parks property line).

Timeline of Events

Year	Event
1997	TRISTART Business Communities (formerly Thomas Development) developed 2,700 acre Gateway Commerce Industrial Park at the intersection of I-255 and I-270 within an Enterprise Zone.
1998	Dial Corp. is Gateway Commerce's first tenant, opening an 812,000 square foot distribution facility. First 6.5 mile segment of IL 255 constructed from I-270 to IL 143.
2000	Triple Crown Services Co. opened an intermodal facility on 62 acres near Edwardsville, IL.
2003	ProLogis constructed a 1.2 million square foot distribution center for Unilever.
2004	Hershey Foods Corp. constructed a 1.1 million square foot regional distribution center.
2005	Panattoni Development plans Lakeview Commerce Center at the corner of 111 and New Poag Road, an industrial business park on 600 acres of land with a total build-out of 6.5 million square feet. Lakeview expected to compete with Gateway. TriStar Business Communities put more than 450 acres of Gateway Commerce Center on the market for approximately \$22 million.



Year	Event
2006	Gateway expands from 7.5 million square feet to 9 million square feet of built space with the expansions made by World Wide Technology and Ozburn-Hessey Logistics. Panattoni constructs 1 million square foot warehouse in the Lakeview Commerce Center.
2008	Proctor & Gamble leased a 1.2 million square foot distribution facility at Gateway Commerce.
2009	Colliers Turley Martin Tucker awarded leasing and management contract from the Gateway Commerce Center.
2012	Reports indicate \$80 million, 2.4 million square foot warehouse in the foreseeable future.

Site Characterization

Given the relative size of the Gateway Commerce site, the large buildings and coordinated management of the area provide a significant amount of the industrial Rentable Building Area (RBA) in the region as well as a significant portion of those buildings over 500,000 square feet in size. The Gateway Commerce area contains nearly a quarter of the St. Louis region's industrial buildings larger than 500,000 square feet. Five warehouse facilities have building envelopes greater than 500,000 square feet, with the largest at 1.26 million square feet. Additionally, six distribution facilities have building envelopes greater than 500,000 square feet, with the largest at 1.16 million square feet.

Technical Site Metrics

State:	Illinois
County:	Madison
Municipalities:	Edwardsville, Pontoon Beach, South Roxana
Total Acreage:	2,730
Total Industrial RBA:	9,563,500 sf
Average Industrial RBA:	562,600 sf
# of Properties:	17
Distribution:	10 (59%)
Manufacturing:	1 (6%)
Service:	-
Truck Terminal:	-
Warehouse:	6 (35%)
Other:	-

RBA = Rentable Building Area



Industry and Economic Sectors

Employment in the Gateway Commerce site area primarily occurs in the transportation and warehousing (28.3%) and administration and support (48.9%) sectors. Wholesale and retail trade account for an additional 15.4% of total employment.

	Employment	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	4	0.5%
Construction	11	1.4%
Manufacturing	0	0.0%
Wholesale Trade	56	6.9%
Retail Trade	69	8.5%
Transportation and Warehousing	229	28.3%
Information	0	0.0%
Finance and Insurance	1	0.1%
Real Estate and Rental and Leasing	0	0.0%
Professional, Scientific, and Technical Services	6	0.7%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	396	48.9%
Educational Services	0	0.0%
Health Care and Social Assistance	4	0.5%
Arts, Entertainment, and Recreation	0	0.0%
Accommodation and Food Services	1	0.1%
Other Services (excluding Public Administration)	33	4.1%
Public Administration	0	0.0%
Total	810	

Source: OntheMap, U.S. Census

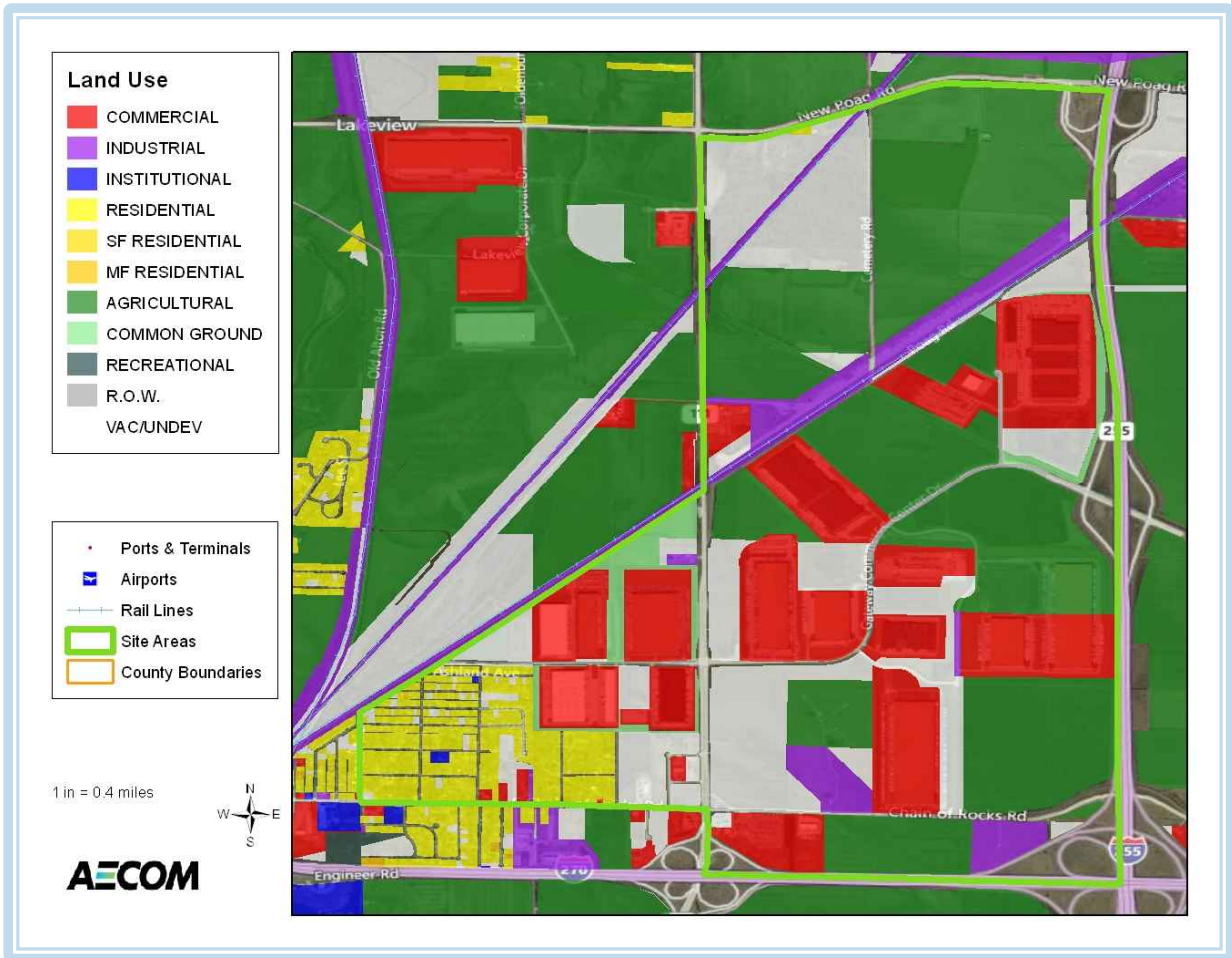
Key Employment Generators:

The Leadership Council Southwest Illinois reported 80,846 private sector jobs in Madison County in 2011, with a total of 125,637 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

The land use at the Gateway Commerce site is comprised primarily of commercial space for warehousing and distribution and contains only a limited amount of industrial space. Within the site are several large areas of agricultural and undeveloped land use that could be used to expand the site. A small area of residential land use is located in the southwest corner of the site, between the railroad and I-270.

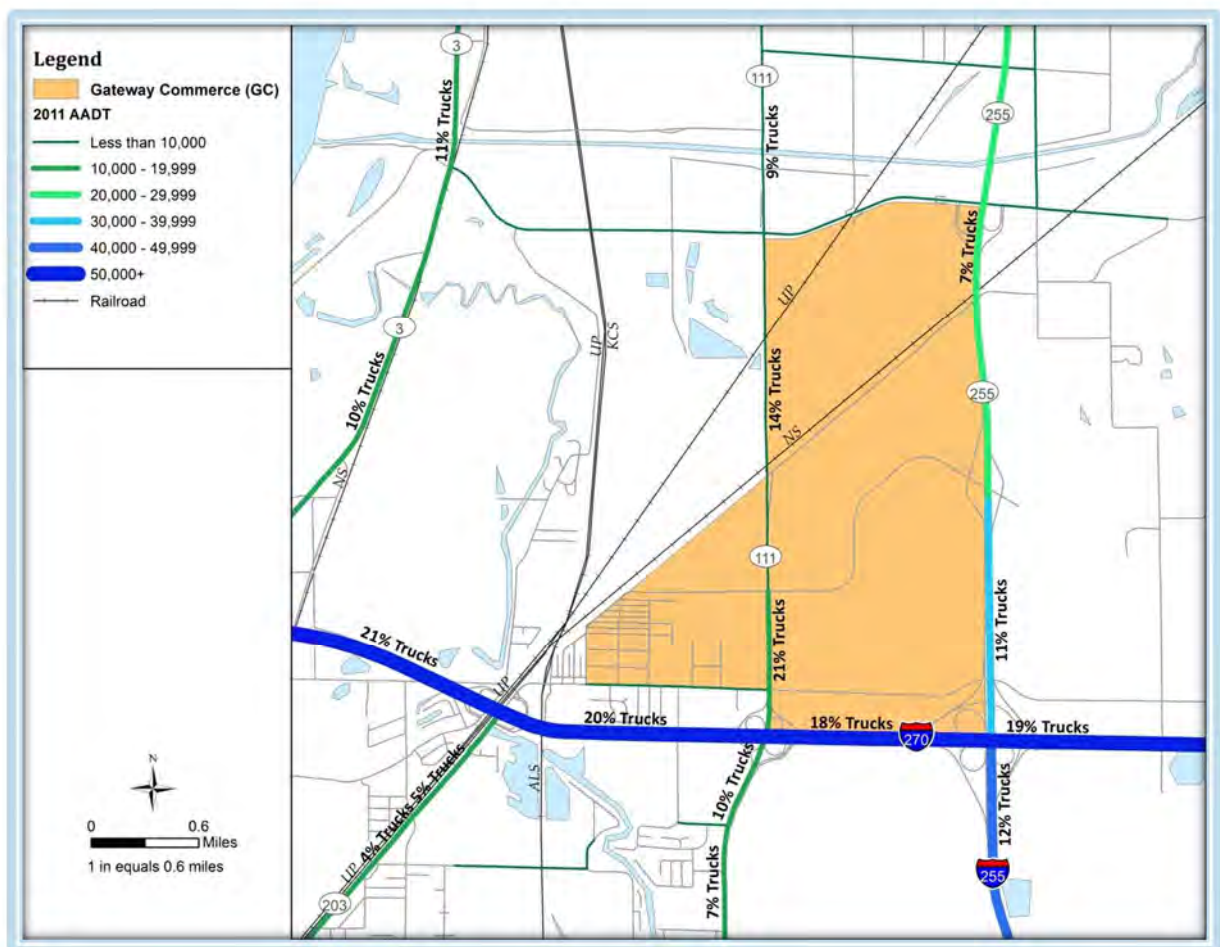


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

Located in the northeast quadrant of the St. Louis region, the Gateway Commerce site has direct access to I-270. Less than 10 miles east of the Gateway Commerce site is the intersection of I-270 and I-55. The proximity to these major Interstates provides this site with links to eastern Midwest cities such as Chicago and Indianapolis. Gateway Commerce also contains an intermodal facility along the Norfolk Southern (NS) rail line.

Gateway Commerce is served by truck and rail as shown in the map below. The map below shows Average Annual Daily Traffic (AADT) volume for the major roadways within and adjacent to Gateway Commerce.



Traffic Volumes

Overall traffic volumes on I-270, between I-255 and IL 203, range between 53,900 and 55,200. Total truck traffic on I-270 is over 10,000 vehicles on an average day.

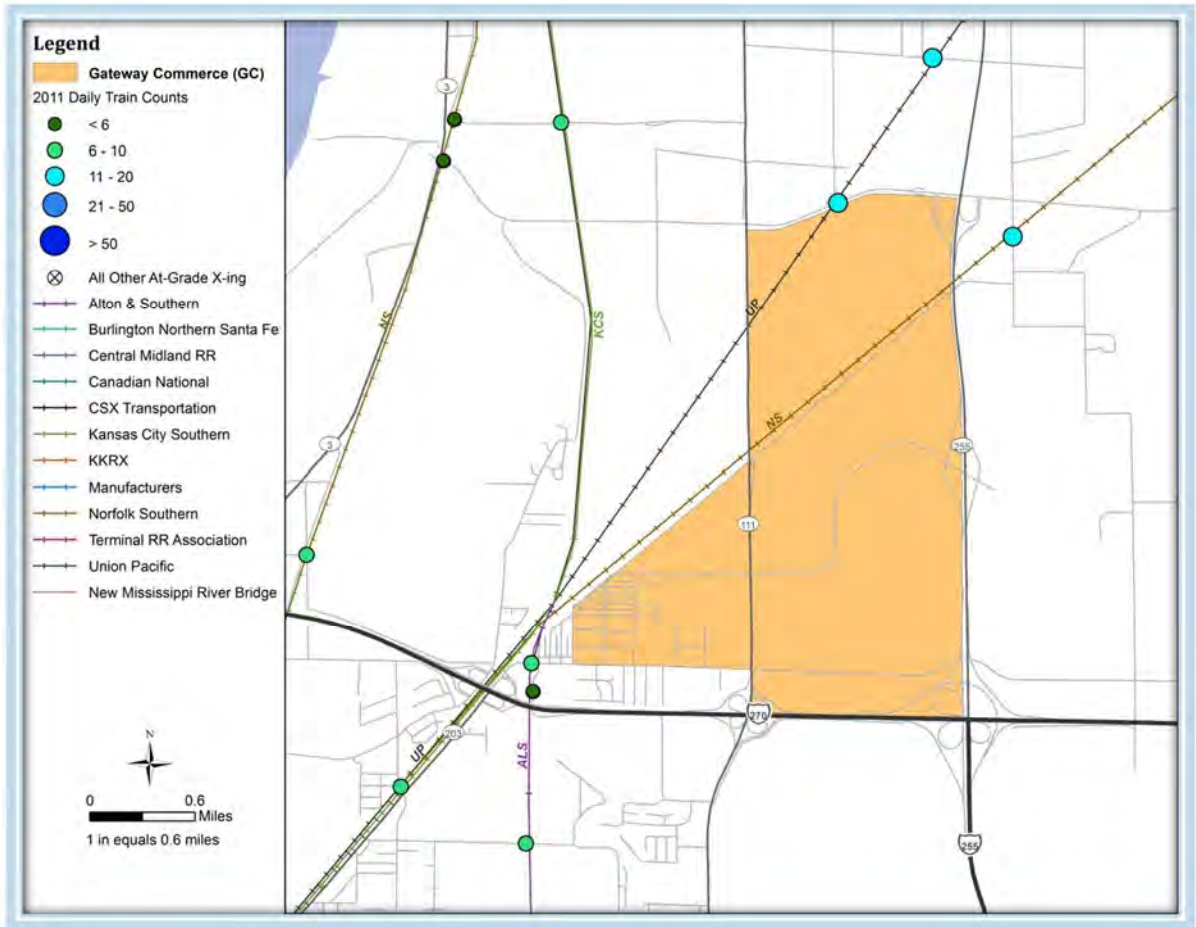
The table below shows the truck volume and total AADT at Gateway Commerce Center Drive and Chain of Rocks Road into the Gateway Commerce site. The traffic volumes, including the number of trucks, decrease on IL 111 and IL 255 north of Gateway Commerce Center Drive. Based on the difference in average daily multi-unit truck volumes, it can be assumed that approximately 500 multi-unit trucks use Gateway Commerce Center Drive from IL 255, and approximately 850 multi-unit trucks use the same roadway from IL 111 on an average weekday. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (For more information see: <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>).

	IL 255 South of Gateway Commerce Center Dr	IL 255 North of Gateway Commerce Center Dr to New Poag Rd	IL 111 between I-270 & E. Chain of Rocks Rd	IL 111 South of Gateway Commerce Center Dr	IL 111 North of Gateway Commerce Center Dr
Total Trucks	3,350	2,100	2,600	2,425	825
MU	1,650	1,150	1,650	1,125	275
SU	1,700	950	950	1,300	550
Total AADT	31,100	29,000	14,900	11,500	6,000

MU = Multi-unit trucks

SU = Single unit trucks

The map below summarizes daily train traffic at the Gateway Commerce site. Union Pacific (UP) and Norfolk Southern (NS) rail lines traverse this site. Federal Rail Administration (FRA) train count data for 2012 were not available for the rail lines crossing this site. However, 2011 FRA data indicates there were approximately 20 daily trains passing through the Gateway Commerce intermodal facility on the NS rail line.



Safety

Safety at Gateway Commerce

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 2
- Number Highway Crashes involving trucks (2009 – 2011): 20
 - Fatalities: 0

Over a three-year period (2009 – 2011), there were 20 crashes involving trucks, which occurred within the Gateway Commerce site area. Many of the crashes occurred along I-270, IL 111, or IL 255. Approximately half of the crashes were clustered around the intersection of IL 111 and Chain of Rocks Road.

Implications

- Substantial opportunities for expansion of industrial development exist within and surrounding the site area.
- Large distribution facilities, such as those found in the area, drive significant volume but require relatively low employment totals in comparison to other industrial types.
- Identify manufacturers that can utilize the capacity of adjacent warehouses and distribution chain economies of scale to drive growth in localized employment.
- Further review of interchange and intersection performance and identify potential roadway improvements that may be necessary, if additional development occurs at Gateway Commerce, as well as increased freight volume through existing facilities.
- Investigate the geometry and intersection type of IL 111 and Chain of Rocks Road due to the significant number of crashes involving trucks at this intersection.
- Examine opportunities for rail access to the Gateway Commerce site to further enhance multimodal opportunities.

Detailed Site Visit

Roads

Gateway Commerce Center Drive West
Concrete, very good condition
Commercial



Gateway Commerce Center Drive East
Concrete, very good condition
Commercial



Enterprise Drive
Concrete, very good condition
Commercial



Westway drive
Concrete, very good condition
Commercial



Inner Park drive
Concrete, very good condition
Commercial



Chain of Rocks Road
Concrete and Asphalt, good condition
Commercial and farms



IL Route 111

Asphalt, good conditions
Bridge over the RR tracks



East Chain of Rocks Road

Concrete and asphalt, good condition
Commercial, residential, school
RR Crossing at grade level at western end of this area



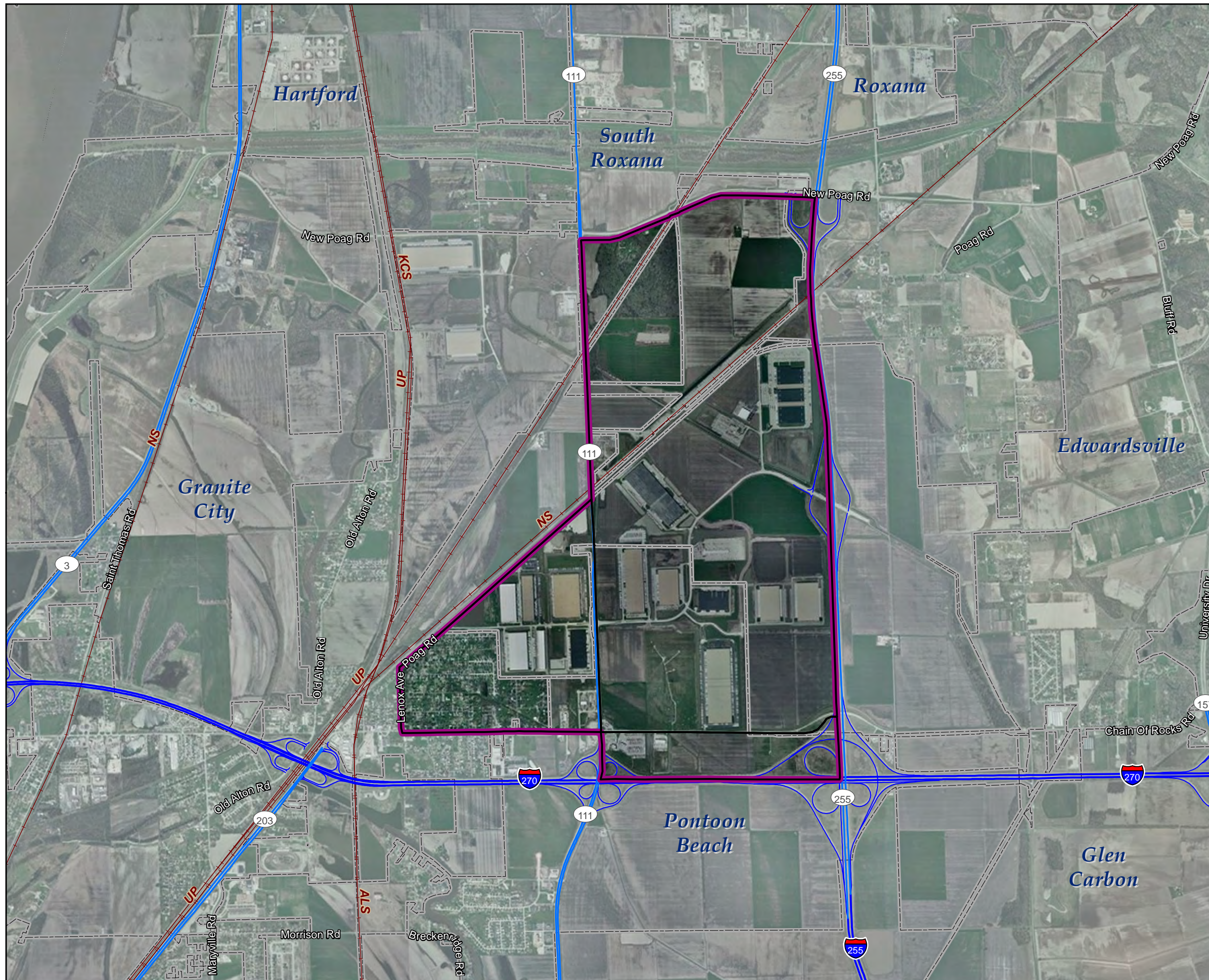
New Poag Road

Asphalt, very good condition
Class 3 truck route
Commercial and farms



Truck Routes

The entire industrial park is a main trucking hub for many companies; there are a lot of warehouses and trucking companies. Most of the trucks come off of Route 111 from Interstate 270. There are trucks that come off of 255 and Gateway Commerce Center Dr. and they come off of 255 and New Poag Rd. to Illinois Route 111 to Gateway Commerce Center Dr.



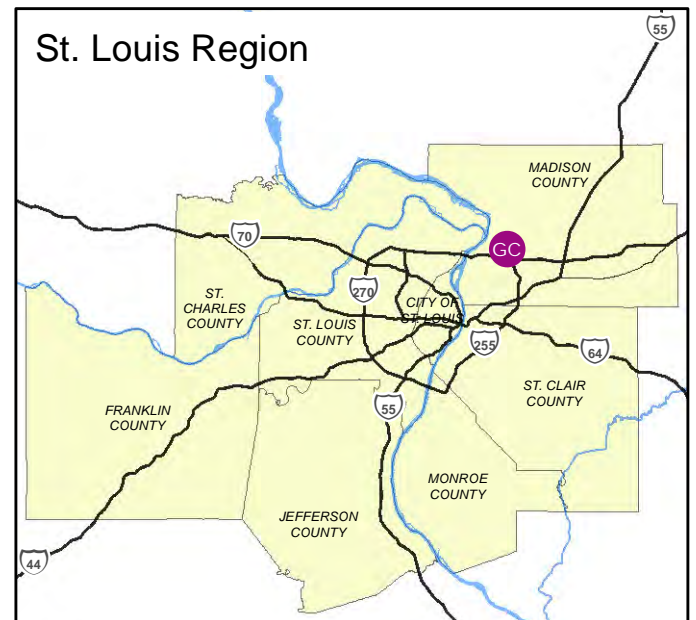
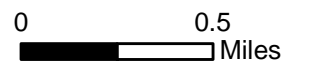
Gateway Commerce (GC)

Site Characteristics

- 370** Goods Producing and Trade Jobs
- 9,563,500 Sq Ft** of Industrial Rentable Building Area
- 0.7%** Industrial Vacancy Rate
- 2,730 Acres** of Total Area
- 3** Municipalities Intersect the Site

Legend

- TAZ Boundary
- Gateway Commerce (GC)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Kansas City Southern (KCS)
- Norfolk Southern (NS)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: GM Plant (GM)

General Description

The General Motors (GM) Plant is located at the intersection of I-64 and I-70 in Wentzville, Missouri. The plant occupies the northeast quadrant of the interchange and is the anchor for the site area, which is constrained by the Interstates and MO A. Rail tracks divide the site between the main plant and the surrounding properties, with rail spurs extending into the plant.

Site Characterization

The site area is characterized by the large GM Assembly Plant that is its namesake. The land west of Edinger Road is a collection of warehouse buildings and open agricultural land. While the land south of the rail tracks contains a small residential neighborhood, commercial properties along the Interstate, and the Eternal Peace Cemetery.

There is extensive agricultural land to the north and east of the site allowing for future expansion of the area, if needed.

Technical Site Metrics

State:	Missouri
County:	St. Charles
Municipalities:	Wentzville
Total Acreage:	1,460
Total Industrial RBA:	2,883,500 sf
Average Industrial RBA:	82,400 sf
# of Properties:	35
Distribution:	-
Manufacturing:	4 (11%)
Service:	1 (3%)
Truck Terminal:	1 (3%)
Warehouse:	28 (80%)
Other:	1 (3%)

RBA = Rentable Building Area



Industry and Economic Sectors

The primary employment sectors in the GM Assembly Plant site area are retail trade (20.5%), information (17.1%), manufacturing (15.6%), construction (12.9%), and wholesale trade (9.1%). The remaining sectors account for 24.8% of the site area's employment and are composed primarily of health care and social assistance and administration and support jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	117	12.9%
Manufacturing	142	15.6%
Wholesale Trade	83	9.1%
Retail Trade	186	20.5%
Transportation and Warehousing	29	3.2%
Information	155	17.1%
Finance and Insurance	1	0.1%
Real Estate and Rental and Leasing	0	0.0%
Professional, Scientific, and Technical Services	3	0.3%
Management of Companies and Enterprises	2	0.2%
Administration & Support, Waste Management	65	7.2%
Educational Services	0	0.0%
Health Care and Social Assistance	79	8.7%
Arts, Entertainment, and Recreation	0	0.0%
Accommodation and Food Services	10	1.1%
Other Services (excluding Public Administration)	35	3.9%
Public Administration	2	0.2%
Total	909	

Source: OntheMap, U.S. Census

Note: The data may understate the actual area employment

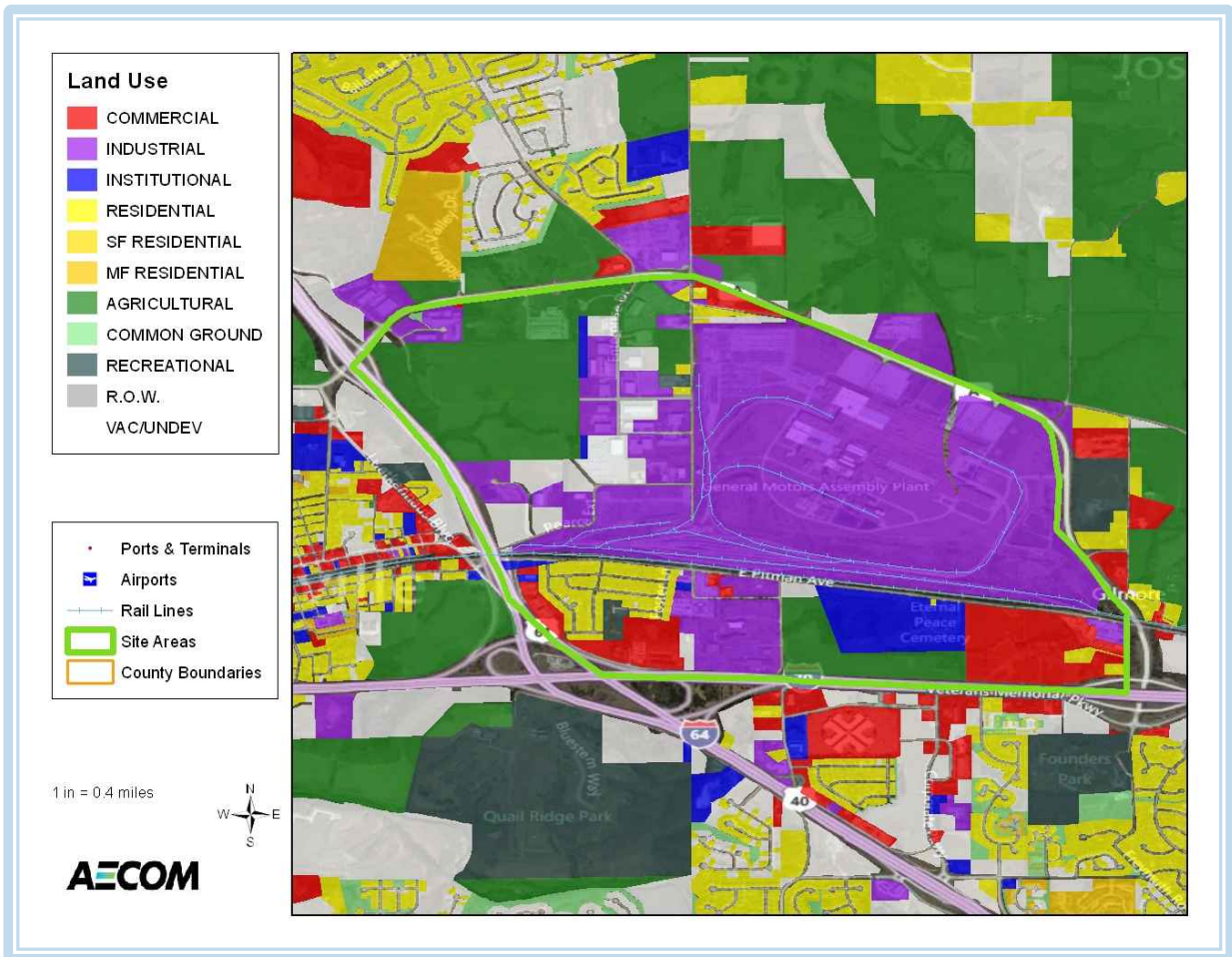
Key Employment Generators:

The Missouri Economic Research and Information Center reported 110,019 private sector jobs in St. Charles County in 2012, with a total of 125,097 jobs in the county in 2012. As of 2012, there are 7,038 private employers in St. Charles County with more than 500 firms in construction, wholesale trade, retail trade, professional and technical services, administrative and waste services, health care and social assistance, accommodation and food service, and other services. Additionally, the site is home to the GM Assembly Plant in Wentzville. The facility employs approximately 1,199 employees.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The GM Plant site is primarily characterized by its industrial land use including the GM Assembly Plant. A few areas are still classified as vacant or agricultural, although there are buildings on many of these properties. A small segment of residential land surrounded by commercial and industrial land uses is located in the southwest corner of the site. The larger area of institutional land, which is a cemetery, would not be available for future expansion of the GM Plant site.

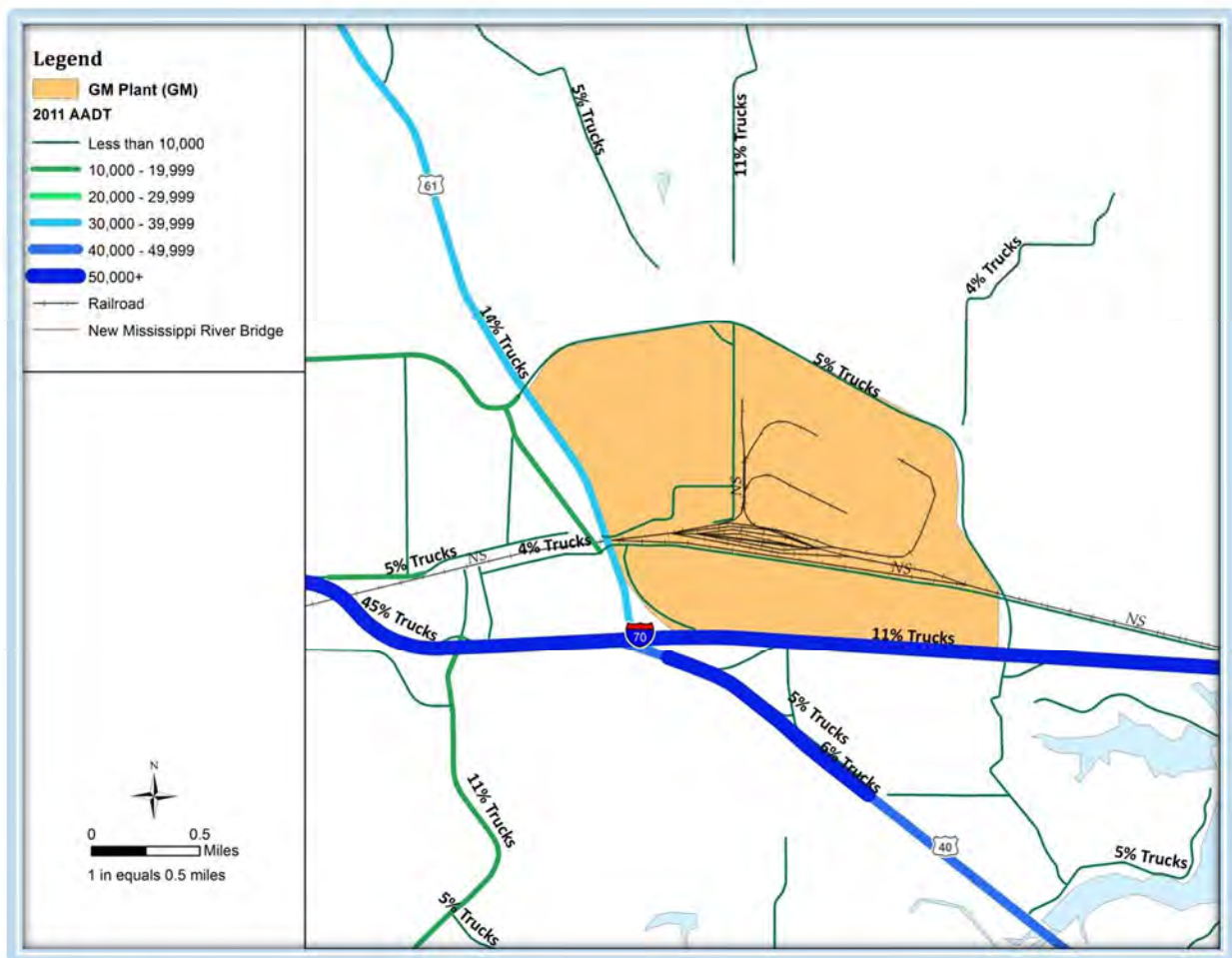


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

Located northwest of the St. Louis region, the GM Plant site has direct access to I-70 and I-64/US 61. I-64 connects to I-270 about 30 miles east, which in turn connects to I-55. I-55 is a main north-south route into New Orleans and the Gulf of Mexico. The proximity to these major Interstates also provides this site with links to western Midwest cities such as Kansas City as well as eastern Midwest cities such as Chicago and Indianapolis.

This site is served by truck and rail. The map below shows Average Annual Daily Traffic (AADT) traffic volume for the major roadways within and adjacent to the GM Plant site.





Traffic Volumes

US 61 traverses the western edge of the GM Plant site with exits at Pitman Avenue and MO A. Approximately 300 trucks exit US 61 at Pitman Road, while approximately 700 trucks enter US 61 at MO A. There is no traffic volume data for the ramps at this site, so this is an approximation. MO A wraps around the east and north sides of the site and continues south of I-70. Truck volumes are fairly consistent at approximately 400 vehicles. The table below shows truck and total AADT at access points near the GM Plant site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (For more information see <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)

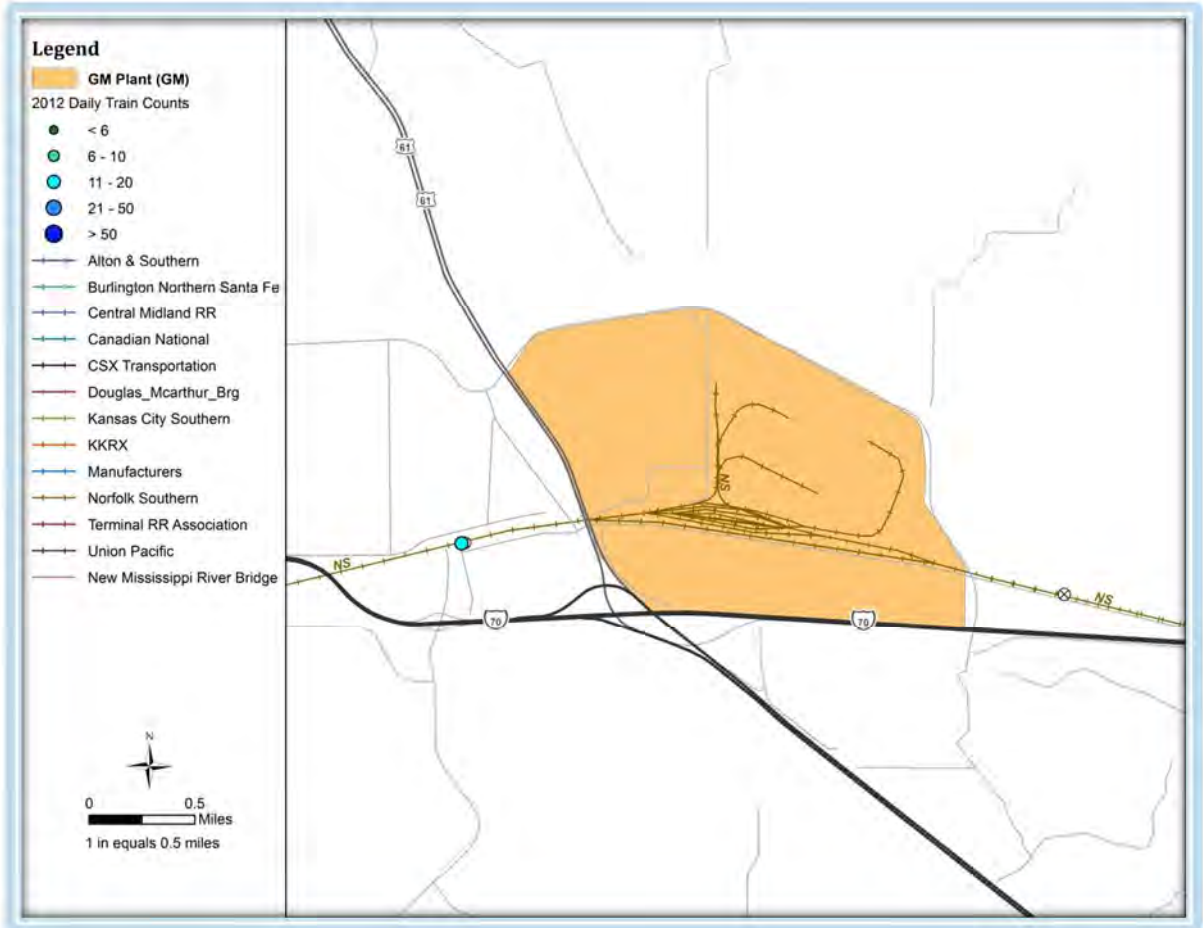
	I-64/US 61 (Exit 210) North to Pitman Rd	US 61 Between Pitman Ave & MO A Exit	US 61 North of MO A Exit to Grothe Rd	MO A North of I-70 to GM Plant Entrance	Co Rd A (Freymuth Rd)* South of I-70
Total Trucks	5,065	4,750	5,450	400	410
MU	3,615	3,390	3,900	80	80
SU	1,455	1,370	1,560	320	330
Total AADT	36,840	34,500	39,700	8,100	8,900

MU = Multi-unit trucks

SU = Single unit trucks

*Co Rd A (Freymuth Rd) becomes MO A north of I-70.

The map below shows daily train traffic. Norfolk Southern (NS) rail lines serve this site. The NS has a number of industrial service tracks in the area, as well as a small railroad yard. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 16 daily trains entering/exiting the GM Plant site area on the Norfolk Southern (NS) rail lines.



Safety

Safety at GM Plant

- Total Railroad At-Grade Crossings: 0
- Number Rail/Roadway Crashes (2008 – 2012): 0
- Number Highway Crashes involving trucks (2009 – 2011): 6
 - Truck Crash Fatalities: 0

Over a three-year period (2009 – 2011), there were six (6) crashes involving trucks, which occurred within the GM Plant site area.

Implications

- The majority of the warehouse properties outside the GM Assembly Plant are related to GM. This could create issues for the area if plant activities change.
- Work with the GM Assembly Plant to better clarify the long term goals of the site and potential needs for warehouse and distribution capabilities, in addition to local manufacturing opportunities.
- The traffic volume counts on exit ramps at State Highway MO A from US 61 and from I-70. The MO A segment carries most of the area's freight traffic.
- The supporting freight transportation infrastructure available via I-70, I-64, and the rail line passing through the site are ideal for the shipment of goods.

Detailed Site Visit

Land Use:

Major manufacturing (GM Plant)
Small section of light industrial mixed in with office and business parks

Major Roads:

Highway 61
Concrete, good condition

Interstate 70

Route A

Access to Hwy 61 and I-70
Shipping and receiving access located off Hwy 61
Two employee entrances and main entrance located off Hwy 61
Concrete, good
Traffic is mainly cars and semis



Edinger

Access to office park and to GM freight yard
Road is primarily traveled by semi traffic coming and going from freight
Asphalt, fair with cracking
Turns to concrete closer to rail yard



Secondary Roads

Pearce

Asphalt, smooth
Used for commercial access
Light traffic



Resource

Concrete, fair condition
Industrial use with light traffic
Mainly cars and small trucks

Hamilton Industrial Court

Very light traffic
Concrete, good condition
Commercial and light industrial



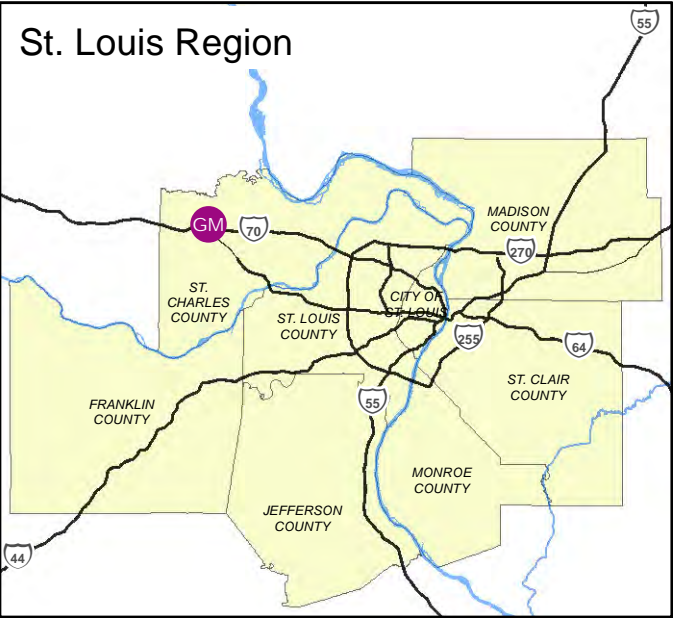
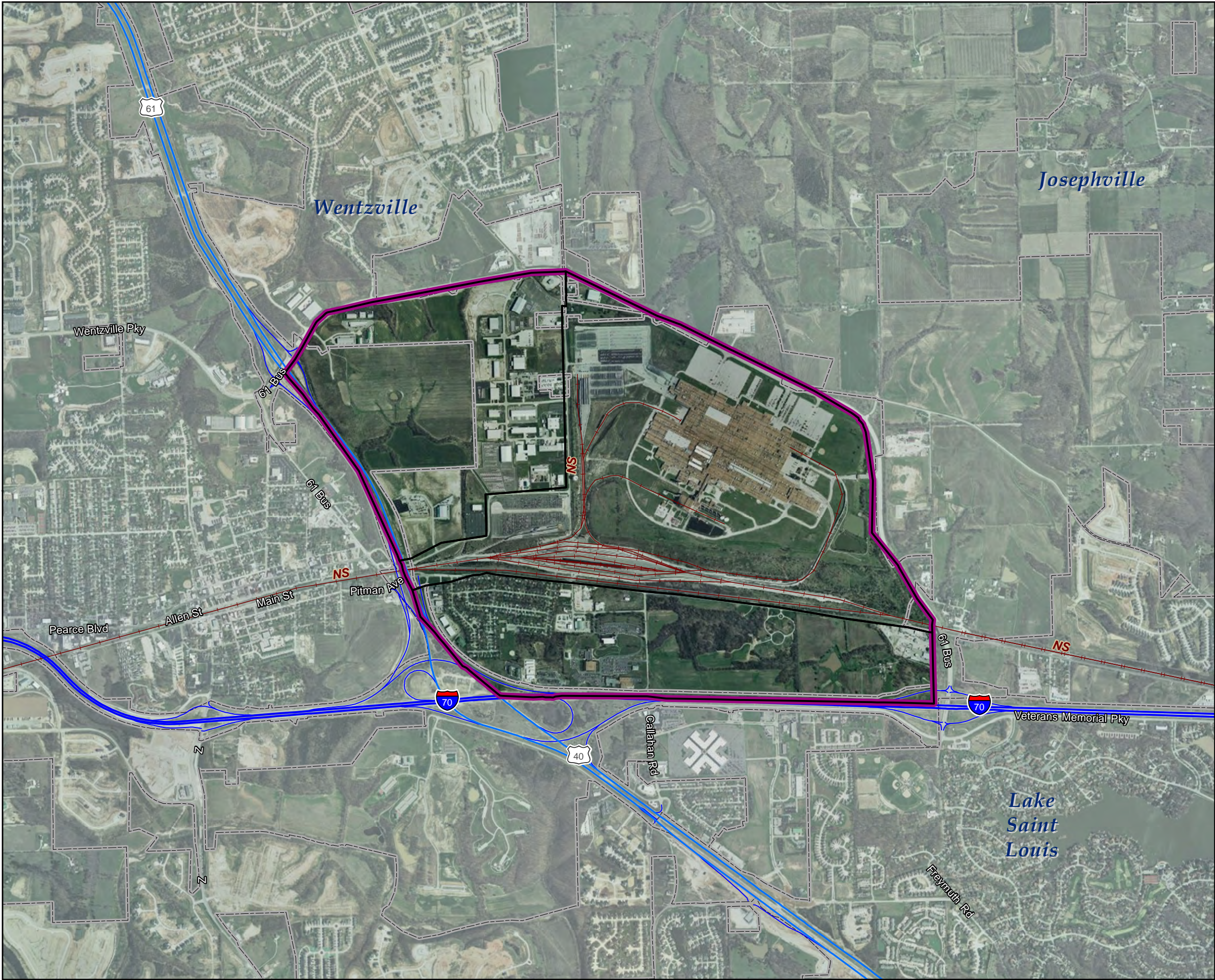
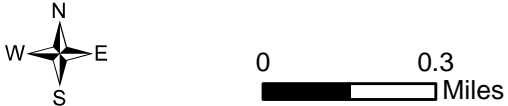
GM Plant (GM)

Site Characteristics

- 570 Goods Producing and Trade Jobs
- 2,883,500 Sq Ft of Industrial Rentable Building Area
- 1.9% Industrial Vacancy Rate
- 1,460 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- GM Plant (GM)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Norfolk Southern (NS)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Green Park (GP)

General Description

The Green Park site is located west of I-55, north of Lindbergh Boulevard, east of Tesson Ferry Road, and south of Grant's Trail path. Most land uses at the site are well-divided and are clearly separated from each other in this built up area located just north of the I-55/I-270 interchange.

Site Characterization

The site is quite segmented in terms of uses, with Clydesdale County Park located in the northwest quadrant, large industrial buildings in the northeast quadrant, and dense single family housing developments dominating the southern quadrants. A mix of small and large auto-oriented commercial buildings line Lindbergh Boulevard on the southern border, and a mix of relatively smaller commercial and industrial buildings are sandwiched between I-55 and the railroad that travels near the east side of Green Park. The surrounding area is almost completely built up, except for a triangle-shaped vacant lot that is enclosed by I-55, Grant's Trail path, and residences across from the current industrial park.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Green Park, Concord, Mehlville
Total Acreage:	770
Total Industrial RBA:	1,558,900 sf
Average Industrial RBA:	27,900 sf
# of Properties:	56
Distribution:	3 (5%)
Manufacturing:	6 (11%)
Service:	3 (5%)
Truck Terminal:	-
Warehouse:	37 (66%)
Other:	7 (13%)

RBA = Rentable Building Area



Industry and Economic Sectors

The construction and manufacturing sectors play a key role in the Green Park site area, accounting for 43.7% of the area's 3,869 jobs. Health care and social assistance is also an important sector, accounting for 14% of jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	3	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	1	0.0%
Construction	966	25.0%
Manufacturing	724	18.7%
Wholesale Trade	220	5.7%
Retail Trade	205	5.3%
Transportation and Warehousing	114	2.9%
Information	2	0.1%
Finance and Insurance	98	2.5%
Real Estate and Rental and Leasing	13	0.3%
Professional, Scientific, and Technical Services	279	7.2%
Management of Companies and Enterprises	8	0.2%
Administration & Support, Waste Management	84	2.2%
Educational Services	0	0.0%
Health Care and Social Assistance	543	14.0%
Arts, Entertainment, and Recreation	3	0.1%
Accommodation and Food Services	344	8.9%
Other Services (excluding Public Administration)	93	2.4%
Public Administration	169	4.4%
Total	3,869	

Source: OnTheMap, US Census

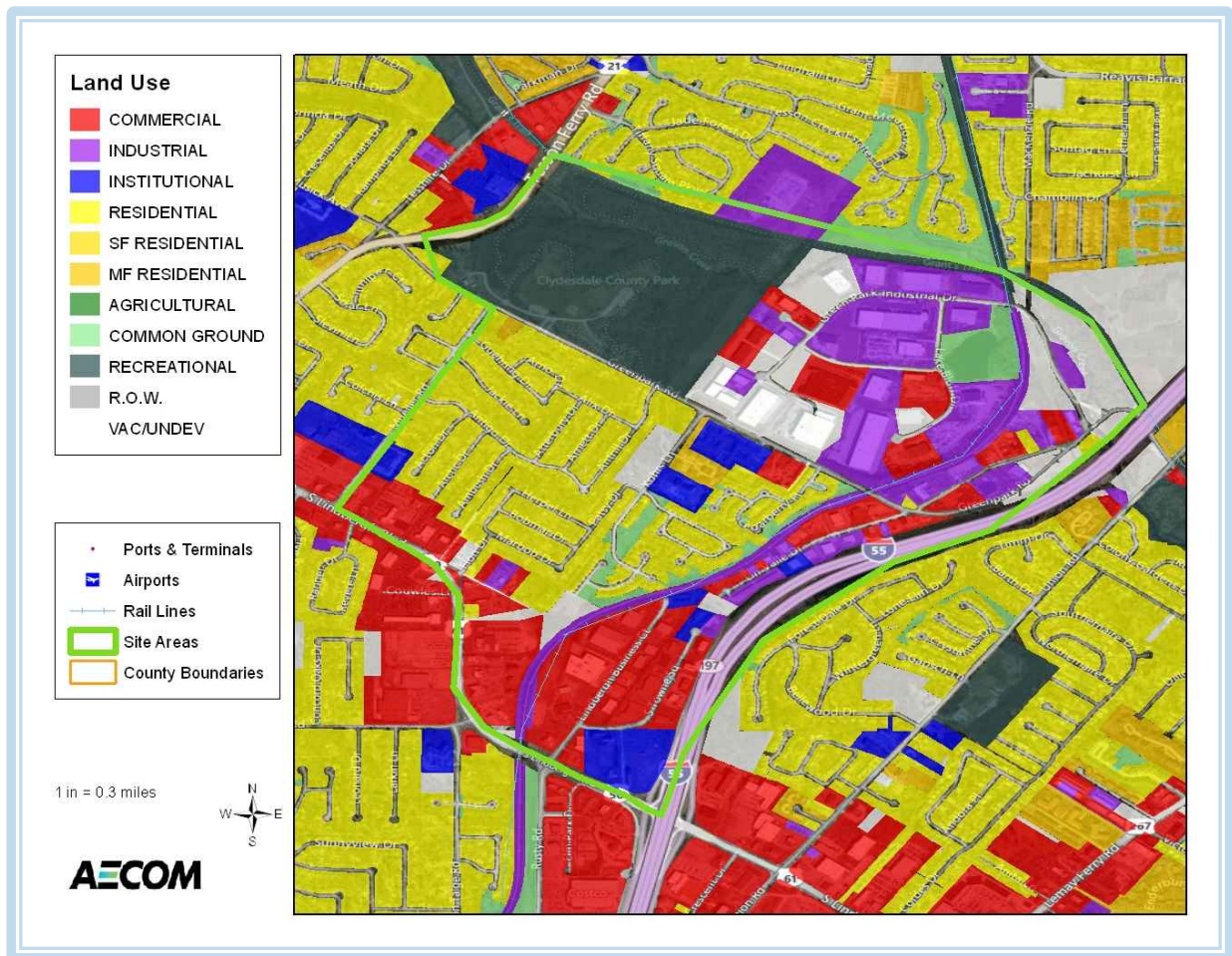
Key Employment Generators:

The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

Commercial parcels line Lindbergh Boulevard, Lindbergh Business Court, and Lin Valle Drive along the southern and eastern boundaries of the Green Park site. The northeast quadrant caters to industrial uses, a few of which include large outdoor storage areas. This area is also home to a number of large, vacant parcels that are ripe for new industrial or intensive commercial uses. The railroad line that runs north-south and parallels I-55 provides a buffer between the residential and commercial uses to the south and the larger and smaller industrial areas to the north. Clydesdale County Park provides recreational land to the dense residential areas to the north and south.

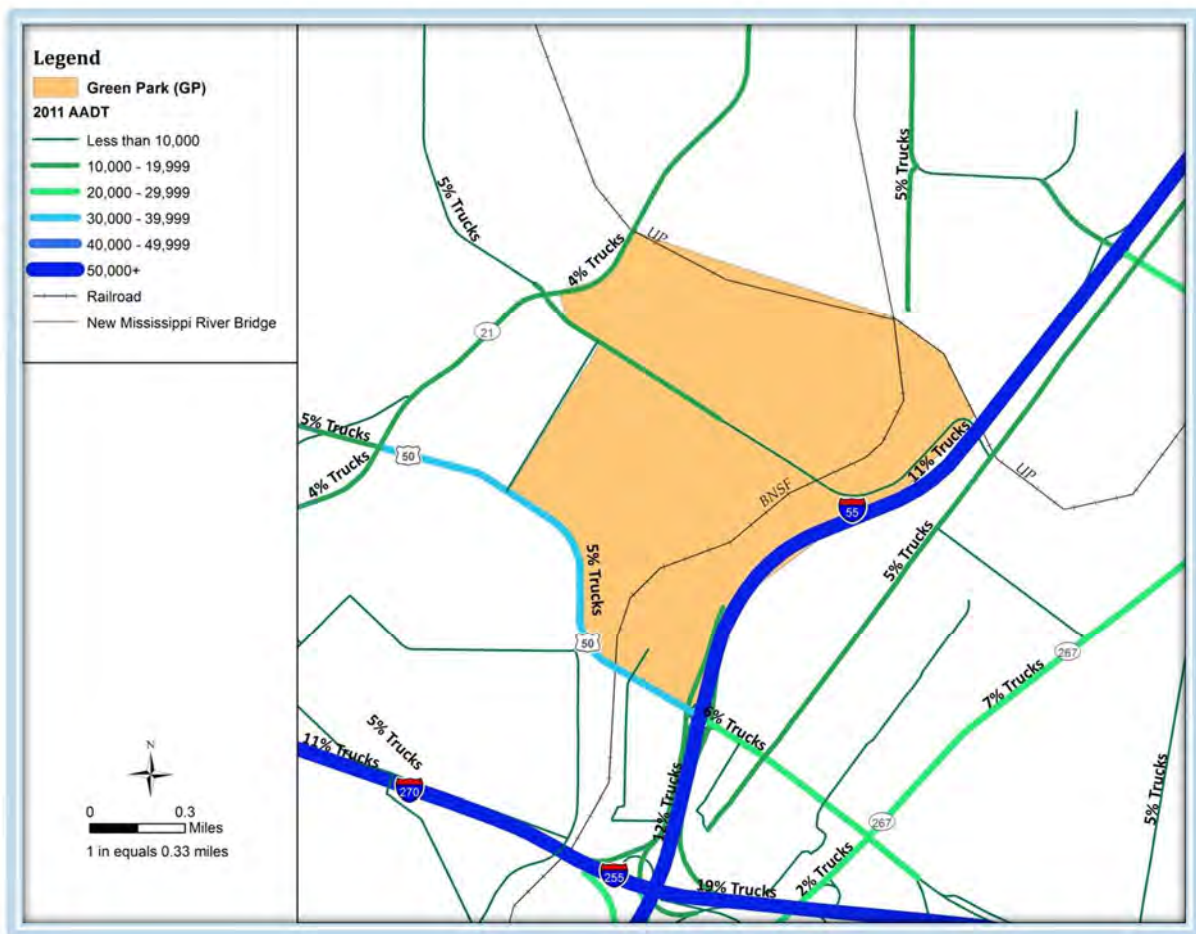


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located southwest of St. Louis in Green Park, Missouri, just north of the I-55/I-270 interchange. The Green Park site is located west of I-55, north of Lindbergh Boulevard, east of Tesson Ferry Road, and south of Grant's Trail path. The site is served by rail and truck, providing access to the regional road network via I-55.

The map below shows total traffic volume for the major roadways within and adjacent to Green Park by Average Annual Daily Traffic (AADT).





Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 218 to 24,174 at major interchanges and access points to the Green Park site, including I-55 interchanges, I-55, I-270, US 50 and MO 21. Industries in the area are provided a mix of arterial and interstate roadway access, often with other regional traffic movement given the significant role of Lindberg as a north-south roadway. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-55/I-270 Interchange	I-55 & US 61/67/50 Interchange	US 50 between I-55 & MO 21	MO 21 Between MO 30 & US 50	I-270 between I- 55 & MO 21	I-55 between US 50 & Reavis Barracks Rd
Total Trucks	28,470	11,495	1,685	765	16,685	12,465
MU	24,170	9,760	455	220	10,550	7,865
SU	4,300	1,735	1,230	545	6,135	4,600
Total AADT	148,000	59,750	30,940	17,220	150,345	111,855

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the BNSF and the UP further to the east. Based on 2011 data from the Federal Rail Administration (FRA), there are approximately 6 to 10 daily trains passing through the Green Park site area.



Safety

Safety at Green Park

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 0
- Number Highway Crashes involving trucks (2009 – 2011): 5
 - Fatal Truck Crashes: 1

Over a three-year period (2009 – 2011), there were five (5) crashes involving trucks, which occurred within the Green Park site area.

Implications

- The surrounding area is almost completely built up with little room for further development.
- The area includes a large number of retail, commercial and residential developments that contribute to traffic in the area as well.
- The relatively small industrial area may be too small to generalize its transportation needs. With 56 industrial properties, the area is home to 2,310 Goods Producing and Trades Jobs.
- The specific impacts of freight transportation in the Green Park area may be difficult to determine yet are anticipated to be important for area industries.

Detailed Site Visit

Roads

Green Park Industrial Drive

Concrete and asphalt, very good condition
Light industrial, commercial
Most large trucks enter this area from Union Road
Heavy truck traffic



Evergreen Industrial Drive

Concrete, very good condition
Light industrial
Heavy truck traffic



Lake Bluff Drive

Concrete, very good condition
Light industrial
Heavy construction equipment



Old Green Park Road

Asphalt, bad condition
Light industrial with a few houses



New Green Park Road

Asphalt with concrete curbs, newly redone
Light industrial, mostly residential, a park
No trucks over 16,000 lbs.



Lin Valle Drive

Concrete, needs repair
Light industrial



Lindbergh Business Court
 Concrete, good condition
 Commercial



South Towne Square
 Asphalt, good condition
 Commercial



South Lindbergh Boulevard
 Asphalt, good condition
 Commercial



Mueller Road
 Asphalt, good condition
 Commercial near Lindbergh, the rest is residential



Kohrs Lane
 Asphalt and concrete, good condition
 Mostly residential
 County Highway Department Building



St. Johns church Road
 Asphalt, needs repair
 Commercial near Lindbergh, church



Railroad Crossings

There area no at grade railroad crossings in this entire area.



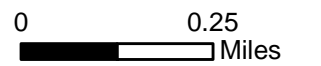
Green Park (GP)

Site Characteristics

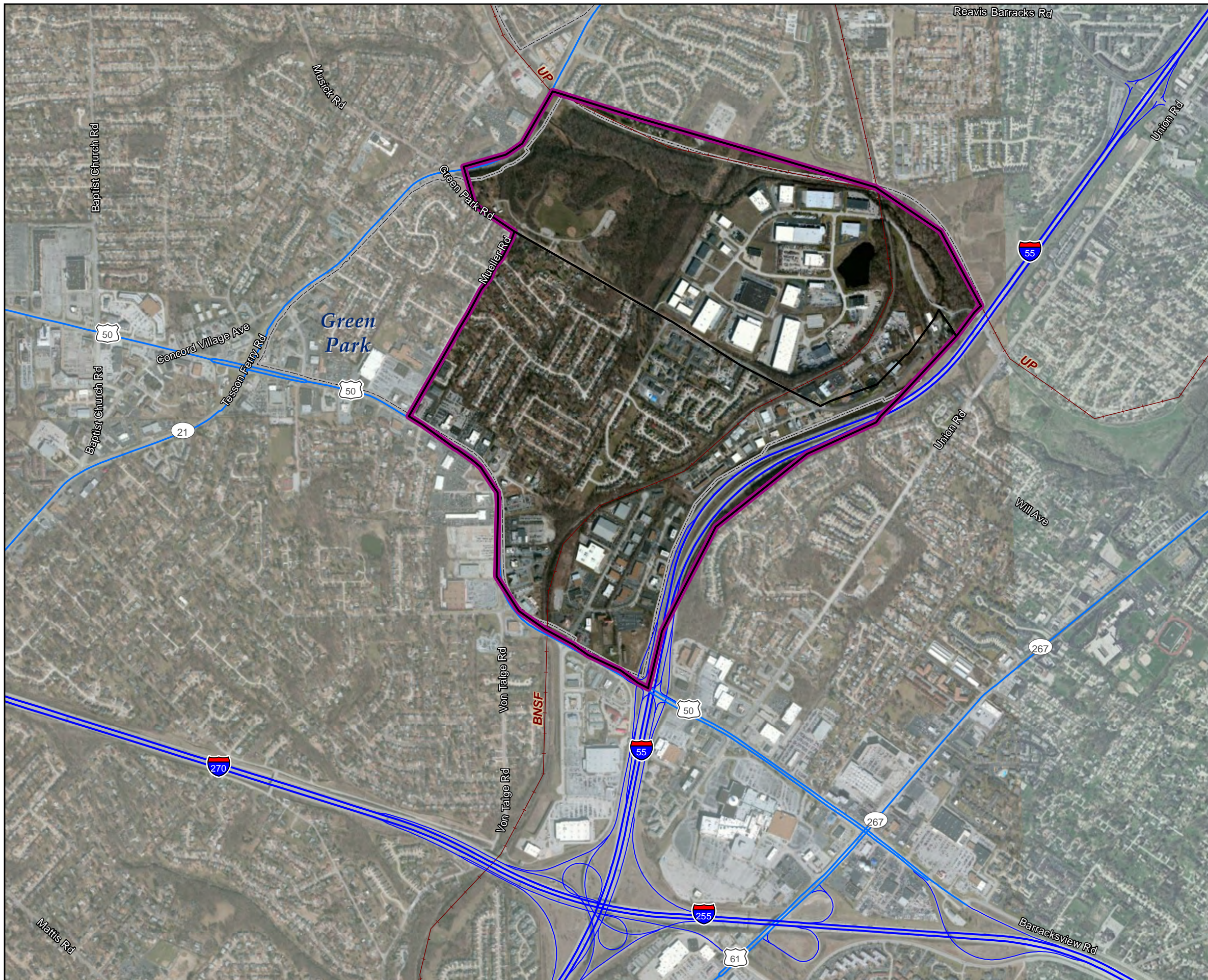
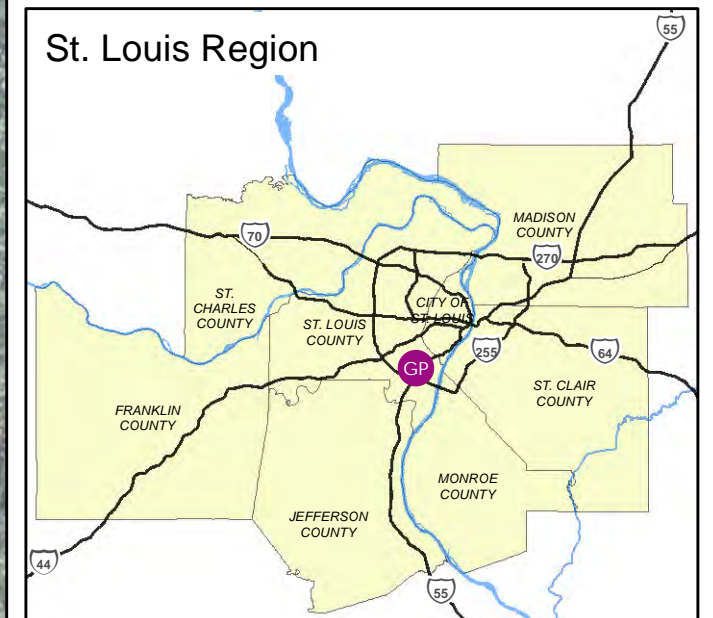
- 2,310 Goods Producing and Trade Jobs
- 1,558,900 Sq Ft of Industrial Rentable Building Area
- 9.4% Industrial Vacancy Rate
- 770 Acres of Total Area
- 3 Municipalities Intersect the Site

Legend

- TAZ Boundary
- Green Park (GP)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Burlington Northern Santa Fe (BNSF)
- Union Pacific (UP)
- Municipal Boundary



St. Louis Region





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Kingshighway/70 (KS)

General Description

As its name implies, the Kingshighway/70 site is bounded by I-70 to the northeast, Kingshighway Boulevard to the east, and Goodfellow Avenue to the west. The site area is smaller but contains a large number of properties with rail access, due to the rail line traveling diagonally through the site. Union Boulevard also crosses the area with a separate I-70 interchange.

Site Characterization

The site primarily includes industrial and commercial properties; however, some residential properties are included in the southwestern portion of the site due to the TAZ boundary. The industrial and commercial uses surround the rail line and major roadways in the site area. There are a few vacant parcels scattered throughout the site.

Technical Site Metrics

State:	Missouri
County:	St. Louis City
Municipalities:	St. Louis
Total Acreage:	960
Total Industrial RBA:	9,853,100 sf
Average Industrial RBA:	138,800 sf
# of Properties:	71
Distribution:	3 (4%)
Manufacturing:	17 (24%)
Service:	-
Truck Terminal:	1 (1%)
Warehouse:	48 (68%)
Other:	2 (3%)

RBA = Rentable Building Area



Industry and Economic Sectors

The manufacturing, wholesale trade, and transportation and warehousing sectors play a key role in the Kingshighway/70 site area, accounting for 60.5% of the area's 5,199 jobs. Finance and insurance is also an important sector, accounting for more than 19% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	5	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	227	4.4%
Manufacturing	1,686	32.4%
Wholesale Trade	765	14.7%
Retail Trade	106	2.0%
Transportation and Warehousing	696	13.4%
Information	2	0.0%
Finance and Insurance	991	19.1%
Real Estate and Rental and Leasing	28	0.5%
Professional, Scientific, and Technical Services	55	1.1%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	50	1.0%
Educational Services	55	1.1%
Health Care and Social Assistance	205	3.9%
Arts, Entertainment, and Recreation	28	0.5%
Accommodation and Food Services	132	2.5%
Other Services (excluding Public Administration)	91	1.8%
Public Administration	<u>77</u>	1.5%
Total	5,199	

Source: OntheMap, U.S. Census

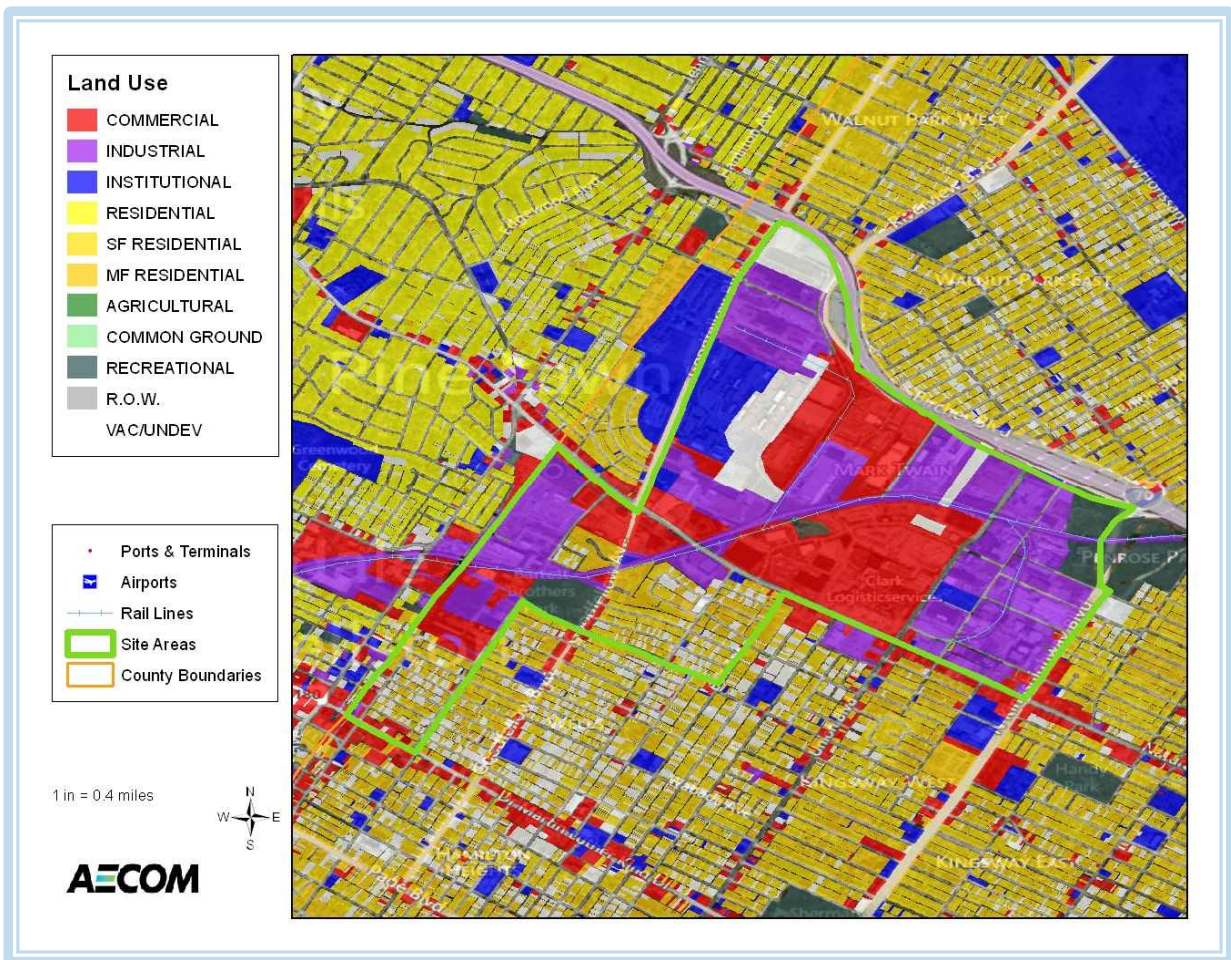
Key Employment Generators:

The Missouri Economic Research and Information Center reported 185,148 private sector jobs in St. Louis City in 2012, with a total of 216,505 jobs in the city in 2012. As of 2012, there are 8,266 private employers in St. Louis City with more than 500 firms in wholesale trade, retail trade, professional and technical services, health care and social services, accommodation and food services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The site primarily includes industrial and commercial properties; however, some residential properties are located in the southwestern portion of the site due to the TAZ boundary. The industrial and commercial properties are concentrated around the rail line and just south of I-70 between Kingshighway Boulevard and Goodfellow Avenue. Additionally, there are several industrial and commercial properties in the southwest corner of the site surrounding the rail line. The site also has some institutional and recreational land uses, including Barrett Brothers Park and portions of Penrose Park.

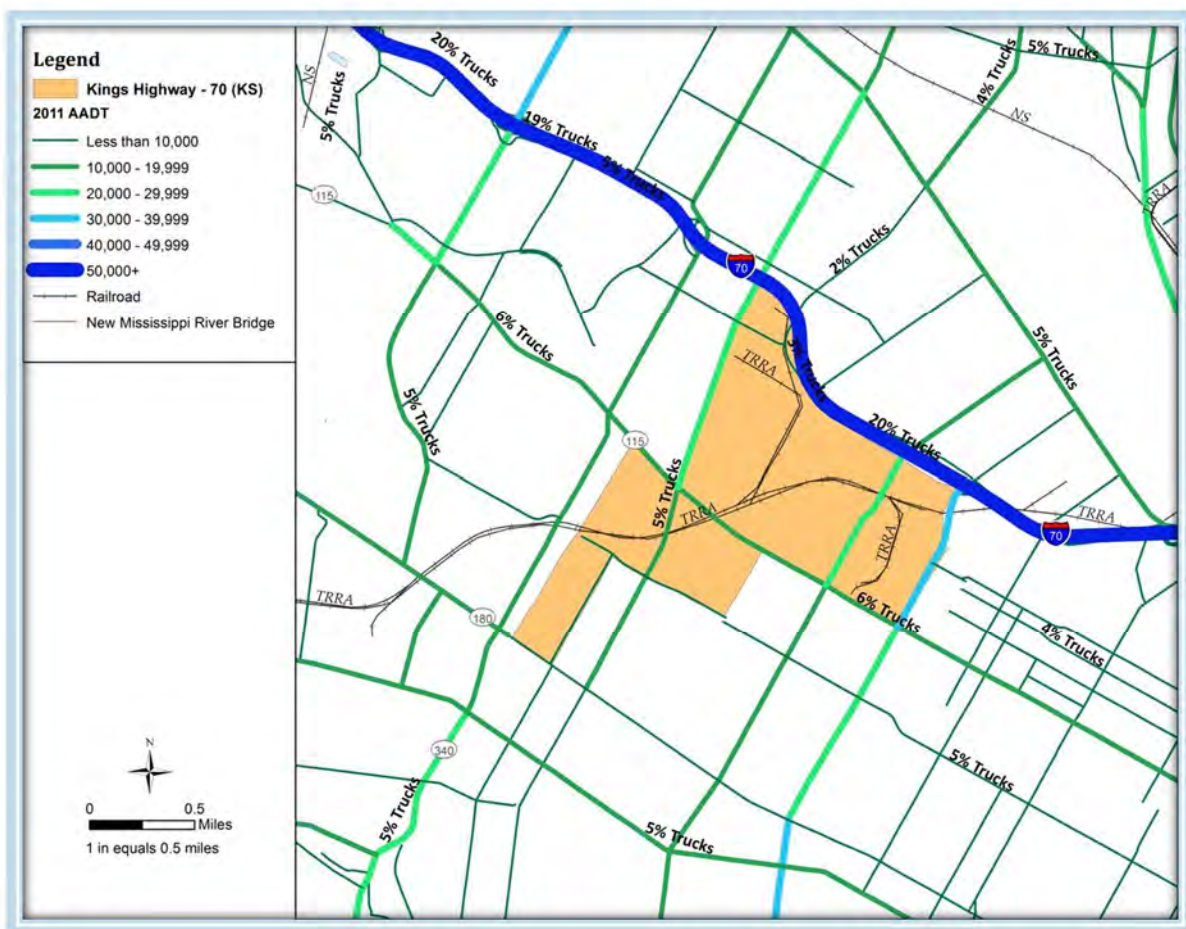


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located in northwest portion of St. Louis. It is bounded by I-70 to the northeast, Kingshighway Boulevard to the east, and Goodfellow Avenue to the west. The site area is smaller but contains a large number of properties with rail access. The site also has a strong access to the regional road network via I-70.

The map below shows total traffic volume for the major roadways within and adjacent to Kingshighway/70 by Average Annual Daily Traffic (AADT).





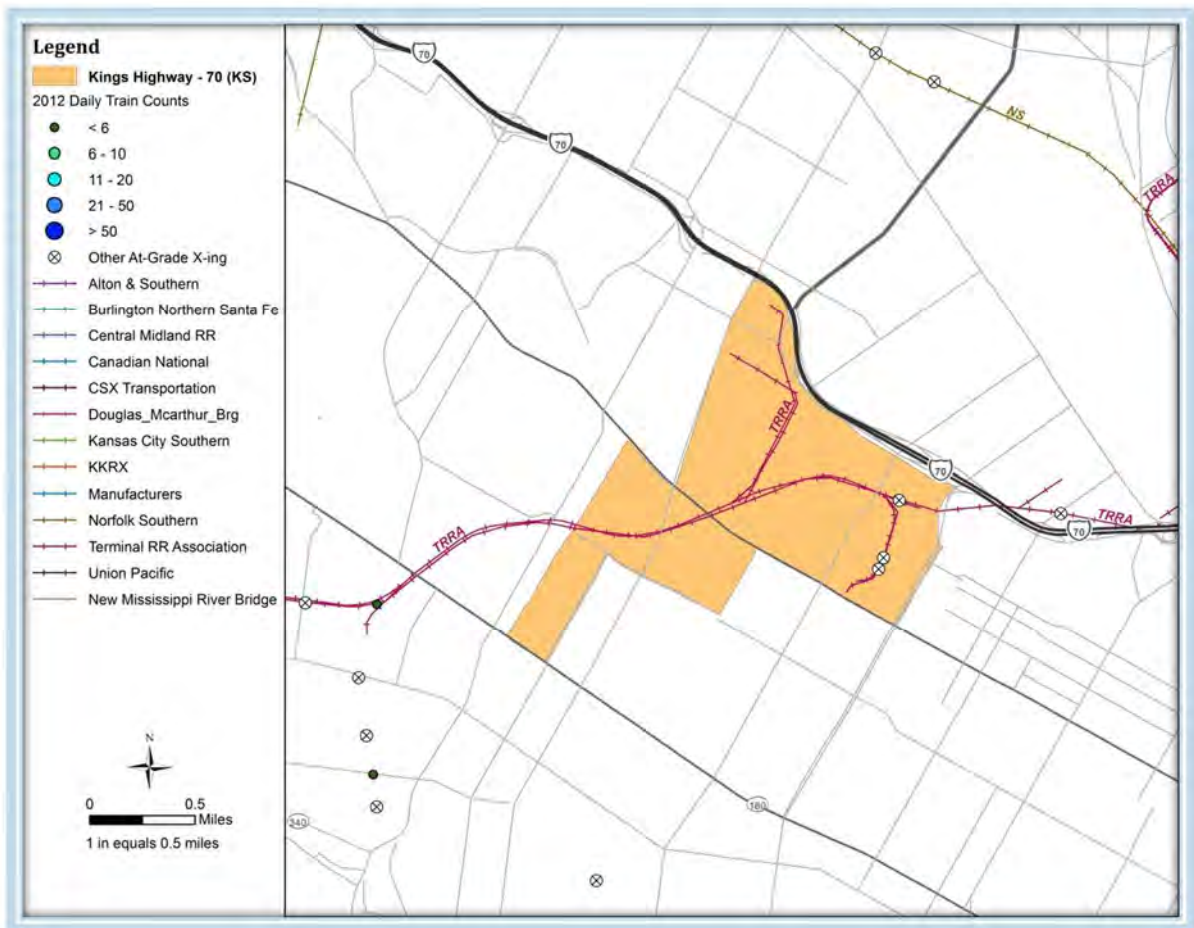
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 223 to more than 22,000 at major interchanges and access points to the Kingshighway/70 site, including I-70 interchanges, I-70, Kingshighway Boulevard, Union Boulevard and Goodfellow Boulevard. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-70/Bircher Blvd/Union Blvd Interchange	I-70/Goodfellow Blvd Interchange	Kings-highway Blvd between Natural Bridge Ave & I-70	Goodfellow Blvd between I-70 & Natural Bridge Ave	I-70 between MO 367 & Goodfellow Blvd	I-70 between Kings-highway Blvd & MO 367
Total Trucks	4,793	4,525	1,871	1,157	26,180	20,330
MU	4,069	3,841	360	223	22,230	17,260
SU	724	684	1,511	934	3,950	3,070
Total AADT	24,918	23,521	36,840	23,453	133,615	103,945

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include TRRA with the UP to the west of the area. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 11 to 20 daily trains passing through the Kingshighway -70- site area.



Safety

Safety at Kingshighway/70

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 6
- Number Highway Crashes involving trucks (2009 – 2011): 28
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 28 crashes involving trucks, which occurred within the Kingshighway/70 site area.

Implications

- The site area is smaller, but has a larger number of properties with rail access.
- Some assemblage may be beneficial to increase the usage of select sites, acknowledging the area's 9.2% vacancy rate.
- A larger number of properties within one jurisdiction points to a need to develop detailed plans for this area to identify how it can be more competitive in the future.
- The relatively high percentage of Goods Producing and Trade Jobs is important for the area and the Region.

Detailed Site Visit

LAND USE:

Goodfellow Blvd-70-Union Blvd-Natural Bridge Ave

U. S. Army reserve base along Goodfellow Blvd. Heavy industrial in rest of area. Could not enter into interior roads. Security gates on Natural Bridge Ave and Union Blvd.

Union Blvd-70-Kingshighway Blvd-Natural Bridge Ave

Primarily heavy industrial. School by corner of Kingshighway Blvd and 70.

Goodfellow Blvd-Natural Bridge Ave.-Belt Ave.-St. Louis Ave.

Primarily residential. Industrial by corner of Goodfellow Blvd and Natural Bridge Ave.

Kienlen Ave-Natural Bridge Ave-Goodfellow Blvd-St Louis Ave-Hamilton Ave-Martin Luther King Dr.

Heavy industrial north of R. R. with small residential areas. Industrial south of R.R. until Kennerly. Residential south of Kennerly Ave.

MAJOR INTERSECTIONS:

Goodfellow Blvd and Natural Bridge Ave

Asphalt, generally good, some ruts, a little uneven
Some freight traffic along Natural Bridge Ave



Union Blvd and Bircher Blvd

Concrete and asphalt, couple potholes
Lots of cracks in concrete
Heavy freight traffic along Union Blvd, Bircher Blvd, and Natural Bridge Ave
Transition from concrete to asphalt is not smooth
Major access point to I-70



Kingshighway Blvd and Bircher Blvd

Concrete, good condition
Moderate freight traffic along Kingshighway



TRUCK ROUTES:

Goodfellow Blvd

Asphalt, fair

Heavy traffic from military equipment

Freight traffic from Goodfellow Blvd, Natural Bridge Ave, and Hamilton Ave



Union Blvd

Asphalt, occasional large potholes along side

Freight traffic from Union and Natural Bridge Ave

Lots of abandoned warehouses



Kingshighway Blvd

Asphalt, bad condition

Lots of large potholes, cracks, uneven surfaces

Low freight traffic



Natural Bridge Ave

Asphalt, fair

Moderate freight traffic from Hamilton Ave

Moderate commercial traffic



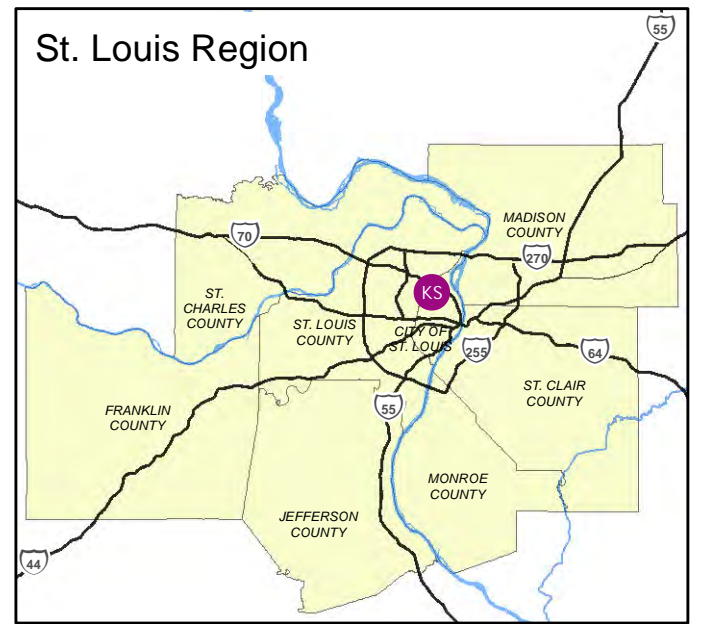
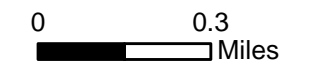
Kingshighway - 70 (KS)

Site Characteristics

- 3,550 Goods Producing and Trade Jobs
- 9,853,100 Sq Ft of Industrial Rentable Building Area
- 9.2% Industrial Vacancy Rate
- 960 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Kingshighway - 70 (KS)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Terminal Railroad Association (TRRA)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Lambert Airport (LA)

General Description

The Lambert Airport site is bounded by I-270 to the north, I-170 to the east, Lambert International Airport to the south, and Missouri Bottom Road to the west. It includes the airport as well as the industrial properties adjacent to the airport and bounded by I-270 and I-170.

Site Characterization

The site boundary includes an extensive number of properties that are either currently being redeveloped, or being planned for future redevelopment. Project areas such as Northpark and the former Ford plant are currently active, with additional land in Bridgeton being evaluated for redevelopment.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Bel-Ridge, Berkeley, Bridgeton, Cool Valley, Edmundson, Ferguson, Hazelwood, Kinloch, St. Ann, St. John, Woodson Terrace
Total Acreage:	8,340
Total Industrial RBA:	16,452,600 sf
Average Industrial RBA:	72,200 sf
# of Properties:	228
Distribution:	11 (5%)
Manufacturing:	37 (16%)
Service:	16 (7%)
Truck Terminal:	1 (<1%)
Warehouse:	159 (70%)
Other:	4 (2%)

RBA = Rentable Building Area



Industry and Economic Sectors

The manufacturing and wholesale trade sectors play a key role in the Lambert Airport site area, accounting for 52.8% of the area's 8,993 jobs. Professional, scientific, and technical services, management of companies and enterprises, and administration and support are also important sectors, each accounting for more than 7% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	3	0.0%
Mining, Quarrying, and Oil and Gas Extraction	5	0.1%
Utilities	0	0.0%
Construction	416	4.6%
Manufacturing	3,429	38.1%
Wholesale Trade	1,321	14.7%
Retail Trade	689	7.7%
Transportation and Warehousing	370	4.1%
Information	6	0.1%
Finance and Insurance	118	1.3%
Real Estate and Rental and Leasing	87	1.0%
Professional, Scientific, and Technical Services	724	8.1%
Management of Companies and Enterprises	644	7.2%
Administration & Support, Waste Management	698	7.8%
Educational Services	0	0.0%
Health Care and Social Assistance	136	1.5%
Arts, Entertainment, and Recreation	30	0.3%
Accommodation and Food Services	119	1.3%
Other Services (excluding Public Administration)	185	2.1%
Public Administration	13	0.1%
Total	8,993	

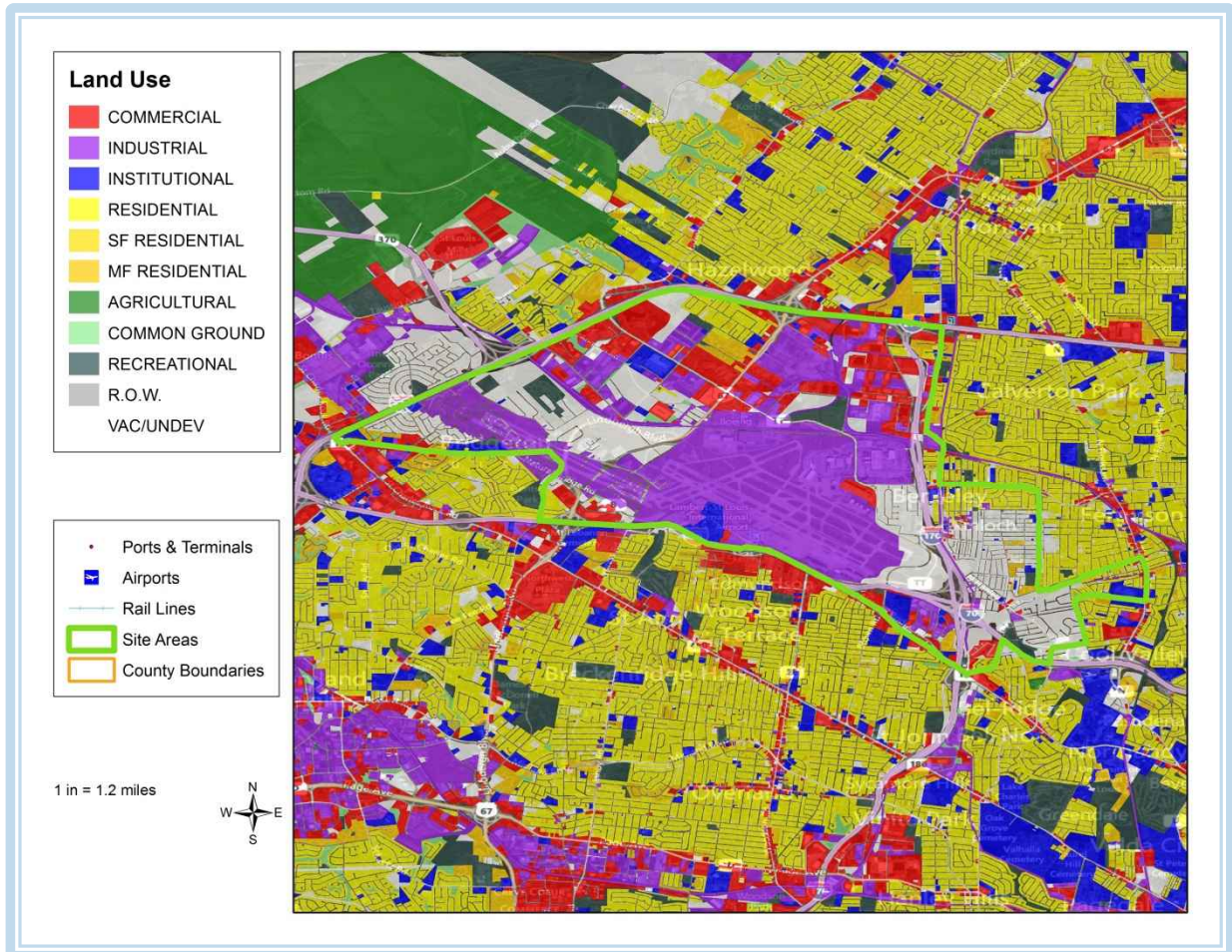
Key Employment Generators:

The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The site is dominated by industrial and commercial properties surrounding the airport and south of I-270. The site also includes an extensive number of properties that are either currently being redeveloped, or being planned for future redevelopment. A small pocket of residential land use is located in the northern portion of the site between I-270 and Lindbergh Boulevard.

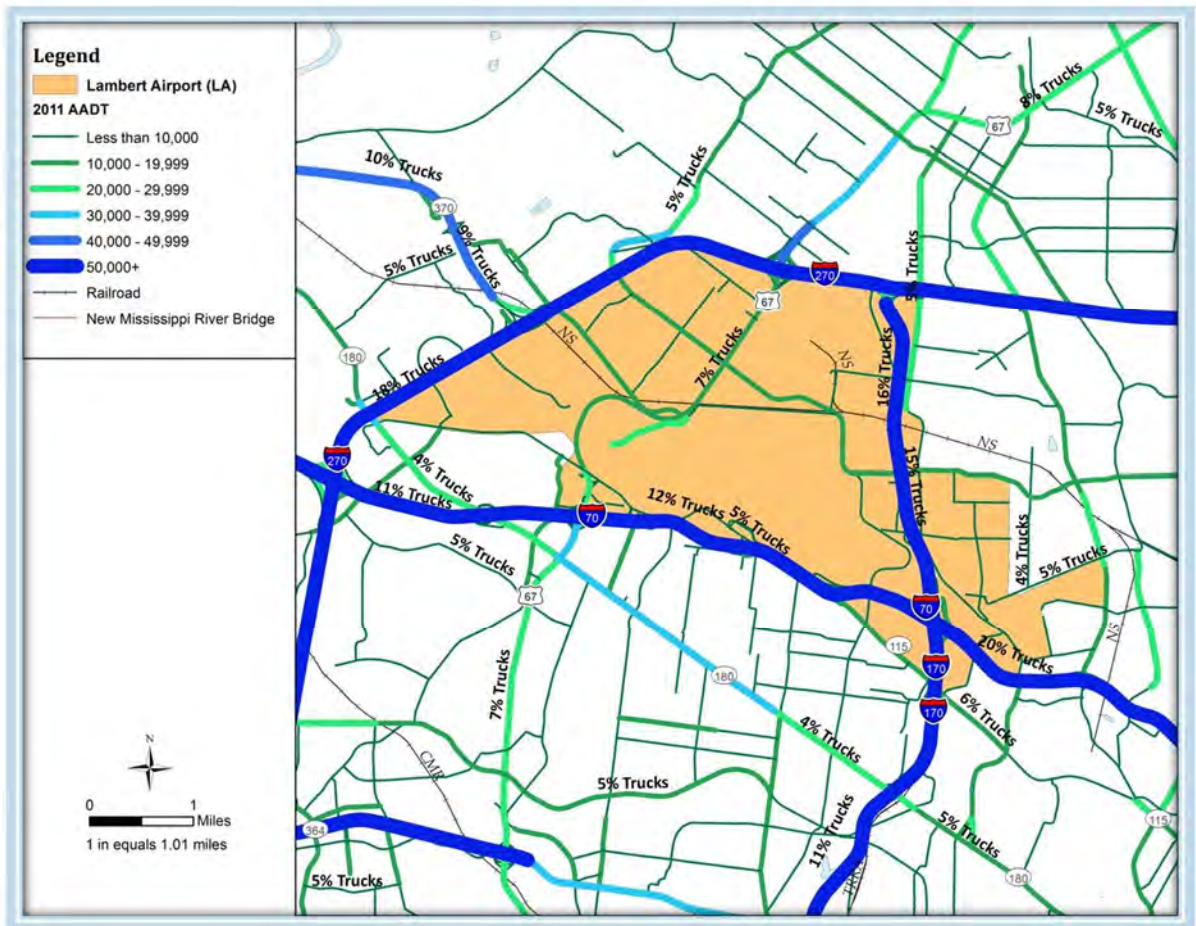


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located northwest of St. Louis and is home to Lambert International Airport. The Lambert Airport site is bounded by I-270 to the north, I-170 to the east, Lambert International Airport to the south, and Missouri Bottom Road to the west. The site is served by rail, air, and truck with strong access to the regional road network via I-170 and I-270, as well as by arterial roadways such as Lindberg Boulevard, Natural Bridge and St. Charles Rock Roads.

The map below shows total traffic volume for the major roadways within and adjacent to Lambert Airport by Average Annual Daily Traffic (AADT).





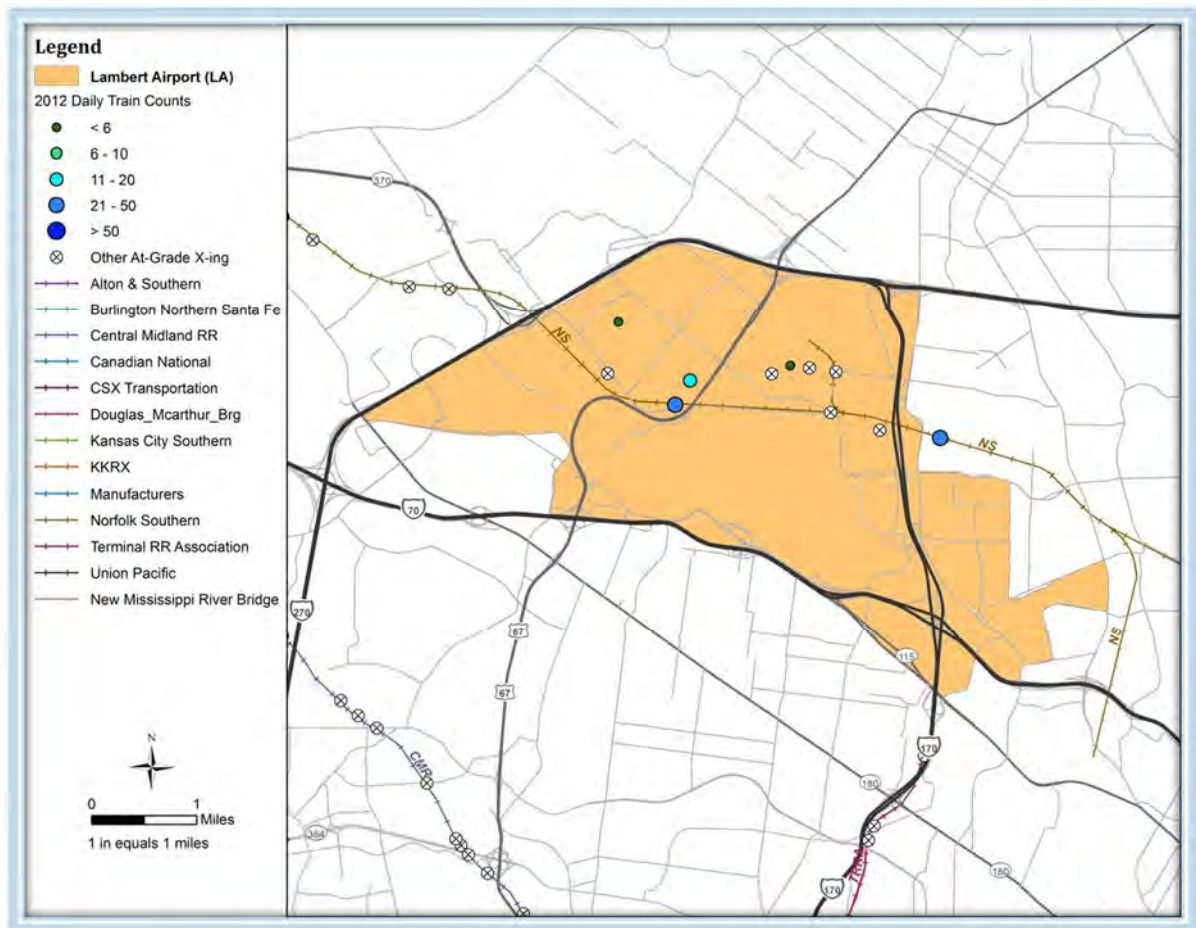
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 780 to 22,292 at major interchanges and access points to the Lambert Airport site, including I-70 and I-270 interchanges, I-70, I-270, and US 67. The table below shows the truck volume and total AADT for the major interchanges and access point to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-70/I-170 Interchange	I-270/US 67 Interchange	US 67 between I- 270 & Elm Grove Rd	US 67 between Natural Bridge Rd & Missouri Bottom Rd	I-70 between I- 270 & N Hanley Rd Interchange	I-270 between US 67 & I-170
Total Trucks	17,820	14,095	3,210	1,375	26,255	22,715
MU	15,130	11,680	2,445	780	22,290	19,285
SU	2,690	2,415	765	595	3,965	3,430
Total AADT	93,070	79,620	41,510	19,910	133,710	125,130

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include NS and TRRA to the south. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 20 to 50 daily trains passing through the Lambert Airport site area. The majority of the railroad-road crossings are grade separated on the arterial and interstate roadway networks.



Safety

Safety at Lambert Airport

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 8
- Number Highway Crashes involving trucks (2009 – 2011): 124
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 124 crashes involving trucks, which occurred within the Lambert Airport site area.

Implications

- Eleven jurisdictions are associated with this site, raising questions about how this currently underutilized asset can be administratively managed towards its highest and best use.
- Significant employment in the area.
- The large number of parcels and significant employment levels create an uncertain knowledge for transportation access to some sites.
- With the dynamic nature of industrial supply chains, it may be difficult to monitor the effectiveness of railroad service to individual properties. It is possible that some businesses transload somewhere else.
- Many sites in the area will possibly need, as well be indifferent to, the airfield access and services nearby. The areas mix of transportation options should be attractive for a wide range of industries.

Detailed Site Visit

LAND USE:

JAMES S MCDONNELL BLVD-270-LINDBERGH

- Residential in the middle of this section
- Commercial along Lindbergh Blvd
- Some executive and distribution centers along James S McDonnell Blvd

JAMES S MCDONNELL BLVD-LINDBERGH BLVD-270-HANLEY RD-AIRPORT RD

- Light and heavy industrial
- Major Boeing area, vacant lots by Lindbergh Blvd
- Couple pockets of residential between Hanley Rd and I-270

MISSOURI BOTTOM RD-270-JAMES S MCDONNELL BLVD-LINDBERGH BLVD

- Light industrial and distribution centers

SOUTH HALF OF STUDY AREA

- Airport
- Golf course to West
- Major distribution areas by James S McDonnell
- Residential and commercial South of Natural Bridge Rd

MAJOR INTERSECTIONS:

JAMES S MCDONNELL BLVD AND LINDBERGH BLVD

- Asphalt, cracked, spots with lots of patches and potholes
- Heavy freight and delivery traffic



JAMES S MCDONNELL BLVD AND AIRPORT RD

- Asphalt, riddled with potholes and major cracks
- Heavy freight and delivery traffic
- Bad striping



MAJOR ROUTES:

James S McDonnell Blvd to Airport Rd

- Asphalt, frequent cracks and potholes



Lindbergh Blvd

Asphalt from I-270 to Missouri Bottom Rd

Concrete from Missouri Bottom Rd to Natural Bridge Road

Good condition



Natural Bridge Rd to Lambert International Blvd to Air Cargo Rd

Asphalt from St. Charles Rock Rd to near Lindbergh Blvd

Concrete along Airport

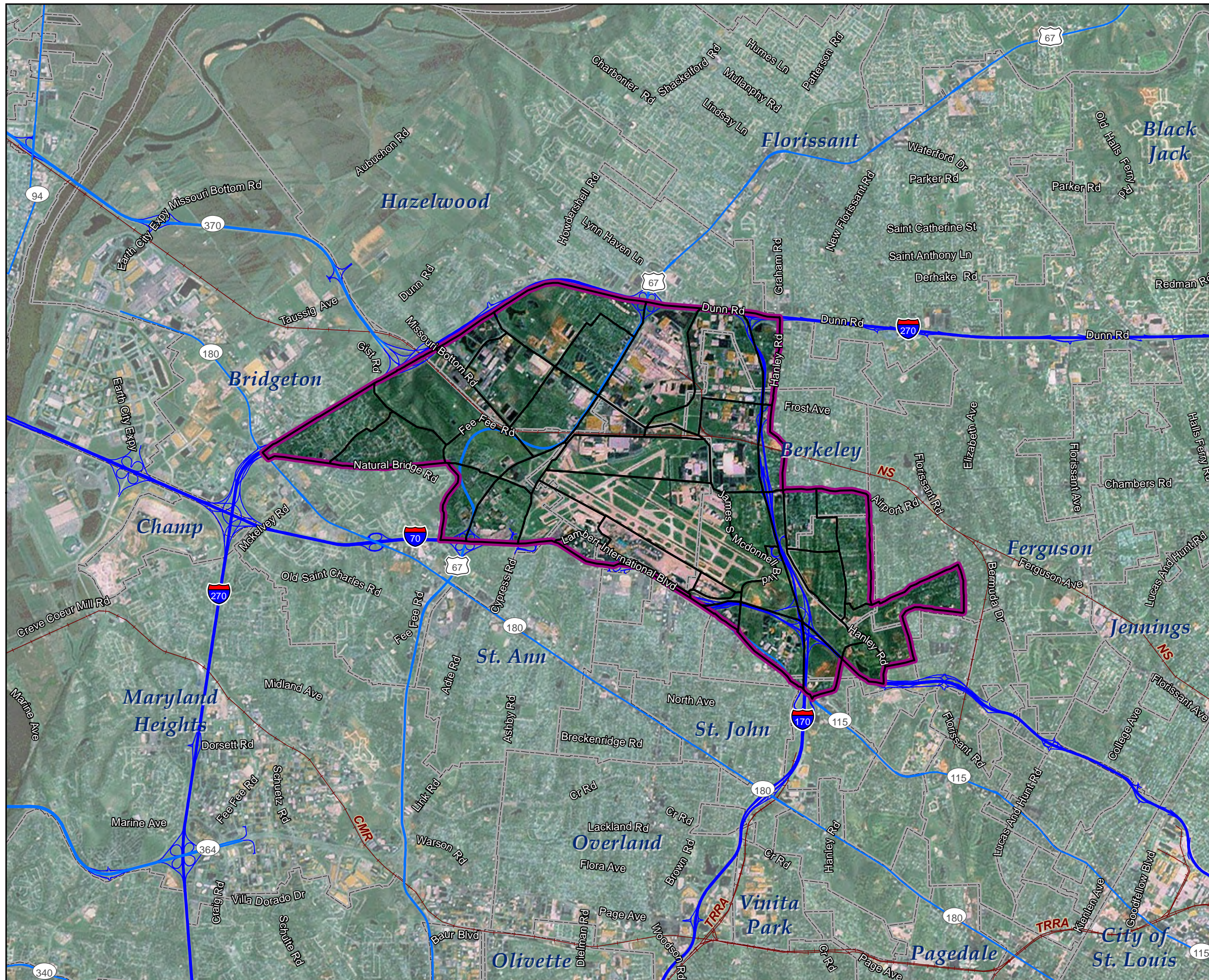
Good condition



Lambert Airport (LA)

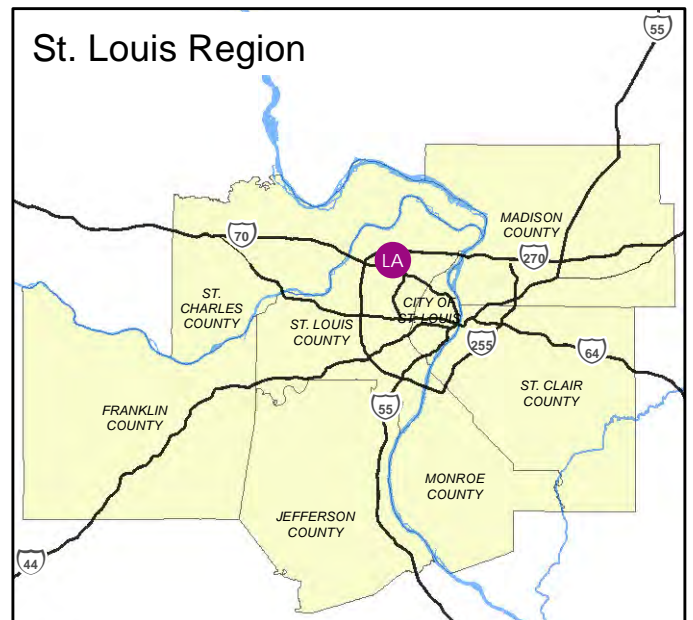
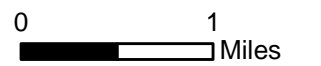
Site Characteristics

- 12,640 Goods Producing and Trade Jobs
- 16,452,600 Sq Ft of Industrial Rentable Building Area
- 8.3% Industrial Vacancy Rate
- 8,340 Acres of Total Area
- 11 Municipalities Intersect the Site



Legend

- TAZ Boundary
- Lambert Airport (LA)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Central Midland Rarilway (CMR)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Lewis & Clark North (LC)

General Description

Located in Illinois along the Mississippi River, the Lewis & Clark North site encompasses an area dominated by the Conoco Phillips/Cenovus Refinery. The Mississippi River forms the western boundary, IL 143 the north boundary, IL 255 the eastern boundary in the north (excluding South Roxana's residential area), and the southern boundary extends to just south of the Cahokia Diversion Channel.

Site Characterization

The Lewis & Clark North site is characterized by the Conoco Phillips/Cenovus refinery and the storage tanks that dominate the central area of the site. Further south the area is agricultural land, while the area north of the site includes the dense residential neighborhoods of Roxana and Wood River. The area west of IL 3 has numerous barge terminals along the length of the site. The Lewis & Clark North site includes the BP Wood River redevelopment of 472.6 acres that are in various stages of regulatory approval, including 80.6 acres along the Mississippi River. (<http://bpwoodriver.com/site/redevelopment.php>). BP is retaining 112.8 acres for operations with an additional 191.8 acres for land support and set aside.

Technical Site Metrics

Costar has no listed buildings within the Lewis & Clark North site area, although there appear to be a small number of buildings and the refinery complex with its numerous storage tanks.

State:	Illinois
County:	Madison
Municipalities:	Hartford, Wood River, Roxana, South Roxana
Total Acreage:	7,530
Total Industrial RBA:	800 sf
Average Industrial RBA:	800 sf
# of Properties:	1
Distribution:	-
Manufacturing:	-
Service:	-
Truck Terminal:	-
Warehouse:	1 (100%)
Other:	-

RBA = Rentable Building Area



Industry and Economic Sectors

The primary employment sectors in the Lewis & Clark North site area are construction (36.4%) and manufacturing (27.4%).

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	64	1.6%
Utilities	2	0.1%
Construction	1,426	36.4%
Manufacturing	1,075	27.4%
Wholesale Trade	209	5.3%
Retail Trade	200	5.1%
Transportation and Warehousing	117	3.0%
Information	2	0.1%
Finance and Insurance	0	0.0%
Real Estate and Rental and Leasing	4	0.1%
Professional, Scientific, and Technical Services	319	8.1%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management and Remediation	55	1.4%
Educational Services	375	9.6%
Health Care and Social Assistance	13	0.3%
Arts, Entertainment, and Recreation	0	0.0%
Accommodation and Food Services	20	0.5%
Other Services (excluding Public Administration)	10	0.3%
Public Administration	31	0.8%
Total	3,922	

Source: OntheMap, U.S. Census

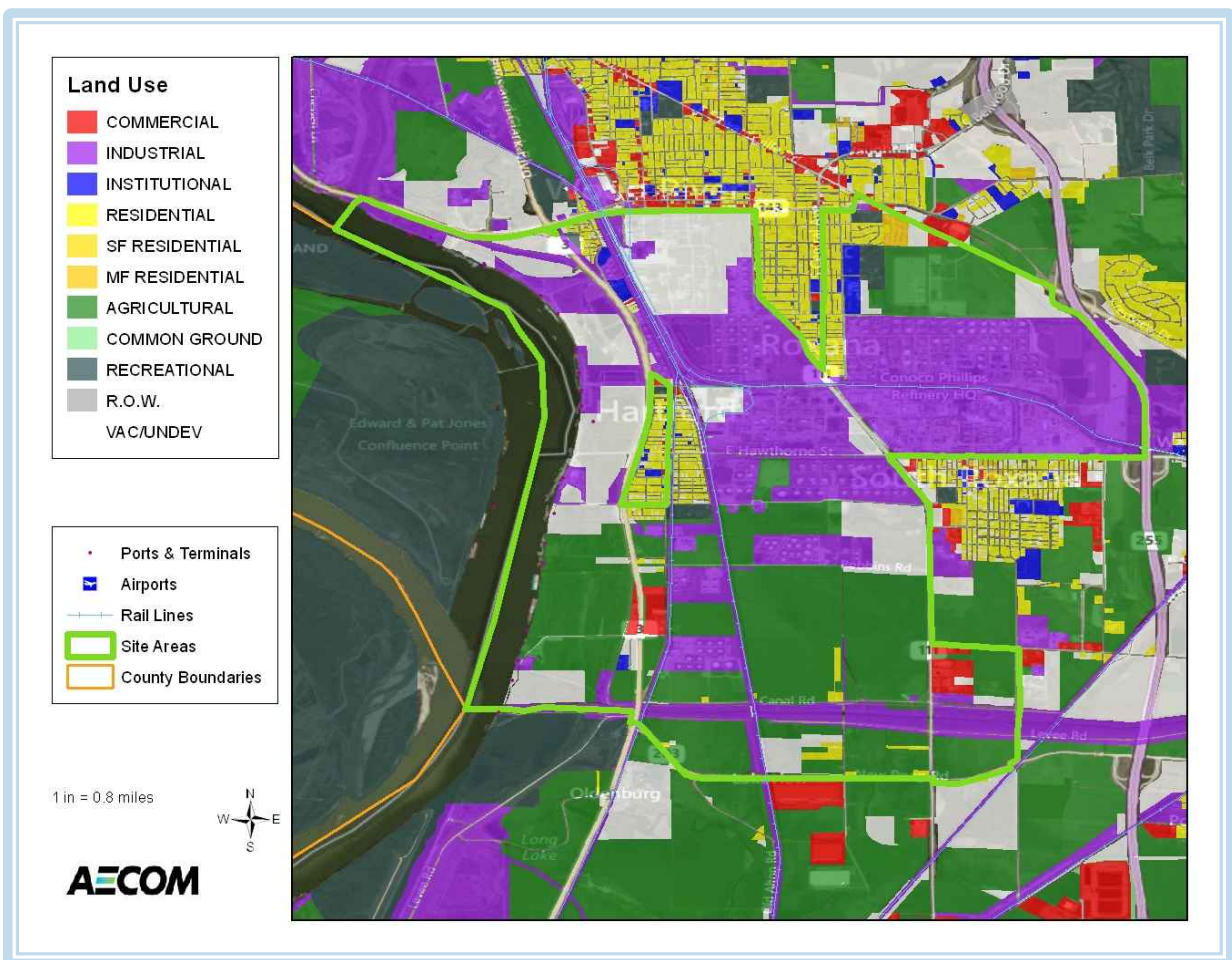
Key Employment Generators:

The Leadership Council Southwest Illinois reported 80,846 private sector jobs in Madison County in 2011, with a total of 125,637 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips/Cenovus Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

The central portion of the site is primarily industrial and characterized by the numerous storage tanks related to the refinery complex, pipeline network, and bulk liquid movements by rail and barge. Throughout this site, there are large areas of undeveloped and agricultural land use, both of which represent potential for growth and expansion of this site. Several undeveloped land use pockets are located adjacent to active barge terminals along the Mississippi River, allowing for the addition or expansion of these existing terminals. Two residential areas occupy portions of the Lewis & Clark North site. South of the main refinery complex there are large parcels of agricultural land use with a few small outlying storage tank clusters on industrial land.

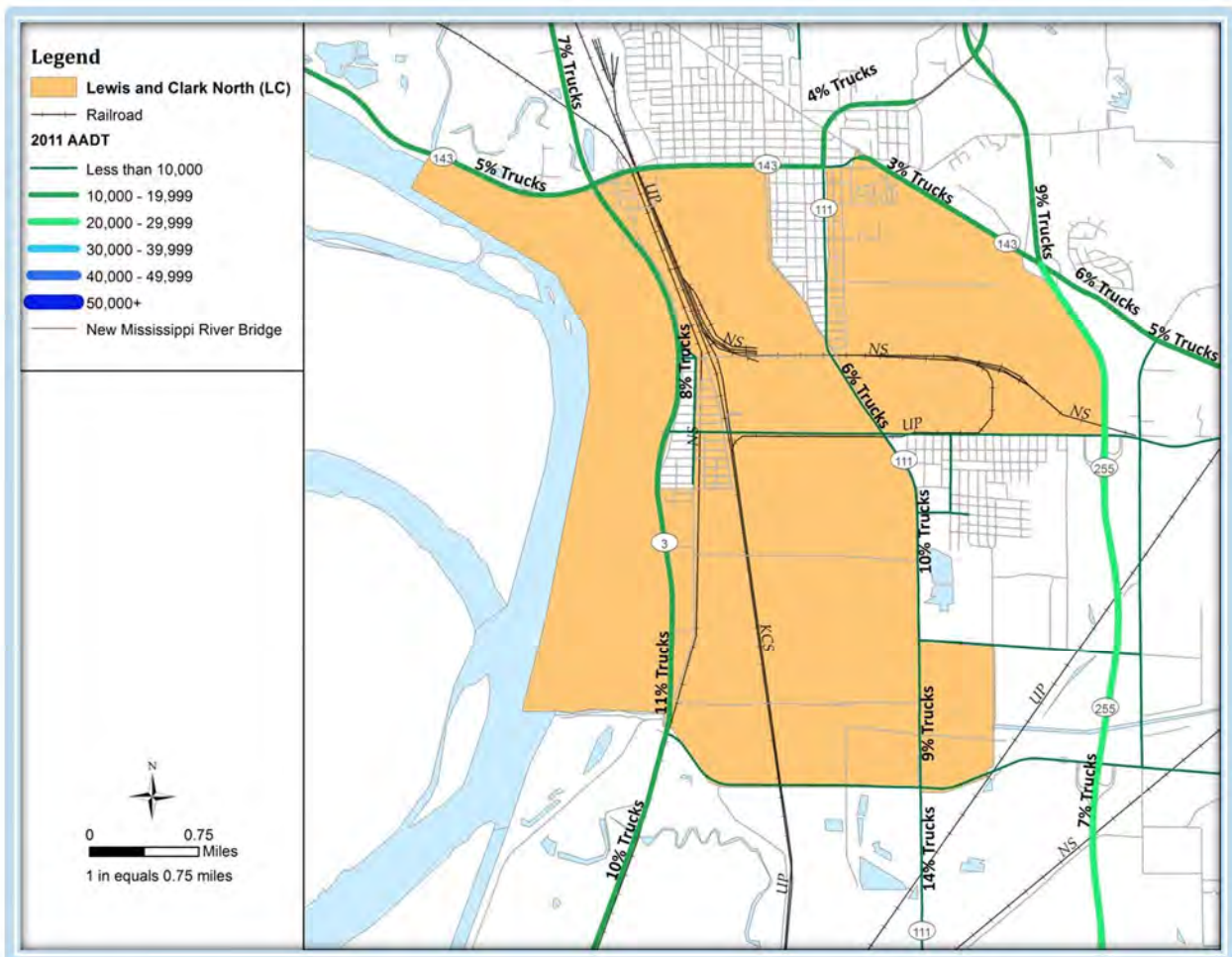


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

This site is located north of East St. Louis in Roxana, Illinois. It sits adjacent to the Mississippi River and north of I-270. The Lewis & Clark North site is served by truck, rail and barge. Located in the northeast quadrant of the St. Louis region, the Lewis & Clark North site has indirect access to I-270. This site also has direct access to two Illinois state highways: IL 3 and IL 143. IL 255, a four lane, limited access roadway, is on the east side of the site and connects to I-270 and I-255.

The map below shows total traffic volume for the major roadways within and adjacent to Lewis & Clark North by Average Annual Daily Traffic (AADT).



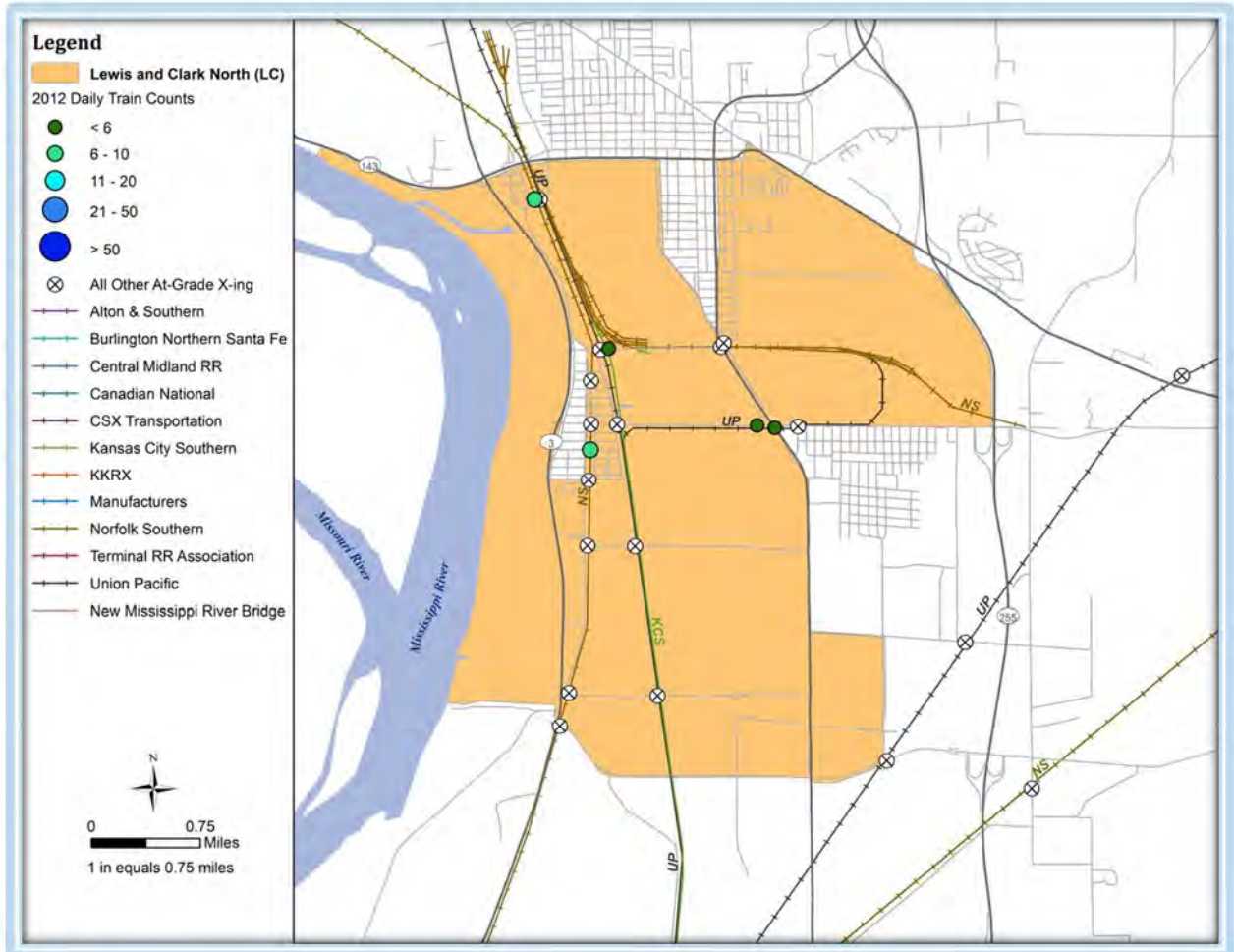
Traffic Volumes

The traffic volumes, including the number of multi-unit trucks, range from approximately 725 to 1,200 at major access points to the site, including New Poag Rd, IL3/143, IL 255/143 and Madison Street. So in spite of Lewis & Clark North's lack of a direct access to an Interstate, roadway truck volumes are comparable to other sites. The table below shows truck and total AADT for access points into Lewis & Clark North. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (For more information see <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)

	IL 255 & IL 143	IL 255 & Madison St	IL 3 & IL 143	IL 3 & New Poag Rd
Total Trucks	2,000	1,825	1,475	1,850
MU	975	1,100	725	1,200
SU	1,025	725	750	650
Total AADT	23,300	24,700	18,600	16,200

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include Norfolk Southern (NS) and Union Pacific (UP). Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 12 trains passing north/south through the Lewis & Clark North site area on an average day. In addition, there were approximately 16 daily trains in 2011 on the UP rail line that crosses the southeastern corner of the site.



Safety

Safety at Lewis & Clark North

- Number Rail/Roadway Crashes (2008 – 2012): 2
- Total Railroad At-Grade Crossings: 17
- Number Highway Crashes involving trucks (2009 – 2011): 13
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 13 crashes involving trucks, which occurred within the Lewis & Clark North site area. The crashes mainly occurred on the main roadways accessing the site (IL 3, IL 111 and IL 255).

Implications

- The Lewis & Clark North site area is ideally placed within the region to continue the expansion of its industrial capacity, and its multimodal assets will help further integration between modes.
- The area has numerous industrial infrastructure assets, including barge terminals, rail and road access.
- Areas for further industrial development are currently available within the site area. Several parcels are the site of former industrial operations, and some of these sites have already removed previous industrial infrastructure. As a result, the supporting infrastructure in the north is more accessible for development than in the southern agricultural land.
- A detailed industrial survey of the existing buildings and land that can be utilized for industrial purposes should be performed to rectify the limited industrial property data within the site area.
- Future plans and objectives for the refinery should be studied to see if expansions are planned or if any issues related to the refinery could dramatically change the freight transportation moving through the area.
- Railroads that cross this site include Norfolk Southern (NS) and Union Pacific (UP).

Detailed Site Visit

Roads

Route 111/Central Avenue

Asphalt, good condition

Commercial, residential, and heavy industrial



Madison street

Asphalt, good condition

Heavy industrial

Truck route from 255 to Route 111



Old Edwardsville Road

Asphalt, good condition

Commercial and heavy industrial



New Poag Road

Asphalt, very good condition

Class 3 truck route

Commercial, light industrial, residential, and farms



Hedge Road

Concrete, very good condition

Commercial and light industrial



Industrial Drive

Concrete, very good condition

Light industrial and commercial



Wagon Wheel Road

Concrete, very good condition

Commercial and light industry

Cemetery Road

Asphalt, good condition

Residential and farms

Robbins Road
Asphalt, good condition
Heavy industry and farms



Delmar Avenue
Asphalt, good condition
Light industrial, commercial, residential, and farms

Piasa Lane
Asphalt, good condition
Commercial, Road Ranger Truck Stop

Route 143/Edwardsville Road
Concrete, good condition
Commercial, heavy industrial, residential



Old North St. Louis Road/State Aid Road
Asphalt, good condition
Heavy and light industrial and commercial

South 6th Street
Asphalt, good condition
Heavy industrial, commercial, and residential

East Rand
Asphalt, good condition
Heavy industrial, commercial, and residential

East Hawthorne Street
Asphalt, good condition
Heavy industrial, commercial, and residential
Truck route from Route 3 to Route 111



Route 3/Lewis and Clark Boulevard
Asphalt, good condition
Commercial and residential

Truck Routes

The trucks use Route 3, Route 111 and Route 143. They come off of Route 255 on to Madison Str. They come from both the north and south on Route 3 and Route 111.








There are multiple at grade railroad crossings with remote controlled locomotives in use in this area.

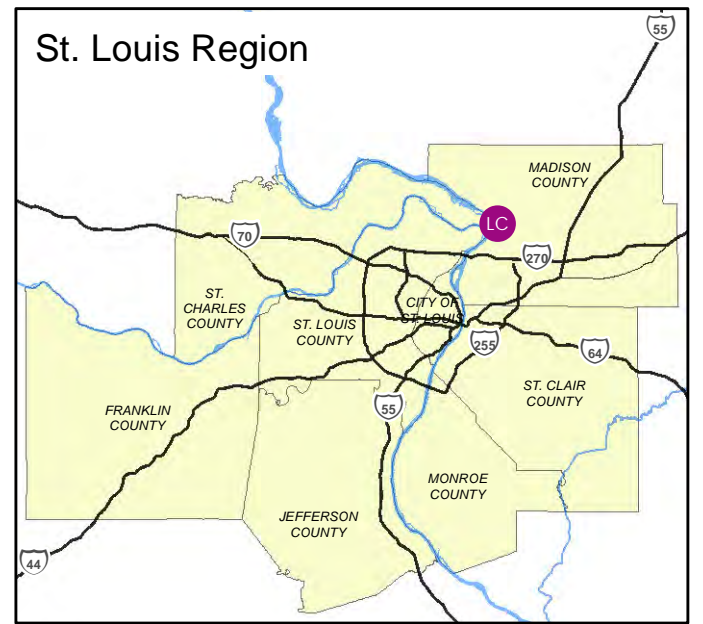
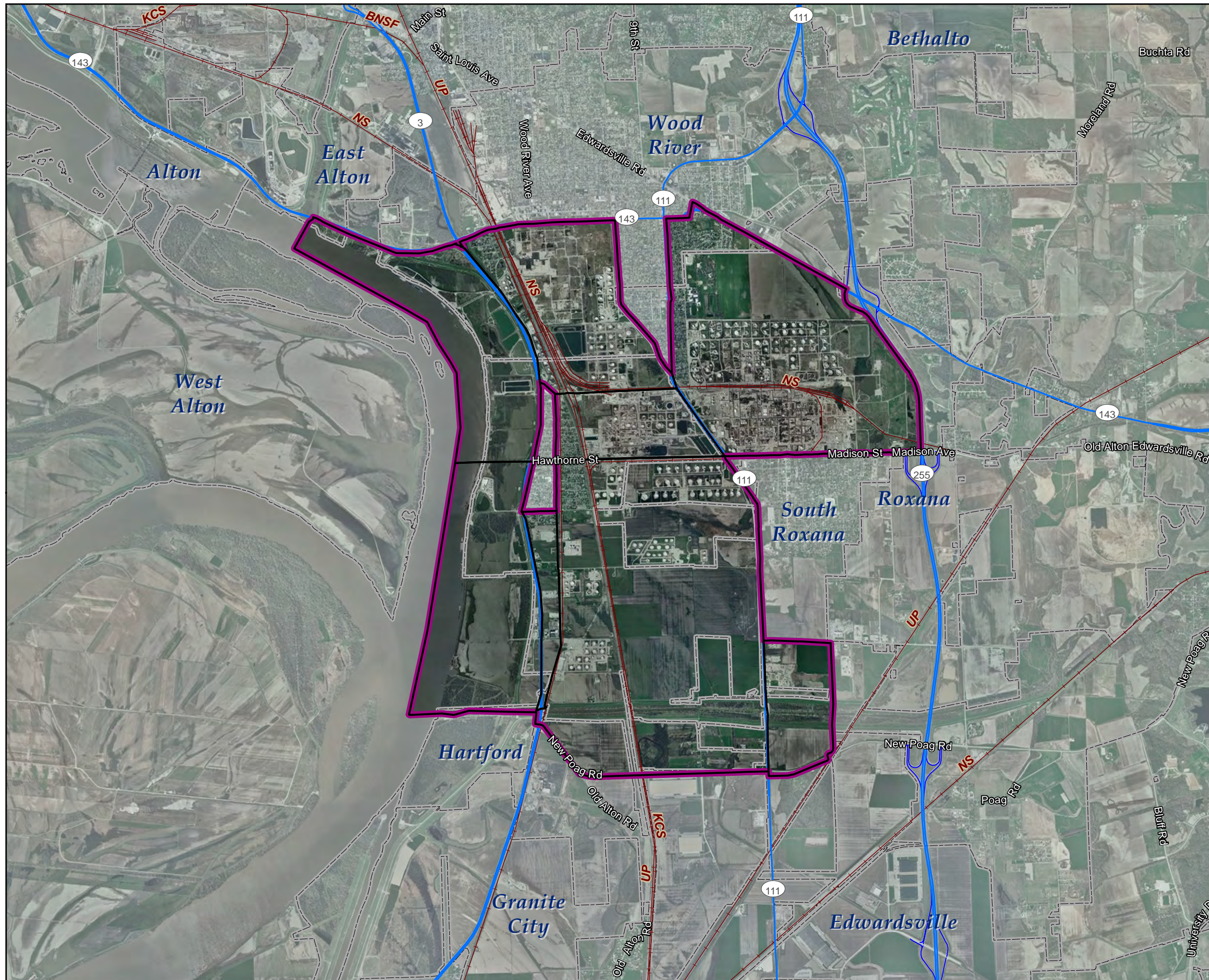
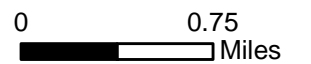
Lewis and Clark North (LC)

Site Characteristics

- 3,140** Goods Producing and Trade Jobs
- 800 Sq Ft** of Industrial Rentable Building Area
- 0%** Industrial Vacancy Rate
- 7,530 Acres** of Total Area
- 4** Municipalities Intersect the Site

Legend

-  TAZ Boundary
-  Lewis and Clark North (LC)
-  Interstate
-  US and State Routes
-  New Mississippi River Bridge
-  Burlington Northern Santa Fe (BNSF)
-  Kansas City Southern (KCS)
-  Norfolk Southern (NS)
-  Union Pacific (UP)
-  Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: MidAmerica Airport (MA)

General Description

The MidAmerica Airport site is home to MidAmerica Airport and is bounded by Scott Air Force Base to the south, McAllistor Street to the north, IL 4 to the east, and IL 158 to the west. I-64 traverses through the middle of the site, providing a northern boundary to the MidAmerica Airport.

Site Characterization

The site is focused around the MidAmerica Airport and Scott Air Force Base. Most of the land within the site area is undeveloped land.

Technical Site Metrics

State:	Illinois
County:	St. Clair
Municipalities:	Lebanon, Mascoutah, O'Fallon, Scott Air Force Base, Shiloh
Total Acreage:	10,720
Total Industrial RBA:	50,000 sf
Average Industrial RBA:	50,000 sf
# of Properties:	1
Distribution:	1 (100%)
Manufacturing:	-
Service:	-
Truck Terminal:	-
Warehouse:	-
Other:	-

RBA = Rentable Building Area



Industry and Economic Sectors

The professional, scientific, and technical services and wholesale trade sectors play a key role in the MidAmerica Airport site area, accounting for 65.4% of the area's 1,509 jobs. Health care and social assistance and transportation and warehousing are also important sectors, each accounting for more than 7% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	32	2.1%
Manufacturing	0	0.0%
Wholesale Trade	189	12.5%
Retail Trade	25	1.7%
Transportation and Warehousing	110	7.3%
Information	10	0.7%
Finance and Insurance	7	0.5%
Real Estate and Rental and Leasing	8	0.5%
Professional, Scientific, and Technical Services	799	52.9%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management	72	4.8%
Educational Services	44	2.9%
Health Care and Social Assistance	128	8.5%
Arts, Entertainment, and Recreation	1	0.1%
Accommodation and Food Services	23	1.5%
Other Services (excluding Public Administration)	23	1.5%
Public Administration	38	2.5%
Total	1,509	

Source: OntheMap, U.S. Census

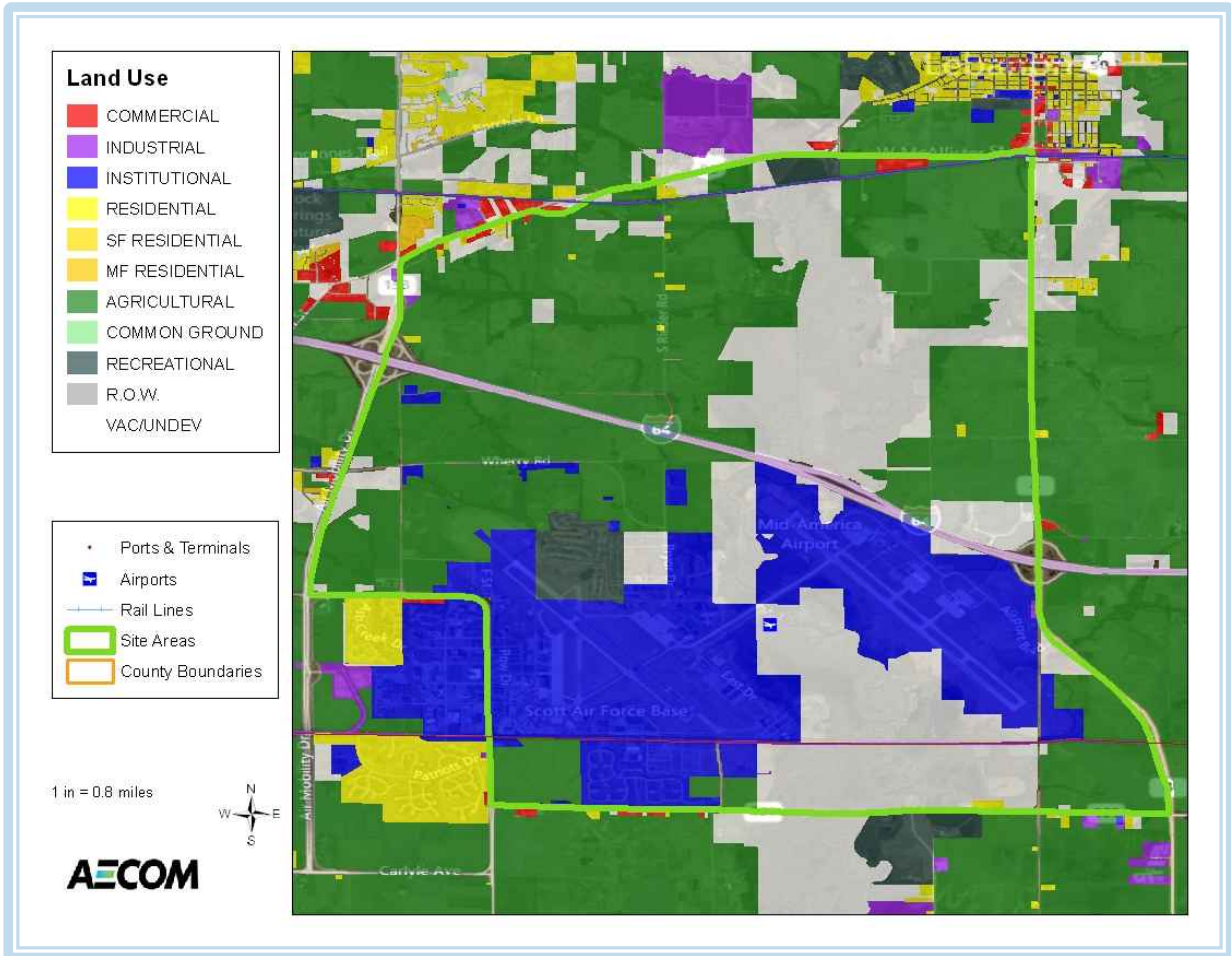
Key Employment Generators:

The Leadership Council Southwest Illinois reported 79,132 private sector jobs in St. Clair County in 2011, with a total of 114,029 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

Land use at the site is focused around the MidAmerica Airport and Scott Air Force Base. Most of the land within the site area is undeveloped with either vacant or agricultural land uses. The few residential parcels within the site area are associated with the surrounding agricultural land uses.

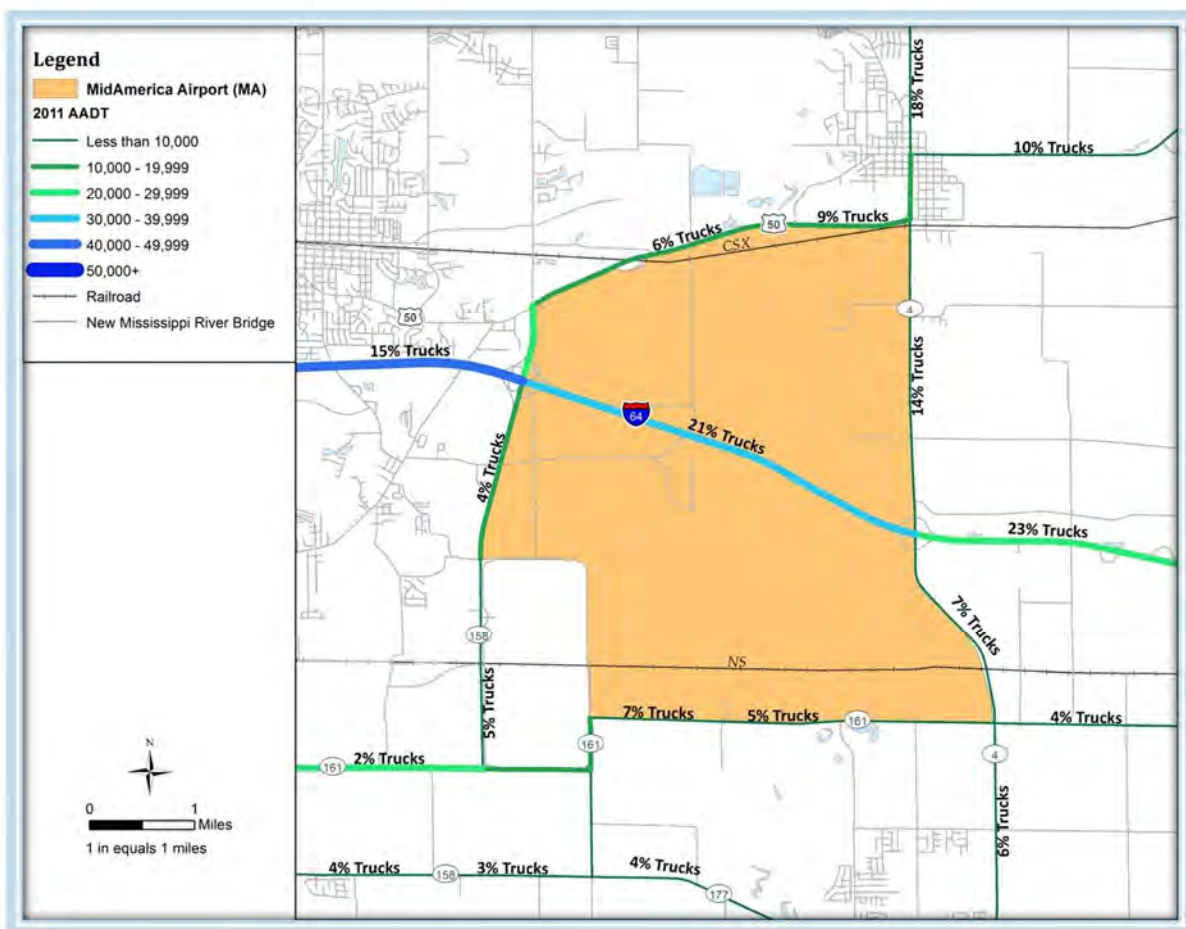


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located southeast of St. Louis, near Belleville, Illinois. It is home to MidAmerica Airport and is bounded by Scott Air Force Base to the south, McAllistor Street to the north, IL 4 to the east, and IL 158 to the west. The MidAmerica Airport site benefits from truck and air access. Both IL 4 and IL 158 provide access to I-64.

The map below shows total traffic volume for the major roadways within and adjacent to MidAmerica Airport by Average Annual Daily Traffic (AADT).



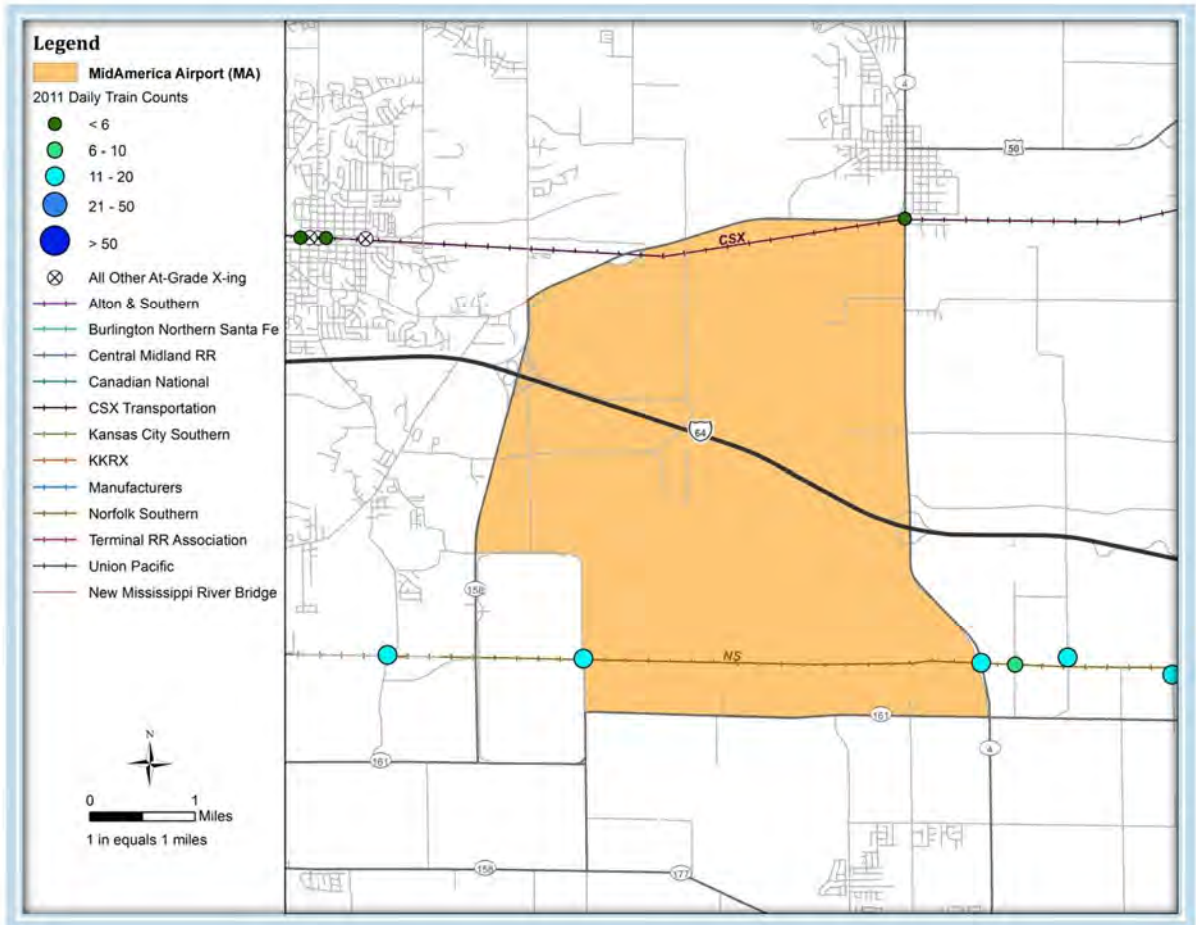
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 575 to 5,900 along major access points to the MidAmerica Airport site, including I-64 and US 50. The table below shows the truck volume and total AADT for the major access points to the MidAmerica Airport site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	US 50 from Scott Troy Rd to Bel Vista Tr	US 50 from Beleville St to IL 4	I-64 between IL 4 & US 50	I-64 east of IL 4
Total Trucks	1,125	1,025	6,925	5,925
MU	625	575	5,900	5,050
SU	500	450	1,025	875
Total AADT	15,800	11,600	33,300	26,100

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include CSXT on the north side and the NS to the south. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 11 to 20 daily trains passing through the MidAmerica Airport site area. The majority of the railroad-road crossings are at-grade for the arterial and rural roadway networks.



Safety

Safety at MidAmerica Airport

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 2
- Number Highway Crashes involving trucks (2009 – 2011): 15
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 15 crashes involving trucks, which occurred within the MidAmerica Airport site area.

Implications

- The airport continues to pursue an air cargo strategy, which over time will drive demand for development of surrounding acreage.
- The Illinois Department of Transportation (IDOT) has additional interchanges planned for the area to enable access.
- Future opportunities associated with growth of the I-64 corridor toward Louisville should be better understood. The County government may play a leading role in the development of non-incorporated parcels.
- Utilities and services will be needed as development unfolds.
- Future industrial development may need to revisit the issue of roadway and railroad grade crossing separations with growth in traffic.

Detailed Site Visit

LAND USE:

Mostly Agricultural
Light Industrial
Some Commercial
Minor Residential
Flood Plan
Airport (MidAmerica)
Military Base (Scott AFB)

MAJOR INTERSECTIONS:

ILLINOIS 158 AND US ROUTE 50

Asphalt, minor cracking and rutting
Medium/heavy traffic (cars and trucks)
Commercial
Access to and from I-64

ILLINOIS 4 AND US ROUTE 50

Concrete and Asphalt, good condition
Medium traffic (cars and trucks)
Commercial and Retail
Truck traffic between I-64 and I-70



ILLINOIS 161 AND ILLINOIS 4

Asphalt, good condition
Light traffic (cars and light trucks)



ILLINOIS 161 AND OLD ILLINOIS 158 NORTH

Asphalt, good condition
Light/medium traffic (cars and light trucks)
Commercial and Retail
Access to Military Base

ILLINOIS 158 AND OLD ILLINOIS 158 SOUTH

Light/medium traffic (cars and light trucks)
Access to Military Base

ILLINOIS 161 AND ILLINOIS 158

Asphalt, good condition
Medium traffic (cars and light trucks)
Access to I-64 and Military Base



ROADS:

MAJOR THOROUGHFARES

INTERSTATE 64

Heavy interstate traffic

Asphalt, good and smooth



US ROUTE 50

Light industrial, commercial flood plain, minor residential, and agricultural

Asphalt, west half is newer and smooth, east half is older and rutted



ILLINOIS ROUTE 4

Light industrial, agricultural, flood plain, minor residential, and airport traffic

Asphalt, north of I-64 lightly rutted but smooth, south of I-64 fair with cracking



ILLINOIS ROUTE 161

Light industrial, commercial, flood plain, agricultural, and military base traffic

Asphalt, fair with cracking and rutting



ILLINOIS ROUTE 158

Commercial, agricultural, and military base traffic

Concrete and asphalt, fair with patching











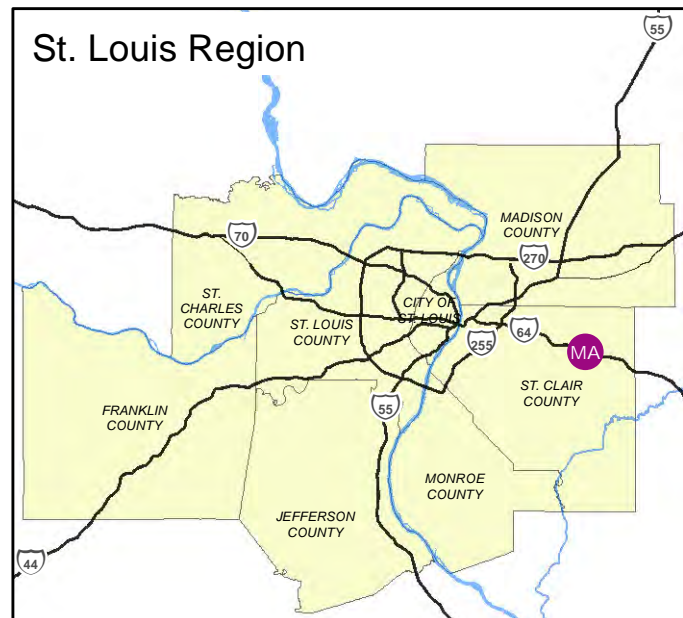
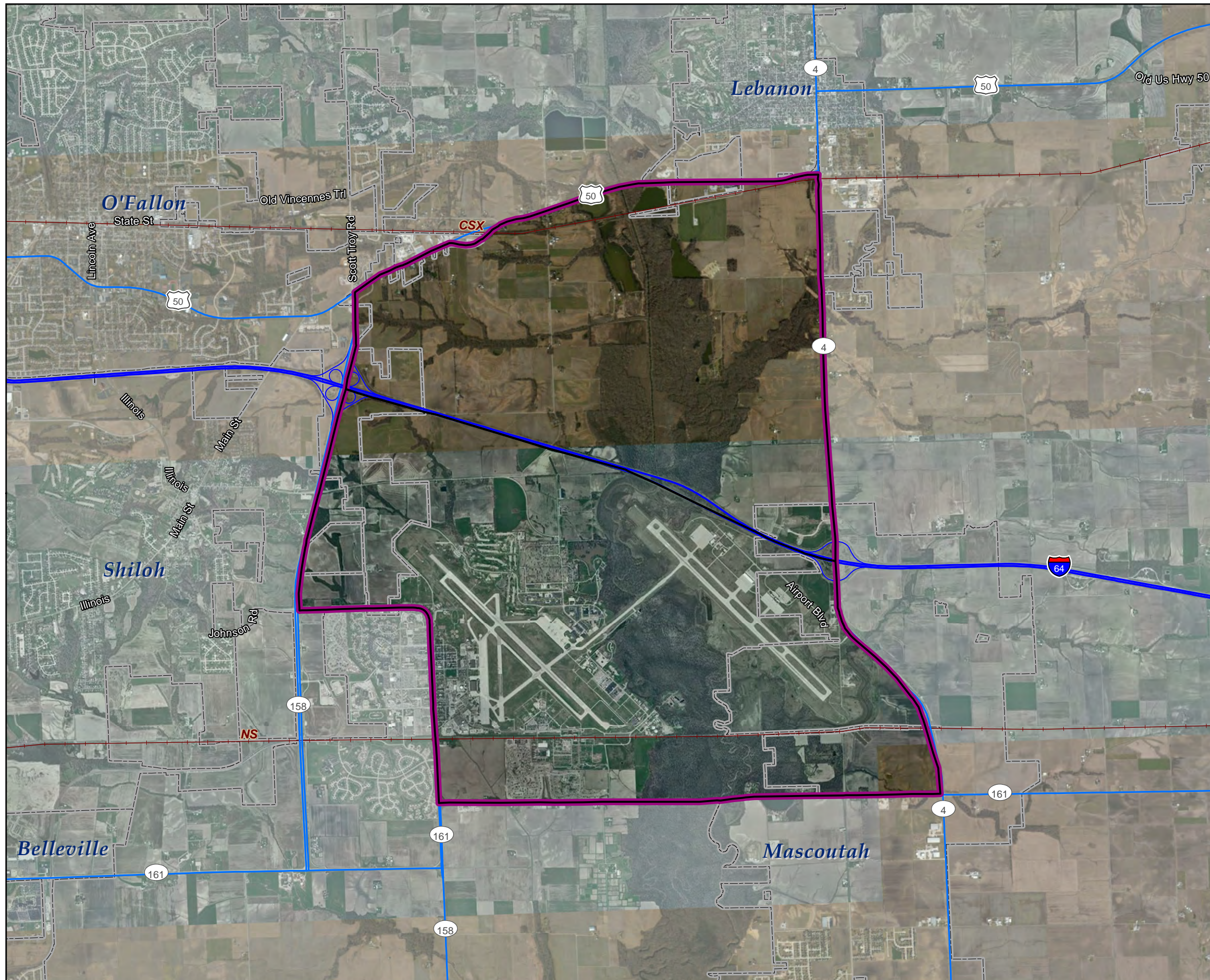
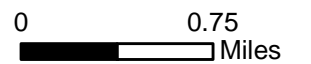
MidAmerica Airport (MA)

Site Characteristics

- 320** Goods Producing and Trade Jobs
- 50,000 Sq Ft** of Industrial Rentable Building Area
- 0%** Industrial Vacancy Rate
- 10,720 Acres** of Total Area
- 5** Municipalities Intersect the Site

Legend

-  TAZ Boundary
-  MidAmerica Airport (MA)
-  Interstate
-  US and State Routes
-  New Mississippi River Bridge
-  CSX Transportation (CSX)
-  Norfolk Southern (NS)
-  Municipal Boundary





July 15, 2013

To: East-West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Meramec-44 (MC)

General Description

The Meramec-44 site is located in the northwest quadrant of the I-44/I-270 interchange and is bounded by Marshall Road to the north, I-270 to the east, and I-44 to the southwest. The site benefits from rail access.

Site Characterization

Industrial and commercial land uses surround I-44 and lie south of the rail line. It is also the site of the former Chrysler plant, which has been demolished and is available for redevelopment. The Chrysler Plant itself remains in the ownership of the bankruptcy entity, with unclear implications for reuse. The Chrysler site is strategic for the region.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Fenton, Kirkwood, Sunset Hills, Valley Park
Total Acreage:	3,790
Total Industrial RBA:	9,108,400 sf
Average Industrial RBA:	41,100 sf
# of Properties:	222
Distribution:	3 (1%)
Manufacturing:	31 (14%)
Service:	8 (4%)
Truck Terminal:	3 (1%)
Warehouse:	172 (77%)
Other:	5 (2%)

RBA = Rentable Building Area



Industry and Economic Sectors

The construction, manufacturing and wholesale trade sectors play a key role in the Meramec-44 site area, accounting for 55% of the area's 11,553 jobs. Transportation and warehousing is also an important sector, accounting for 11.7% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	2	0.0%
Mining, Quarrying, and Oil and Gas Extraction	38	0.3%
Utilities	0	0.0%
Construction	1,810	15.7%
Manufacturing	2,152	18.6%
Wholesale Trade	2,397	20.7%
Retail Trade	511	4.4%
Transportation and Warehousing	1,353	11.7%
Information	152	1.3%
Finance and Insurance	138	1.2%
Real Estate and Rental and Leasing	50	0.4%
Professional, Scientific, and Technical Services	475	4.1%
Management of Companies and Enterprises	212	1.8%
Administration & Support, Waste Management	1,053	9.1%
Educational Services	63	0.5%
Health Care and Social Assistance	82	0.7%
Arts, Entertainment, and Recreation	189	1.6%
Accommodation and Food Services	396	3.4%
Other Services (excluding Public Administration)	463	4.0%
Public Administration	17	0.1%
Total	11,553	

Source: OntheMap, U.S. Census

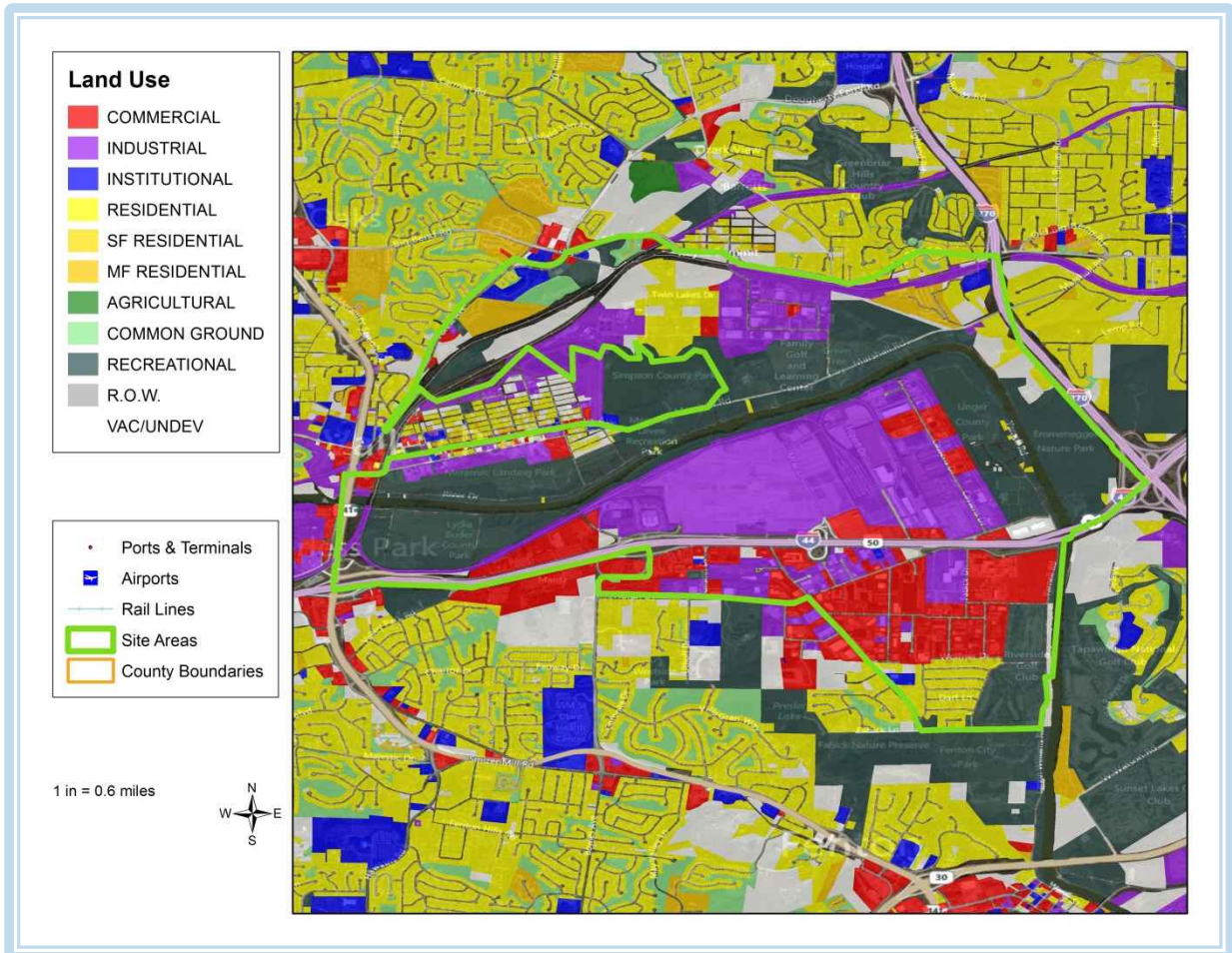
Key Employment Generators:

The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The site is dominated by industrial and commercial land uses that surround I-44 and lie south of the rail line. A small residential area is located in the southeastern portion of the site, near Riverside Golf Club. Additionally, there are numerous recreational land uses, particularly along the river, including Emmenegger Nature Park and Unger County Park.

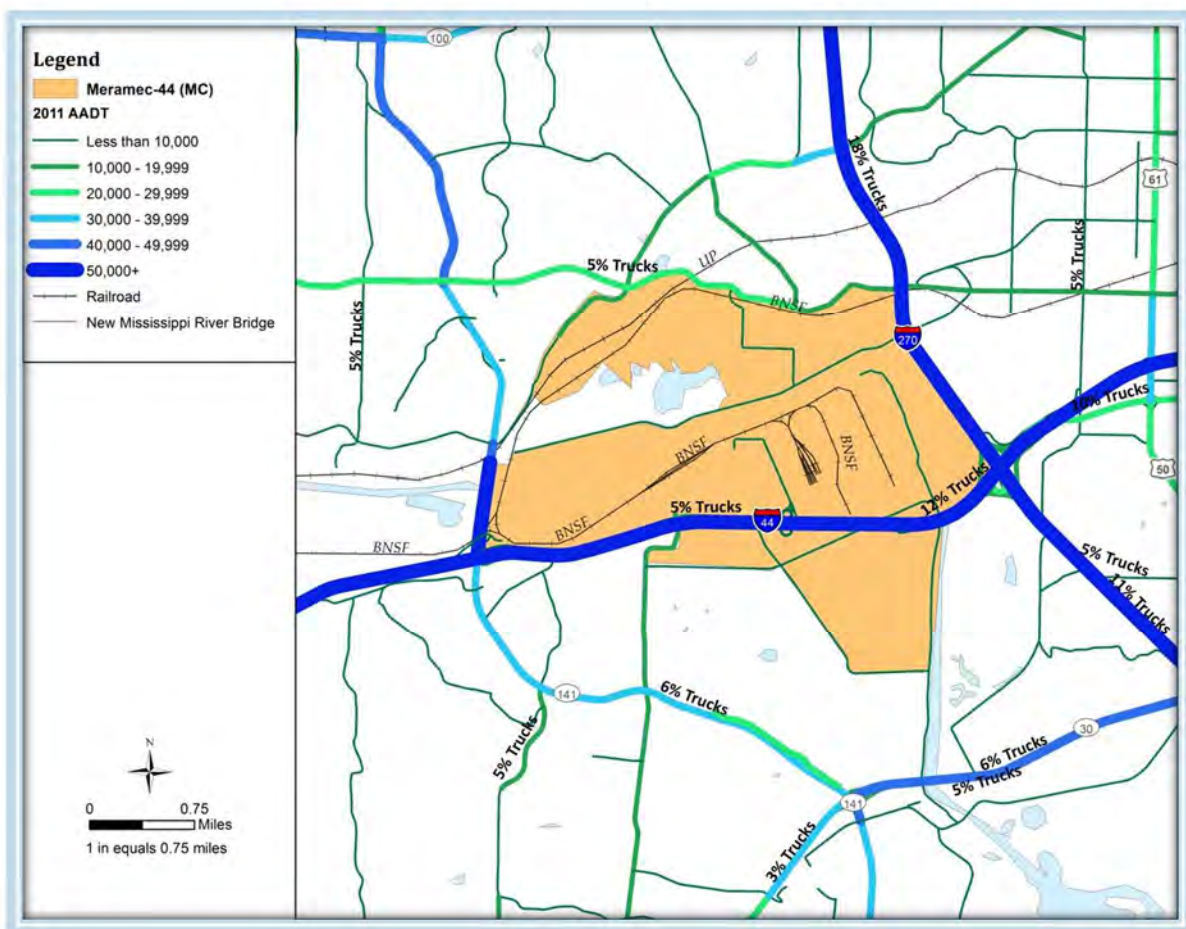


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located southwest of St. Louis in the northwest quadrant of the I-44/I-270 interchange and is bounded by Marshall Road to the north, I-270 to the east, and I-44 to the southwest. The site benefits from rail access. The site also has a strong access to the regional road network via I-44 and I-270.

The map below shows total traffic volume for the major roadways within and adjacent to Meramec-44 by Average Annual Daily Traffic (AADT).



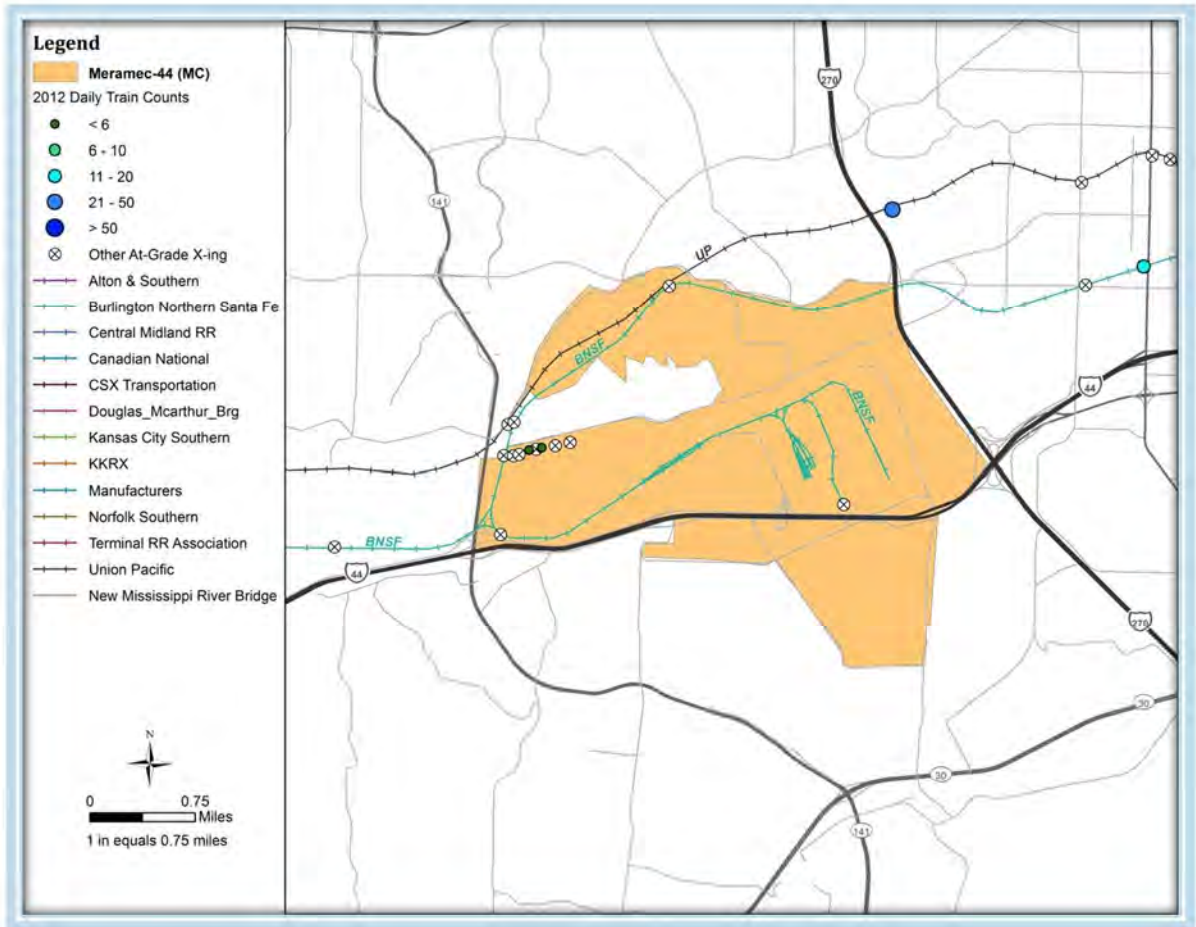
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 205 to nearly 26,700 at major interchanges and access points to the Meramec-44 site, including I-44 interchanges, I-44, I-270, MO 141, and Big Bend Boulevard. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-270/I-44 Interchange	I-44/MO 141 Interchange	MO 141 from I-44 to Marshall Rd	Big Bend Blvd between Huntington Hill Dr & Barret Station Rd	I-270 between I- 44 & Big Bend Rd	I-44 from I- 270 to Yarnell Rd
Total Trucks	26,270	8,010	2,860	1,060	31,445	11,045
MU	22,305	6,745	1,465	205	26,700	6,990
SU	3,965	1,265	1,395	855	4,745	4,055
Total AADT	136,550	44,105	57,095	20,880	173,225	95,610

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the Burlington Junction Railway. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 21 to 50 daily trains passing through the Meramec - 44 site area. Several sources of information may be related to the former Chrysler Site active operations. The UP and BNSF Railroads are located to the north.



Safety

Safety at Meramec-44

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 6
- Number Highway Crashes involving trucks (2009 – 2011): 76
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 76 crashes involving trucks, which occurred within the Meramec-44 site area.

Implications

- Interstate ramps were built to serve Chrysler (one-way pairs). Existing configurations are not as effective, particularly to encourage other reuse concepts.
- Higher percentage of truck traffic on arterials is a concern.
- Area has a significant amount of flat land for infill redevelopment.
- Other jurisdictional influences come into play for industrial land north of the river (outside of the site).
- Alternate industrial uses for the former Chrysler Site, as well as any mixed development, may have a significant influence on freight traffic.

Detailed Site Visit

LAND USE:

Hitzert Ct-Meramec river-44

Parks and green space on eastern edge along Meramec
Light industrial along Cassens, Corporate 44 Dr, and Hitzert

Dodge Ln-Meramec river-Hitzert-44

Old Chrysler plant, empty lot

141-Meramec River- Dodge Ln- 44

Corporate parks on Southeast side of Railroad
Recreational are on Northwest side of Railroad

141-Marshall-Saint Louis Ave-Kena St-Meramec River

Heavy industrial along Marshall and Saint Louis Ave
Empty flood plains south of flood wall

Kena St- Marshall-270-44-Meramec River

Primarily flood plains with parks and green spaces
Some residential by the intersection of Marshall and 270

Area north of Marshall

Residential along Big Bend and Dougherty Ferry
Water treatment plant just north of Simpson Lake
Light industrial and business around Tree Court Industrial Blvd
Recreational along St. Louis Ave

Bowles Ave-44-Fabick Dr-Axminister-Larkin Williams Rd-Horan Dr

Commercial and business

Fabick-Rudder-Yarnell-Fabricator

Fabick complex with flood plain to east

Larkin Williams Rd-Axminister Dr-Yarnell Rd

Residential on west side, golf course on east side

MAJOR INTERSECTIONS:

141 AND MARSHALL RD

Concrete, few cracks and potholes
Heavy freight and dump truck traffic



FABICK DR AND RUDDER RD/S HWY DR

Concrete, cracked with lots of small potholes
Heavy freight traffic and oversized loads from Fabick



CASSENS AND SOCCER PARK

Asphalt, large potholes along edge where truck turn from
Cassens Dr to Soccer Park Rd
Heavy truck traffic from truck maintenance and truck sales lots
on Cassens Dr
Also, heavy freight and oversized loads from Fabick
Trucks come up Yarnell Rd to access I-44 Westbound



TRUCK ROUTES:

Cassens Dr



Soccer Park Rd



Hitzert Ct

Yarnell Rd

Rudder Rd



St. Louis Ave

Marshall Rd

Route 141











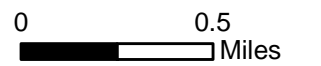
Meramec-44 (MC)

Site Characteristics

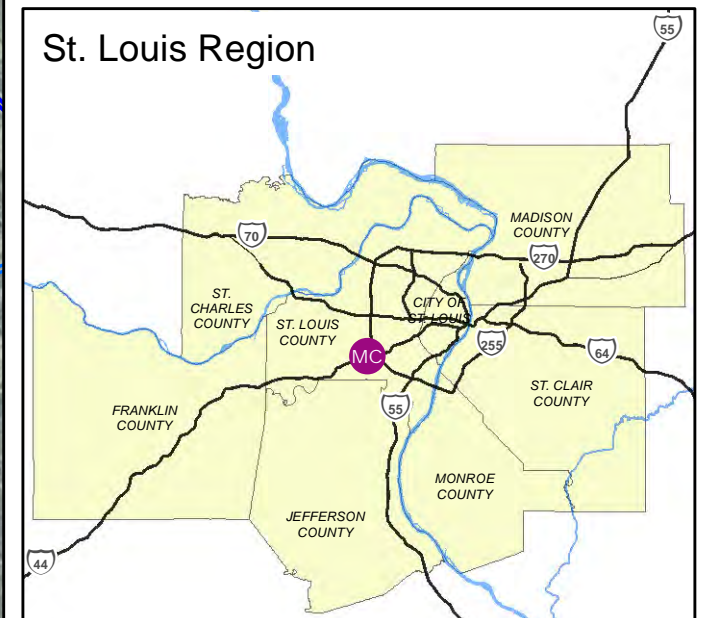
- 10,460** Goods Producing and Trade Jobs
- 9,108,400 Sq Ft** of Industrial Rentable Building Area
- 10.7%** Industrial Vacancy Rate
- 3,790 Acres** of Total Area
- 4** Municipalities Intersect the Site

Legend

-  TAZ Boundary
-  Meramec-44 (MC)
-  Interstate
-  US and State Routes
-  New Mississippi River Bridge
-  Burlington Northern Santa Fe (BNSF)
-  Union Pacific (UP)
-  Municipal Boundary



St. Louis Region





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Manchester-44 (MN)

General Description

The Manchester-44 site outline follows the alignment of the railroads located between I-64 and I-44. Two rail lines travel through the site, and a Burlington Northern Santa Fe (BNSF) intermodal facility is located at the southern end of the site.

Site Characterization

The Manchester-44 site is comprised primarily of industrial uses and also includes the BNSF intermodal facility at the southern end of the site.

Technical Site Metrics

State:	Missouri
County:	St. Louis City
Municipalities:	St. Louis
Total Acreage:	1,350
Total Industrial RBA:	6,480,100 sf
Average Industrial RBA:	29,400 sf
# of Properties:	221
Distribution:	1 (<1%)
Manufacturing:	24 (11%)
Service:	1 (<1%)
Truck Terminal:	-
Warehouse:	194 (88%)
Other:	1 (<1%)

RBA = Rentable Building Area



Industry and Economic Sectors

The construction, manufacturing and wholesale trade sectors play a key role in the Manchester-44 site area, accounting for 44.5% of the area's 12,704 jobs. Services and utilities are also important sectors, accounting for more than 40% of the area's jobs.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	1	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	957	7.5%
Construction	1,418	11.2%
Manufacturing	2,795	22.0%
Wholesale Trade	1,431	11.3%
Retail Trade	466	3.7%
Transportation and Warehousing	230	1.8%
Information	20	0.2%
Finance and Insurance	164	1.3%
Real Estate and Rental and Leasing	94	0.7%
Professional, Scientific, and Technical Services	429	3.4%
Management of Companies and Enterprises	211	1.7%
Administration & Support, Waste Management	288	2.3%
Educational Services	1,219	9.6%
Health Care and Social Assistance	841	6.6%
Arts, Entertainment, and Recreation	275	2.2%
Accommodation and Food Services	937	7.4%
Other Services (excluding Public Administration)	915	7.2%
Public Administration	<u>13</u>	0.1%
Total	12,704	

Source: OntheMap, U.S. Census

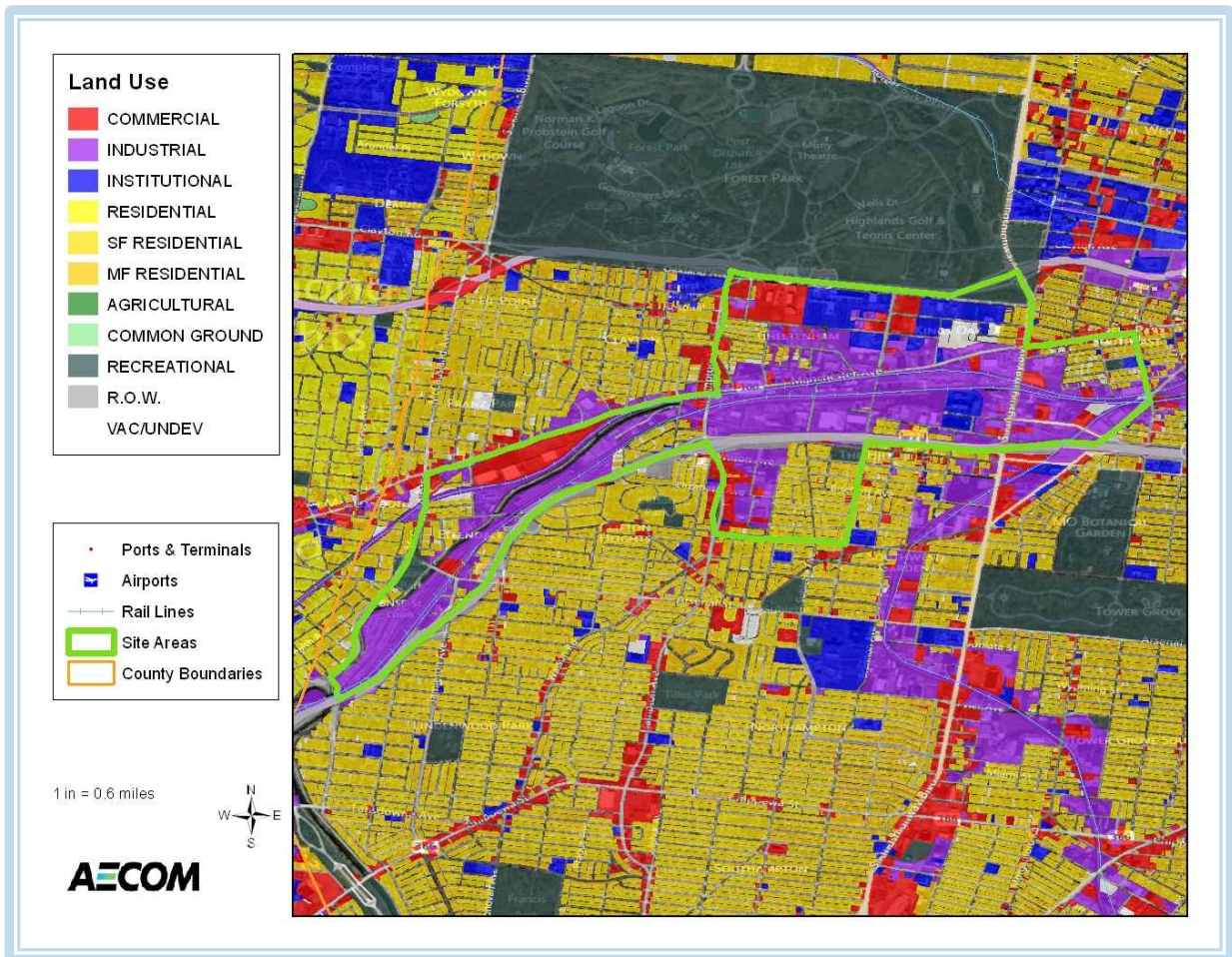
Key Employment Generators:

The Missouri Economic Research and Information Center reported 185,148 private sector jobs in St. Louis City in 2012, with a total of 216,505 jobs in the city in 2012. As of 2012, there are 8,266 private employers in St. Louis City with more than 500 firms in wholesale trade, retail trade, professional and technical services, health care and social services, accommodation and food services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The site is comprised primarily of industrial and commercial uses and also includes the BNSF intermodal facility at the southern end of the site. Residential properties border the majority of the site and some are included within the site boundary towards the north end of the site.

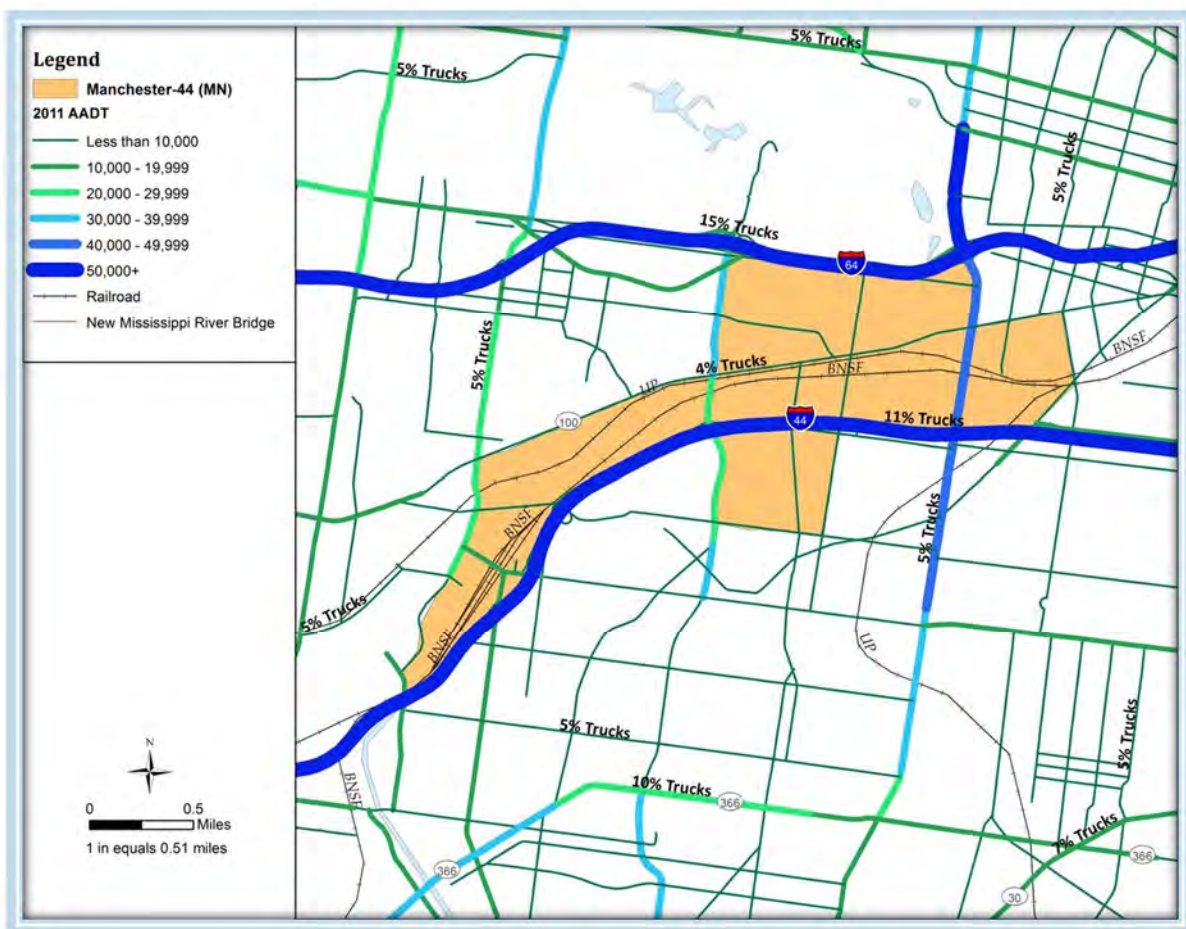


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located in western portion of St. Louis. The Manchester-44 site outline follows the alignment of the railroads located between I-64 and I-44. Two rail lines travel through the site, and a BNSF intermodal facility is located at the southern end of the site. The site also has a strong access to the regional road network via I-44 and its proximity to I-64.

The map below shows total traffic volume for the major roadways within and adjacent to Manchester-44 by Average Annual Daily Traffic (AADT).





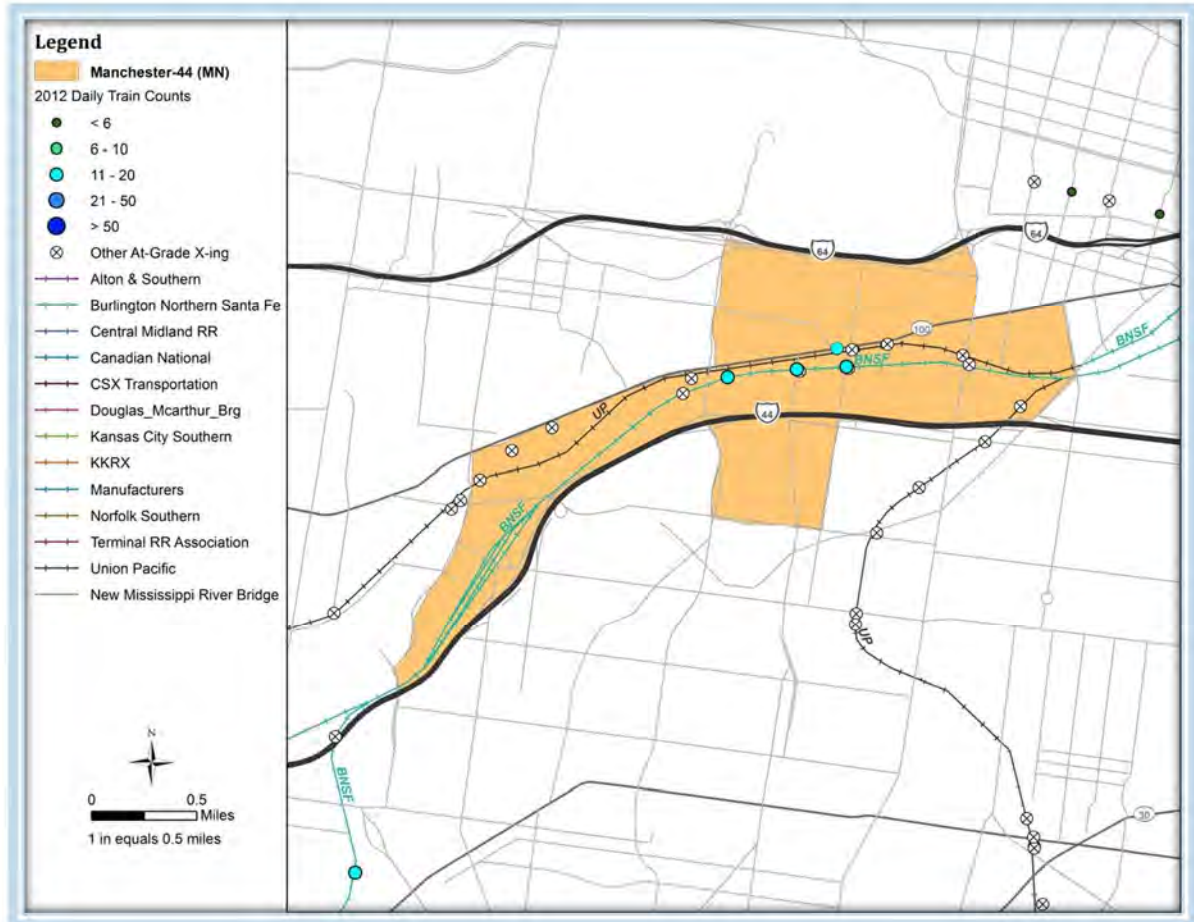
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 337 to 17,656 at major interchanges and access points to the Manchester-44 site, including I-64 interchanges, I-64, I-44, Kingshighway Boulevard, and Hampton Avenue. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-64 & Kings-highway Blvd Interchange	I-64/ Hampton Concourse Interchange	Kings-highway Blvd between Berthold Ave south to Odell St	Hampton Ave between I-64 & MO 100	I-64 between Kings-highway Blvd & Hampton Ave Exits	I-44 between Shrewsbury Ave & Jamieson Ave
Total Trucks	9,325	7,695	2,125	1,750	23,175	15,165
MU	7,920	6,535	410	340	17,655	9,585
SU	1,405	1,160	1,715	1,410	5,520	5,580
Total AADT	48,490	39,990	41,850	34,400	157,735	136,655

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include BNSF and UP. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 21-50 daily trains passing through the Manchester - 44 site.



Safety

Safety at Manchester-44

- Number Rail/Roadway Crashes (2008 – 2012): 2
- Total Railroad At-Grade Crossings: 14
- Number Highway Crashes involving trucks: (2009 – 2011): 60
 - Fatalities: 0

Over a three-year period (2009 – 2011), there were 60 crashes involving trucks, which occurred within the Manchester 44 site area.

Implications

- It is difficult for trucks to get in and out of the BNSF intermodal facility due to site topography and roadway geometrics.
- This intermodal yard is heavily used, raising questions about how it will manage anticipated future growth in domestic intermodal shipments.
- The Missouri Department of Transportation (MoDOT) traffic data points to a significant flow of trucks entering and exiting I-44 near Arsenal. However, local traffic counts do not paint a clear picture as to how these trucks arrive and depart.
- The large number of industrial properties indicates a relatively complex mix of transportation, infrastructure and supply chains for area industries. The corridor is in close proximity to residential areas throughout the region, as well as arterial and interstate roadways that provide access to area industries.

Detailed Site Visit

LAND USE:

KINGSHIGHWAY-MANCHESTER-TOWER GROVE AVE-VANDEVENTER-44

Primarily residential North of Railroad
Primarily heavy industrial south of Railroad

MACKLIND- 64-KINGSHIGHWAY-44

School and recreational on north part
Commercial along Manchester
Primarily industrial south of Manchester
School and strip of residential along 44

HAMPTON-64-MACKLIND-44

Commercial on north side
Residential in middle
Light industrial along Manchester
Heavy industrial south of Manchester

ELLENDALE/MCCAUSLAND-MANCHESTER-HAMPTON-44

Commercial along Manchester
Residential along McCausland, by intersection of 44 and Hampton, and along 44 by Arsenal
Heavy industrial in strip along Railroad

HAMPTON-44-MACKLIND-COLUMBIA

Light industrial along Hampton
Primarily residential

MAJOR INTERSECTIONS:

MANCHESTER AND KINGSHIGHWAY

Asphalt, fair, some potholes
Heavy freight and delivery truck traffic
High commute traffic



MANCHESTER AND MACKLIND

Asphalt, cracked, small potholes
Low commute traffic
Moderate freight and delivery truck traffic



MANCHESTER AND SUBLETTE

Asphalt, good condition
Heavy freight traffic
Moderate commute traffic



KINGSHIGHWAY AND MCREE

Concrete and asphalt
A few potholes and cracks
Heavy commuter, freight and delivery truck traffic to 44

MCREE AND VANDEVENTER

Concrete on McRee, Vandeventer is asphalt, some cracks
Heavy commute, freight, and delivery truck traffic
Access route to 44 East

MANCHESTER AND KNOX AVE

Concrete, fair, at-grade Railroad crossing
Use to access Knox Industrial drive
Heavy truck traffic

KNOX AVE AND KNOX INDUSTRIAL DR

Concrete, fair
Heavy truck traffic

TRUCK ROUTES:

Manchester Ave
Sublette Ave
Macklind Ave
Kingshighway Blvd
McRee Ave
Ellendale Ave
Hampton Ave
Knox Ave
Knox Industrial Dr

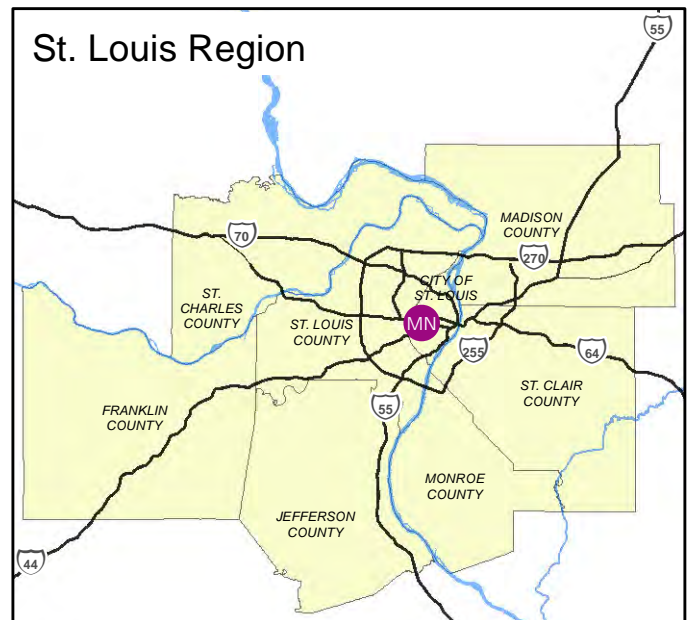
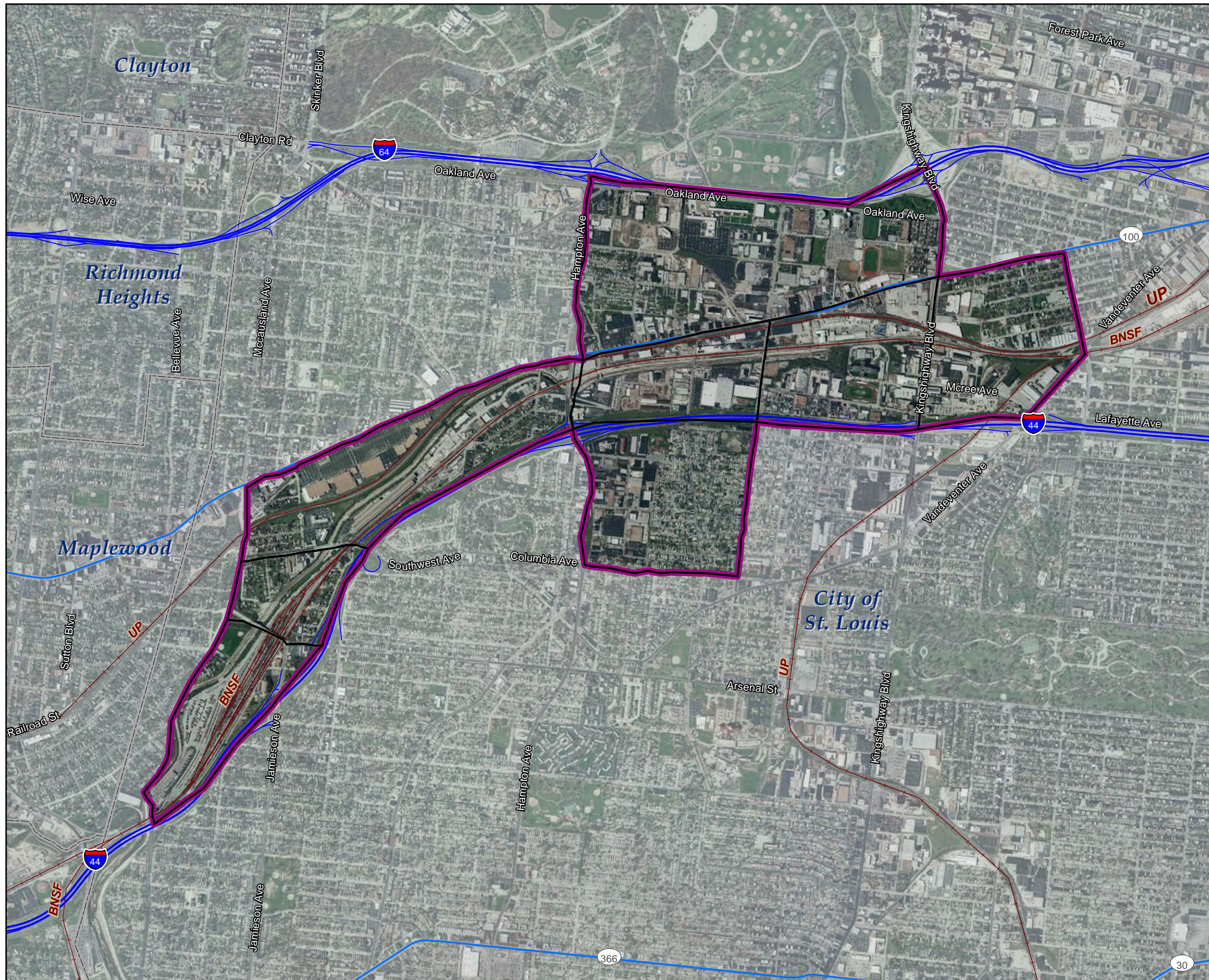
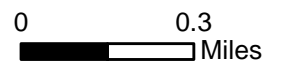
Manchester-44 (MN)

Site Characteristics

- 7,430 Goods Producing and Trade Jobs
- 6,480,100 Sq Ft of Industrial Rentable Building Area
- 4.4% Industrial Vacancy Rate
- 1,350 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Manchester-44 (MN)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Burlington Northern Santa Fe (BNSF)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Page Corridor (PC)

General Description

The Page Corridor site is located south of Page Avenue, west of Lindbergh Boulevard, north of Olive Boulevard, and west of I-170. It contains a well-established section of industrial warehouses and commercial buildings. These properties are surrounded by dense residential properties and offer little opportunity for expansion within the existing footprint.

Site Characterization

Small, densely packed warehouses are concentrated along the western portion of the site between Page Avenue and the rail line running through the site. Commercial warehouse space is located in the southwest leg of the site. The eastern end of the site area contains a mix of uses.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Charlack, Creve Coeur, Maryland Heights, Olivette, Overland, Sycamore Hills, University City, Vinita Park
Total Acreage:	2,640
Total Industrial RBA:	12,661,400 sf
Average Industrial RBA:	38,700 sf
# of Properties:	328
Distribution:	4 (1%)
Manufacturing:	46 (14%)
Service:	8 (2%)
Truck Terminal:	-
Warehouse:	256 (78%)
Other:	14 (4%)

RBA = Rentable Building Area



Industry and Economic Sectors

The following table highlights the mixed nature of employment within the Page Corridor site area. Professional, scientific, and technical services is the industrial sector with the largest share of area employment (14.6%). Manufacturing and transportation account for 16% of total employment, while wholesale trade and manufacturing each represents an additional 11% of area employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	4	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	470	3.2%
Construction	1,507	10.2%
Manufacturing	1,688	11.4%
Wholesale Trade	1,633	11.0%
Retail Trade	1,334	9.0%
Transportation and Warehousing	709	4.8%
Information	904	6.1%
Finance and Insurance	346	2.3%
Real Estate and Rental and Leasing	166	1.1%
Professional, Scientific, and Technical Services	2,159	14.6%
Management of Companies and Enterprises	1,086	7.3%
Administration & Support, Waste Management and Remediation	784	5.3%
Educational Services	82	0.6%
Health Care and Social Assistance	914	6.2%
Arts, Entertainment, and Recreation	3	0.0%
Accommodation and Food Services	428	2.9%
Other Services (excluding Public Administration)	473	3.2%
Public Administration	<u>103</u>	0.7%
Total	14,793	

Source: OntheMap, U.S. Census

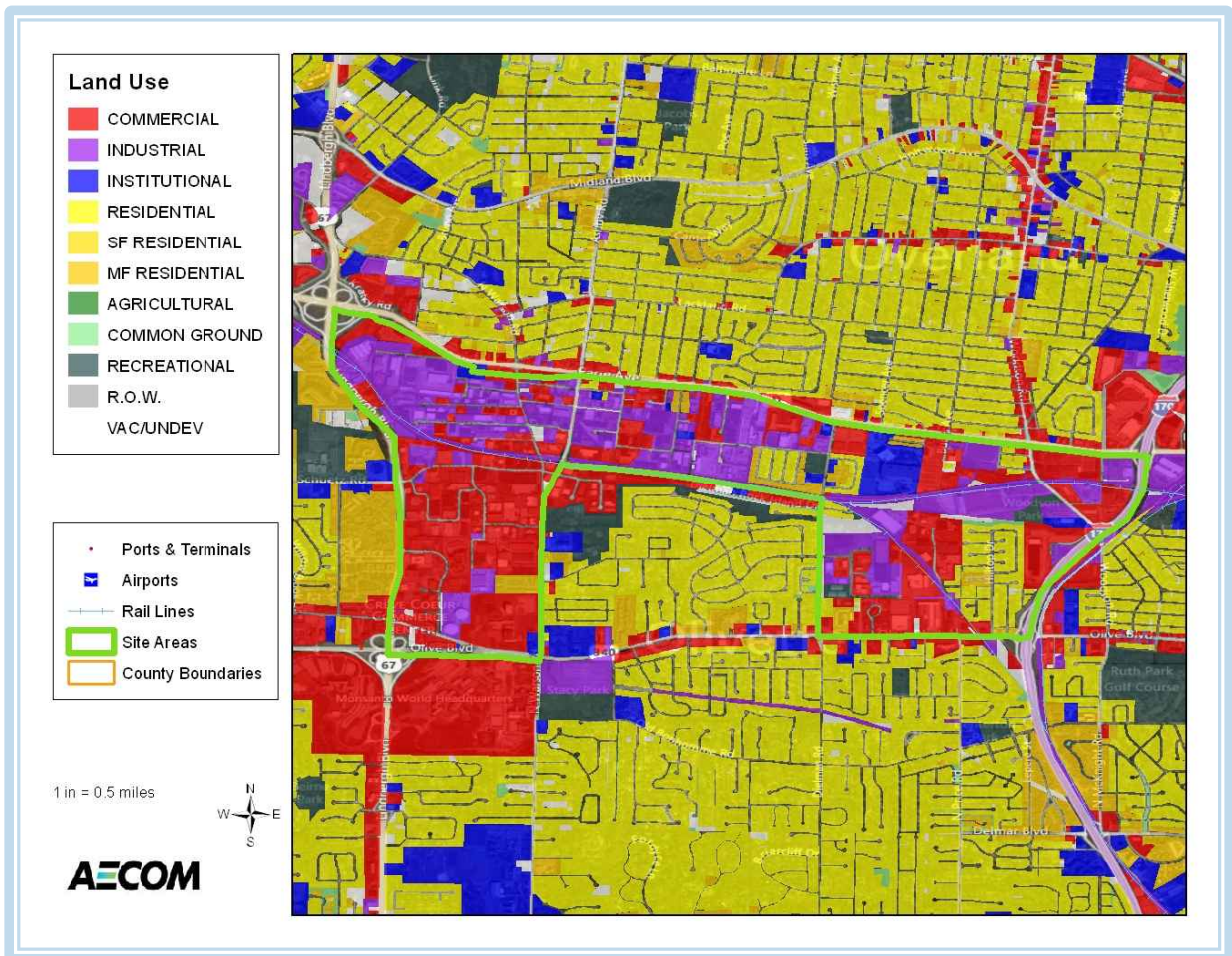
Key Employment Generators:

The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The Page Corridor site represents a compact concentration of industrial and commercial land use surrounded by dense residential land use. Industrial land use is predominately found in the northern portion of the site with numerous small industrial buildings. The southwest leg of the site primarily contains commercial land uses. While the majority of residential land use surrounds the site, there are two small pockets of residential land use within the site area. Monsanto's world headquarters is located just south of the site area boundary at the intersection of Olive Boulevard and Lindbergh Boulevard.

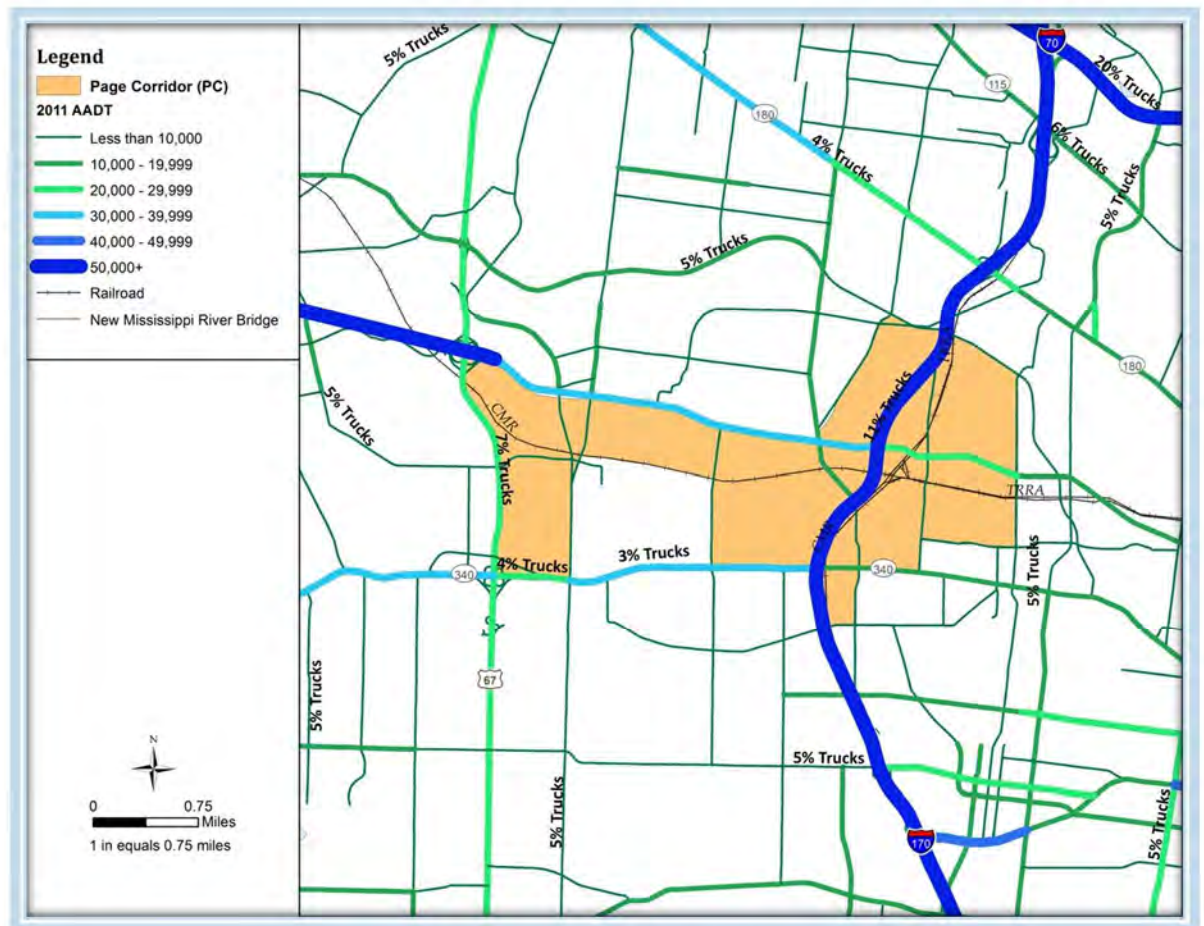


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located northwest of St. Louis, between Creve Coeur, Missouri and University City, Missouri. It is located south of Page Avenue, west of Lindbergh Boulevard, north of Olive Boulevard, and west of I-170. The site benefits from rail access. The site also has a strong access to the regional road network via I-170, which connects to I-70 and I-64.

The map below shows total traffic volume for the major roadways within and adjacent to Page Corridor by Average Annual Daily Traffic (AADT).





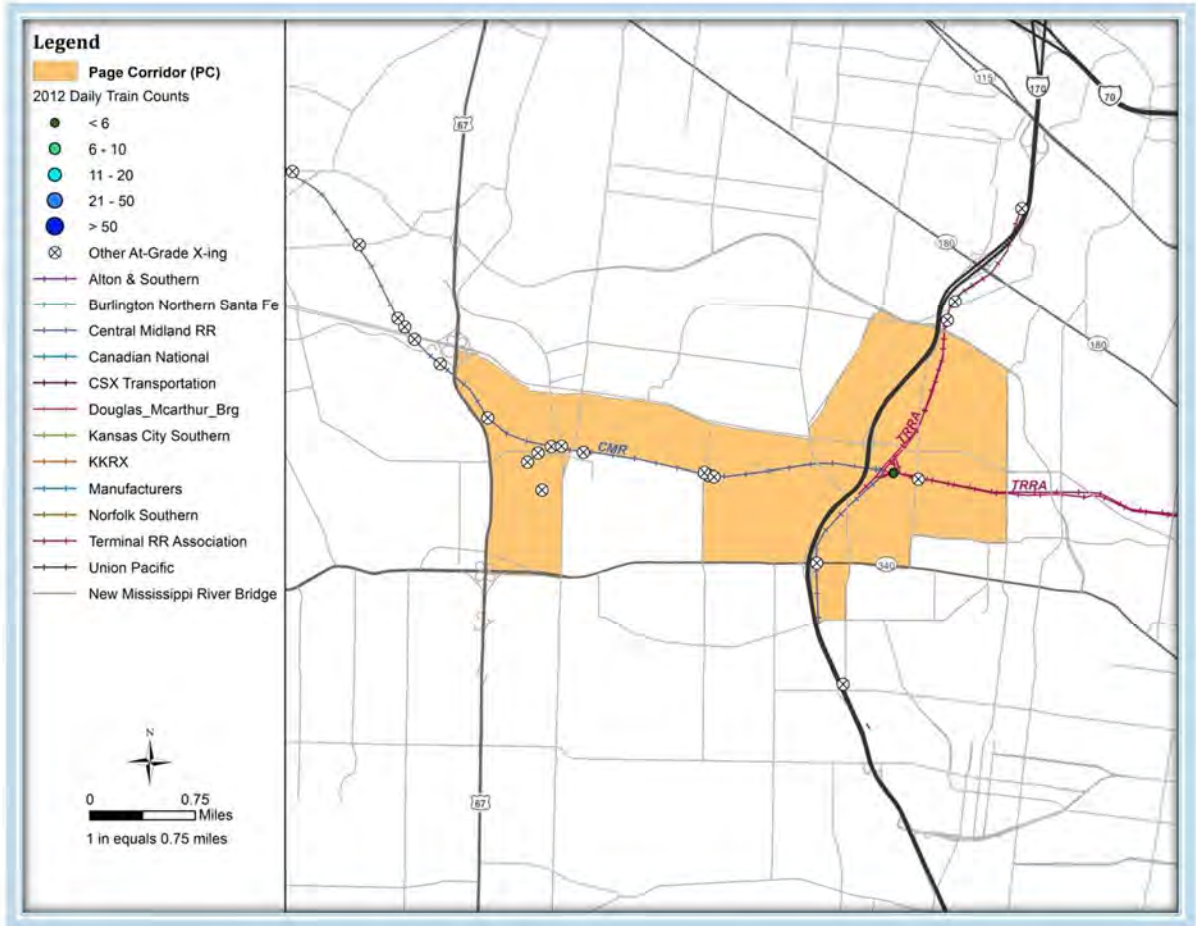
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 349 to 7,813 at major interchanges and access points to the Page Corridor site, including I-170 interchanges, I-170, MO D, and US 67. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-170 & MO D Interchange	I-170 & MO 340 Interchange	MO D between I-170 & Woodson Rd	US 67 between MO 340 & MO D	I-170 between MO D & MO 180	I-170 between MO 340 & MO D
Total Trucks	8,785	7,225	1,815	1,740	12,360	11,750
MU	7,460	6,135	350	1,025	7,815	7,430
SU	1,325	1,090	1,465	715	4,545	4,320
Total AADT	45,665	37,550	35,380	23,840	111,360	105,890

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the UP with connections to TRRA. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 1 to 5 daily trains passing through the Page Corridor site area.



Safety

Safety at Page Corridor

- Number Rail/Roadway Crashes (2008 – 2012): 1
- Total Railroad At-Grade Crossings: 6
- Number Highway Crashes involving trucks (2009 – 2011): 38
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 38 crashes involving trucks, which occurred within the Page Corridor site area.

Implications

- These properties are surrounded by dense residential areas and offer little opportunity for expansion within the existing footprint.
- The corridor has a relatively high employment base and a large number of industrial properties. Such a combination raises congestion concerns.
- The mix of land uses raises the importance for tracking the performance for local transportation, and how it may change over time.
- The large number of political jurisdictions affecting the site may make the alignment for traffic management consistency more challenging to implement.
- The traffic performance for the region's arterial roadways is important for the Page Corridor.

Detailed Site Visit

Land Use

Highly populated w/light industrial
Some residential
Rail that runs through parallel w/170
Rail also runs parallel w/Page & 340(Olive)

Major Intersections

Ashby and Page

Majority asphalt, poor condition, heavily rutted with potholes
Ashby South, access to Baur Industrial area also access to Olive
Ashby North, residential, concrete, good condition
Page East, asphalt, fair condition, access to 170
Page West, asphalt, fair condition, access to Lindbergh
Medium traffic, a lot of commuter traffic, some semis and heavy trucks
Majority commercial



Page and Duelman

Asphalt, fair to poor, cracking, potholes
Duelman South, industrial, medium traffic, cars and small trucks

Page and Walton

Asphalt, fair condition
Med/heavy traffic, freight and industrial
Commercial/industrial area
Page East, access to 170
Walton North, Concrete plant
Walton South, potholes, poor condition



Major Roads

Lindbergh (67)

170

Page Ave

Asphalt, fair condition with cracking, some potholes, a few major
Some spots are rutted from heavy trucks accessing 170
Commercial
Traffic heavier by 170



North and South

Asphalt, fair condition
Majority is residential from page to olive
Light traffic, residential traffic

Olive

Asphalt, good condition from North and South Road
Commercial, Olive to Duelman
Med to heavy traffic at times

Duelman

Asphalt, smooth in good condition
West side is residential
East side is residential/light industrial











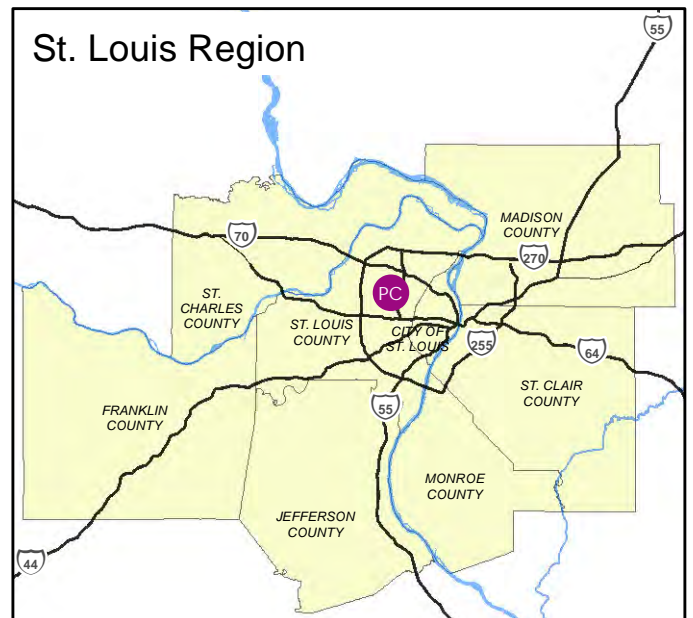
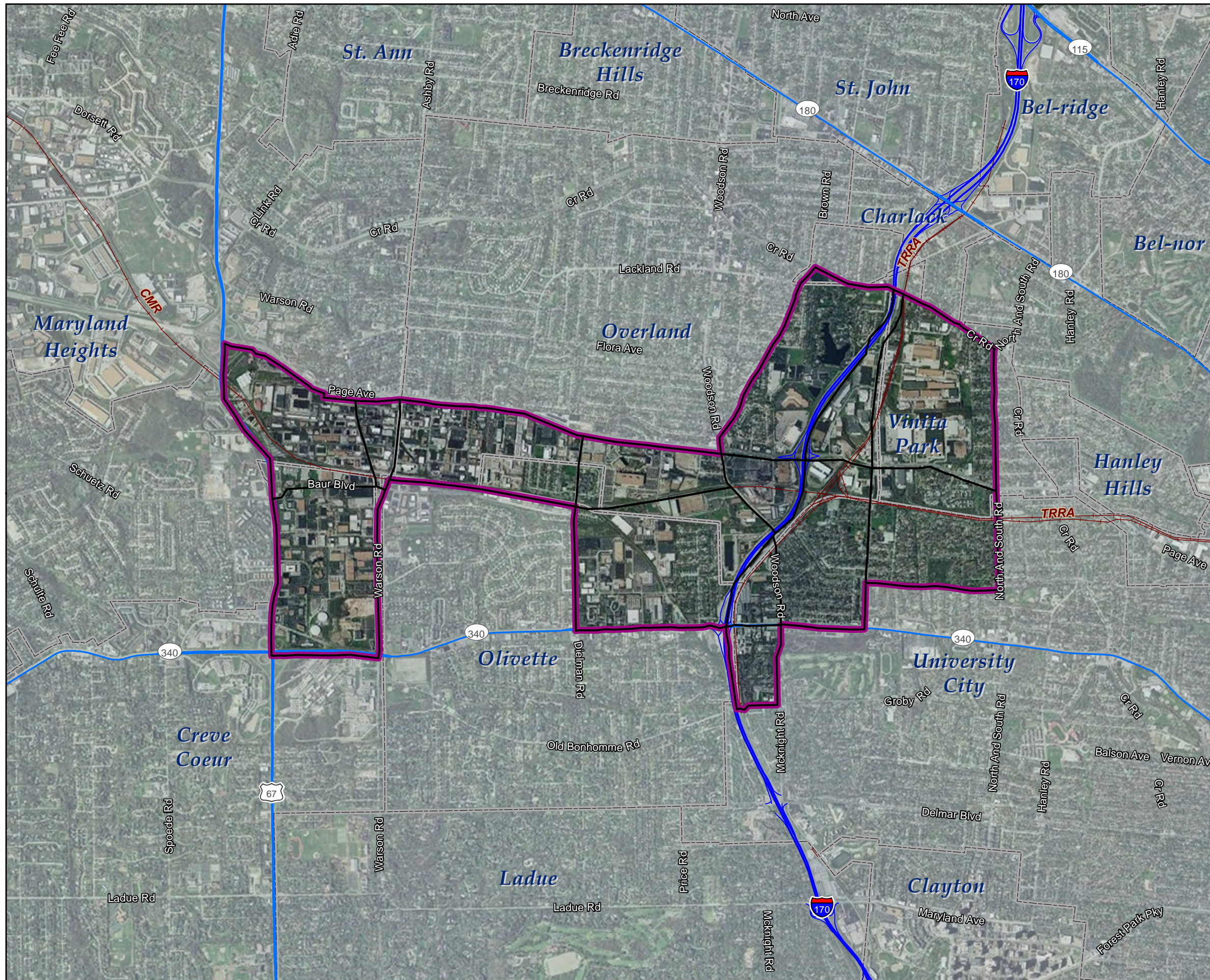
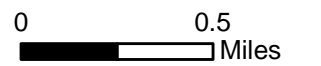
Page Corridor (PC)

Site Characteristics

- 10,920** Goods Producing and Trade Jobs
- 12,661,400 Sq Ft** of Industrial Rentable Building Area
- 8.9%** Industrial Vacancy Rate
- 2,640 Acres** of Total Area
- 8** Municipalities Intersect the Site

Legend

-  TAZ Boundary
-  Page Corridor (PC)
-  Interstate
-  US and State Routes
-  New Mississippi River Bridge
-  Central Midland Railway (CMR)
-  Terminal Railroad Association (TRRA)
-  Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Port Kaskaskia (PK)

General Description

Port Kaskaskia is within the East West Gateway Council of Governments area, while the other parts of the site area are outside the MPO boundary. The site is located in St. Clair County and shares St. Clair County's boundaries with both Monroe and Randolph counties as well as Baldwin Road.

Site Characterization

The Port Kaskaskia site consists of the port, the surrounding agricultural land, a portion of Baldwin Lake, and the Kaskaskia River.

Technical Site Metrics

State:	Illinois
County:	St. Clair
Municipalities:	New Athens
Total Acreage:	10,610
Total Industrial RBA:	0 sf
Average Industrial RBA:	0 sf
# of Properties:	0

RBA = Rentable Building Area

Industry and Economic Sectors

Employment figures for the Port Kaskaskia site area do not exist.

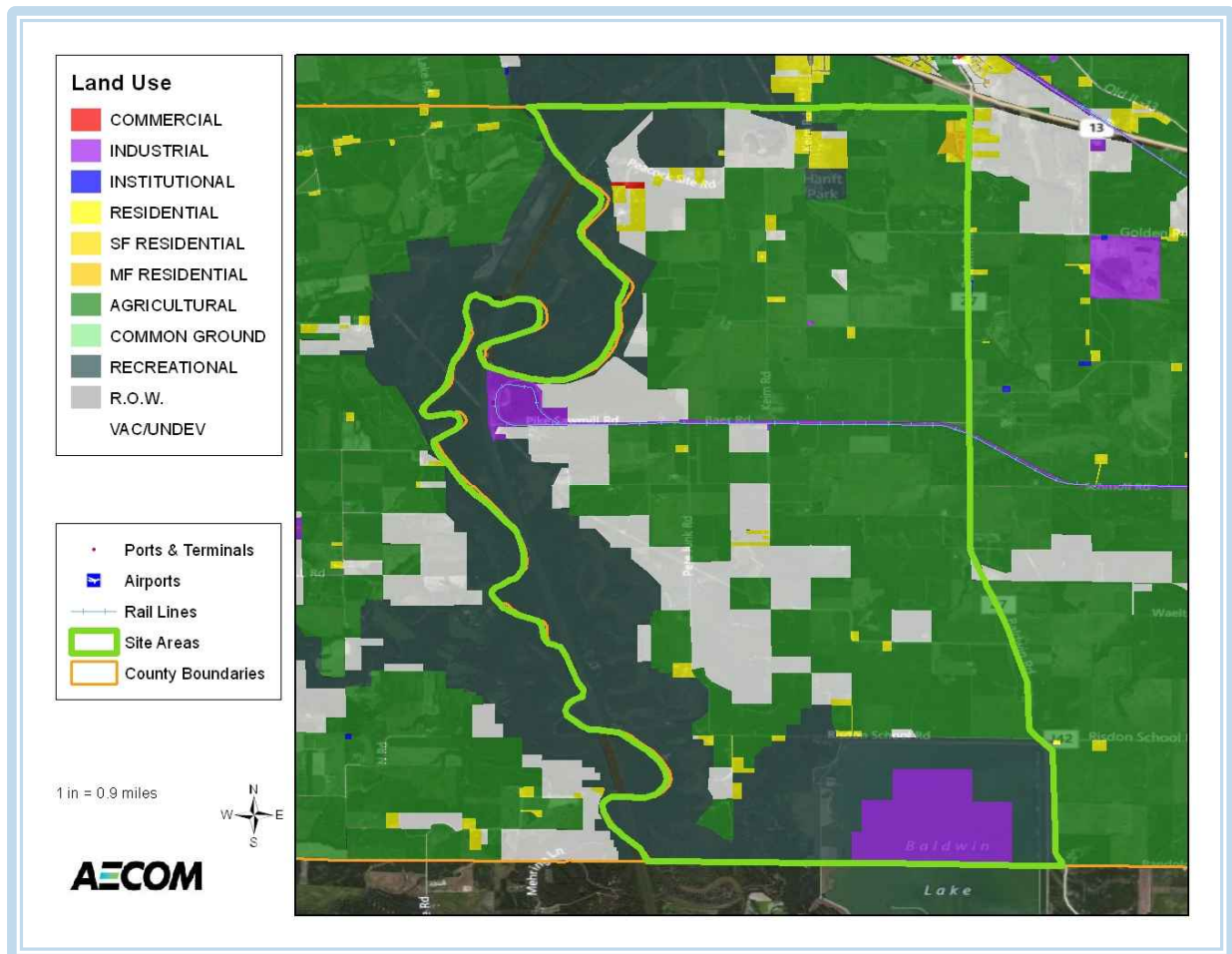
Key Employment Generators:

The Leadership Council Southwest Illinois reported 79,132 private sector jobs in St. Clair County in 2011, with a total of 114,029 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

Port Kaskaskia primarily contains agricultural land with some vacant/undeveloped land uses as well as recreational land uses along the Kaskaskia River. The port area and the rail spur that access the port are classified as industrial land uses as shown in the map below.

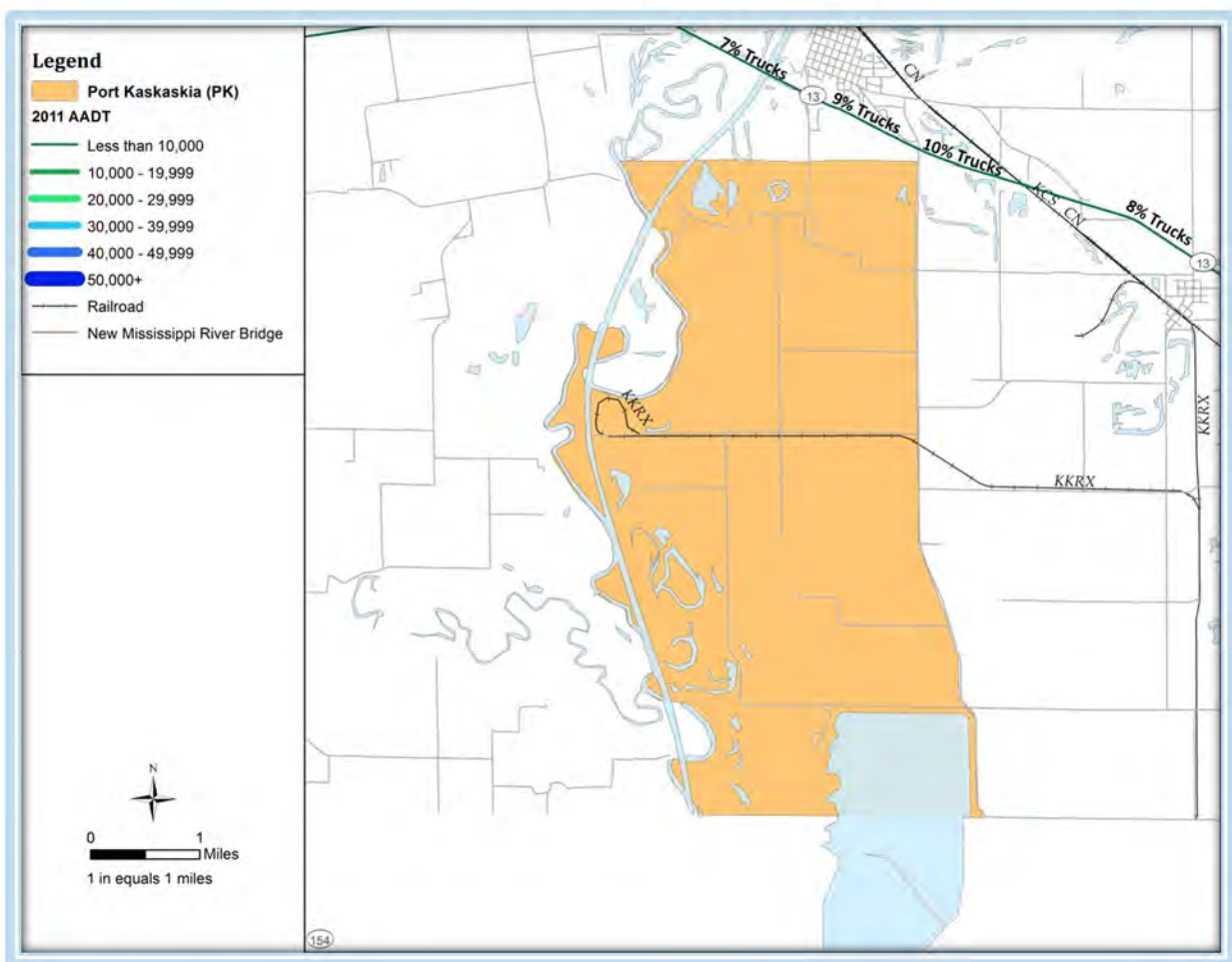


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

This site is located southeast of S.t Louis in New Athens, Illinois. It sits adjacent to the Kaskaskia River in St. Clair County. The major highway providing access to this site is IL 13 located on the north side of Port Kaskaskia. The closest Interstate to Port Kaskaskia is I-64, approximately 25 miles north near O'Fallon, Illinois. Port Kaskaskia is served by truck, rail, and barge as shown in the map below.

The map below shows total traffic volume for the major roadways adjacent to Port Kaskaskia by Average Annual Daily Traffic (AADT).



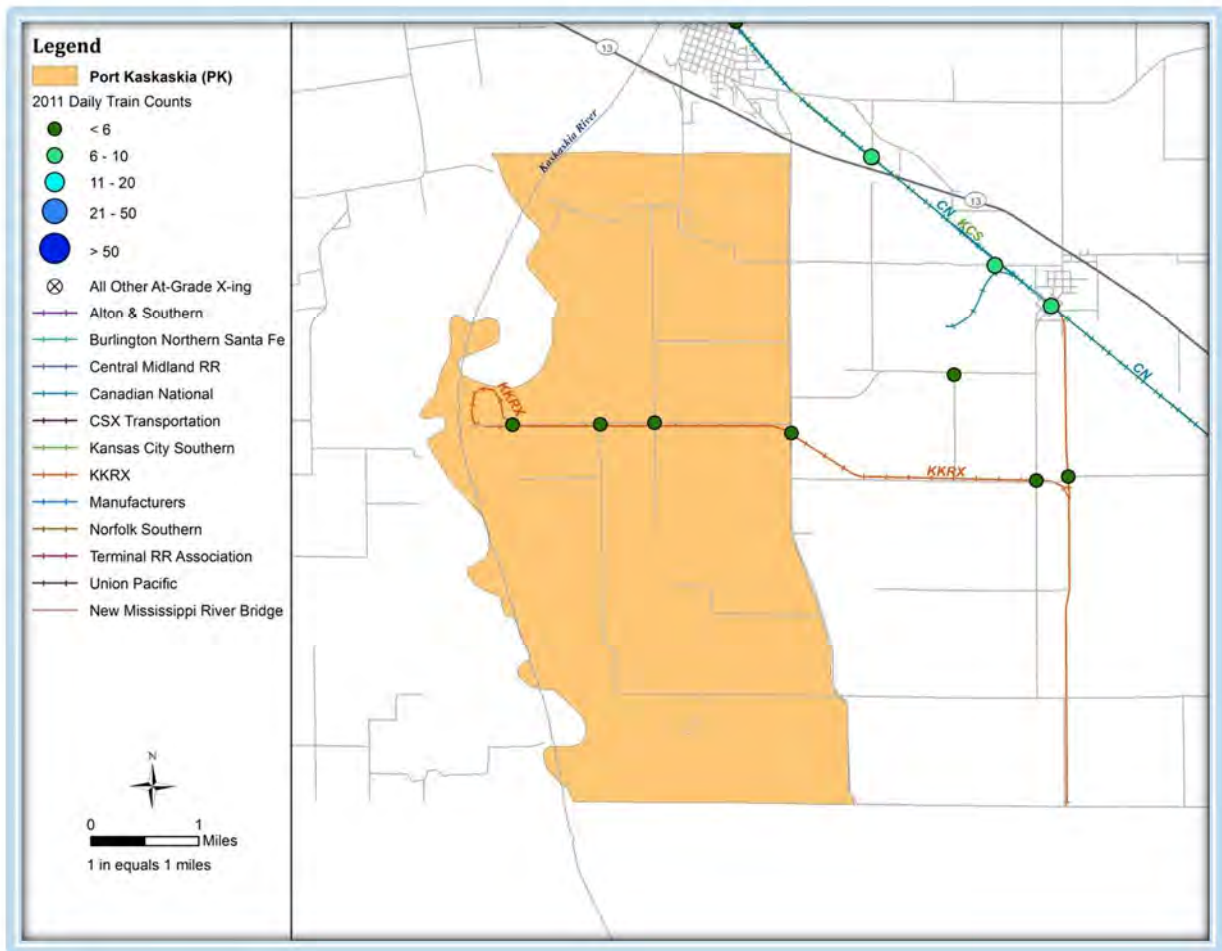
Traffic Volumes

The traffic volumes, specifically the number of trucks on IL 13, are fairly low with less than 500 trucks per day. No traffic volumes for other roadways in the area are available. The table below shows the truck volume and total AADT at two locations at the Port Kaskaskia site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (For more information see: <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)

	IL 13 west of intersection with Baldwin Rd (Co Rd 27)	IL 13 east of intersection with Baldwin Rd (Co Rd 27)
Total Trucks	480	415
MU	300	275
SU	180	140
Total AADT	5,600	4,100

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows daily train traffic. Rail lines at this site include, CN, formerly the Illinois Central, and a local industrial railroad, the Kaskaskis Port District Railroad. This rail line connects to an intermodal site at the Kaskaskia River. The UP may also be positioned to service industrial properties within the area, as well as the existing site on the Mississippi River. The Kaskaskia River joins the Mississippi River as far south as Ellis Grove, IL, in Fulton County, across from St. Genevieve, MO. Based on 2011 data from the Federal Rail Administration (FRA), there are fewer than 6 trains entering/exiting the Port Kaskaskia site on an average day.



Safety

Safety at Port Kaskaskia

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 4
- Number Highway Crashes involving trucks (2009 – 2011): 0
 - Fatalities: 0

Over a three-year period (2009 – 2011), there were zero (0) crashes involving trucks within the Port Kaskaskia site area.

Implications

- Obtain traffic count data for other local roads to have more information about trucks entering Port Kaskaskia.
- The area is expected to benefit from recent river dredging as well as its proximity to Illinois grain and coal shipments.
- Determine long term needs of the Kaskaskia Regional Port District for improvements and increased access for multi-modal opportunities.
- Changes in customers and bulk product type at one or more of the Port's and industrial facilities may have a significant impact on local traffic circulation.
- Support greater inclusion of the Port in the overall St. Louis Region.

Detailed Site Visit

LAND USE

FARM LAND

POWER PLANT AT SOUTH END OF BLADWIN LAKE

ROADS

MAJOR

BALDWIN RD

- RESIDENTIAL
- MEDIUM TRAFFIC (CARS AND LIGHT TRUCKS)
- TRAFFIC FROM BALDWIN TO NEW ATHENS
- HIGHWAY ACCESS TO RT. 13 AND 154
- COAL FOR POWER PLANT IS BROUGHT IN SOUTH OF STUDY AREA VIA RAIL AND LARGE TRUCK



ROAD CONDITIONS

BALDWIN RD

- GOOD (TAR AND CHIP)
- ASPHALT SOUTH OF STUDY AREA



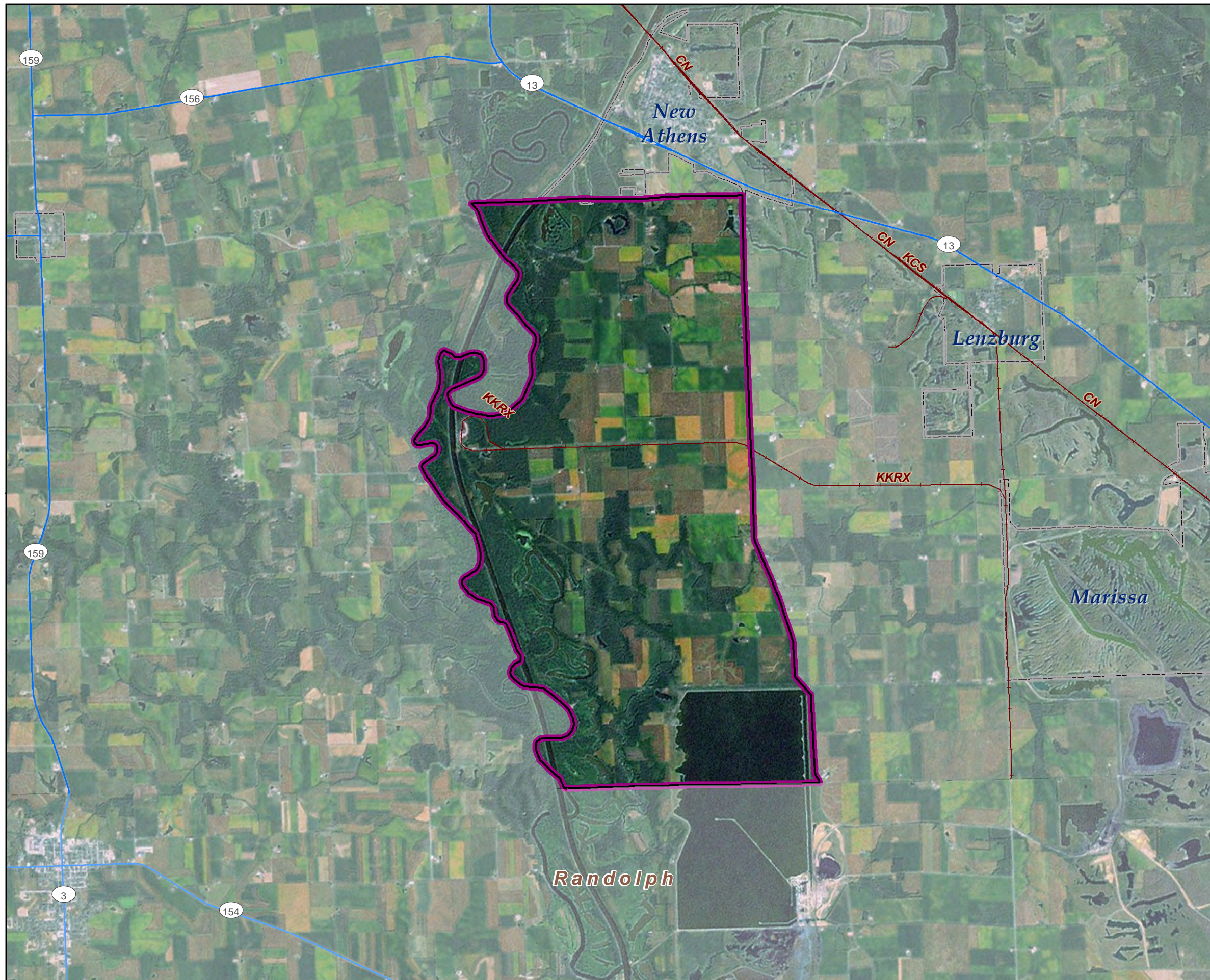
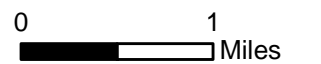
Port Kaskaskia (PK)

Site Characteristics

- N/A Goods Producing and Trade Jobs
- 0 Sq Ft of Industrial Rentable Building Area
- N/A Industrial Vacancy Rate
- 10,610 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Port Kaskaskia (PK)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Canadian National (CN)
- Kansas City Southern (KCS)
- KKRX
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Page 270 Quadrant (PQ)

General Description

The Page 270 Quadrant is generally bounded on the north by Midland Avenue and Dorsett Road, on the east by Lindbergh Boulevard, on the south by Schuetz Road and Villa Dorado Drive, and on the west by I-270. The site is dominated by industrial and commercial uses, with some residential uses lining the northern and southern borders.

Site Characterization

This large concentration of industrial and commercial uses is bounded to the east and west by two major highways: I-270 to the west and US-67/Lindbergh Boulevard to the east. Page Avenue, which splits the site, runs east-west and connects these two highways. The Page Avenue corridor is dotted with hotels, large office towers, and other various commercial and industrial buildings.

Technical Site Metrics

State:	Missouri
County:	St. Louis
Municipalities:	Maryland Heights
Total Acreage:	2,810
Total Industrial RBA:	12,767,700 sf
Average Industrial RBA:	39,300 sf
# of Properties:	325
Distribution:	8 (2%)
Manufacturing:	32 (10%)
Service:	5 (2%)
Truck Terminal:	-
Warehouse:	265 (82%)
Other:	15 (5%)

RBA = Rentable Building Area

Industry and Economic Sectors

The Page 270 Quadrant is a large employment area with jobs across a mix of industries. With a number of office buildings in the site area, management of companies and enterprises consumes the largest share of employment (21%). Wholesale trade (16%), administration and support (12%), and manufacturing (11%) also have a high employment share. There are a few other sectors within the site that employ well over 1,000 people.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	3	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	1,931	5.0%
Manufacturing	4,175	10.7%
Wholesale Trade	6,155	15.8%
Retail Trade	1,059	2.7%
Transportation and Warehousing	694	1.8%
Information	1,183	3.0%
Finance and Insurance	2,096	5.4%
Real Estate and Rental and Leasing	493	1.3%
Professional, Scientific, and Technical Services	2,750	7.1%
Management of Companies and Enterprises	8,116	20.9%
Administration & Support, Waste Management	4,755	12.2%
Educational Services	717	1.8%
Health Care and Social Assistance	2,000	5.1%
Arts, Entertainment, and Recreation	305	0.8%
Accommodation and Food Services	1,370	3.5%
Other Services (excluding Public Administration)	847	2.2%
Public Administration	233	0.6%
Total	38,882	

Source: OnTheMap, US Census

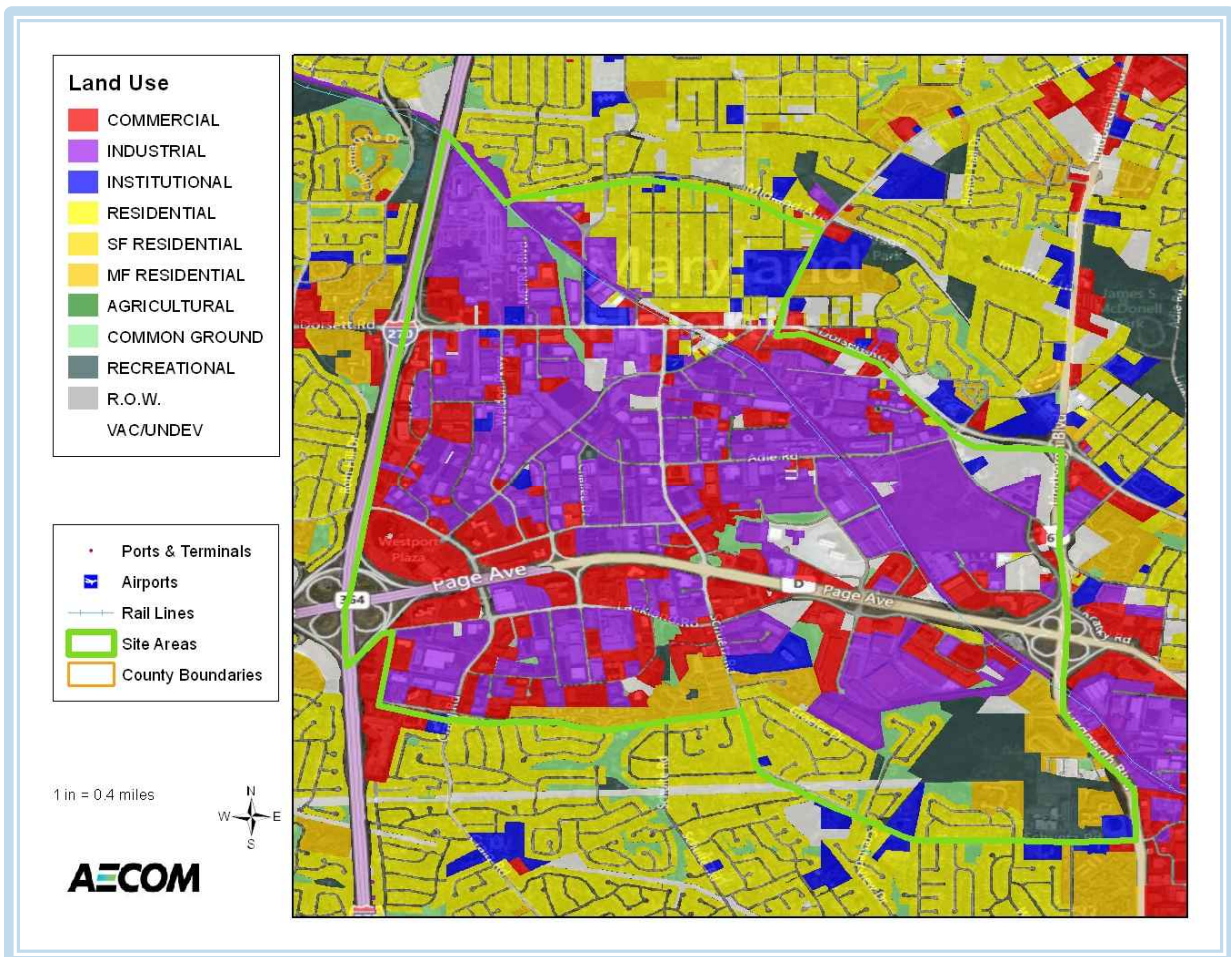
Key Employment Generators:

The Missouri Economic Research and Information Center reported 510,509 private sector jobs in St. Louis County in 2012, with a total of 564,387 jobs in the county in 2012. As of 2012, there are 27,029 private employers in St. Louis County with more than 2,000 firms in construction, wholesale trade, retail trade, professional and technical services, health care and social services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The Page 270 Quadrant represents a compact concentration of industrial and commercial land uses. Bordered by highways, multi-family residential uses, and pockets of institutional uses are large, single family residential areas located immediately north and south of the site. Commercial land use is located along the major roads, while the industrial areas are tucked into the interior of this site. Although the surrounding area is completely built up, there are a few vacant sites currently available within the Page 270 Quadrant. At the southern end of the site, along Villa Dorado Drive, there are a number of multi-family developments that provide a buffer between the commercial/industrial and single family residential uses. Also of note is the large park and forested area in the southeast corner of the site; although this land is undeveloped, it is unlikely to be available for expansion of the site.

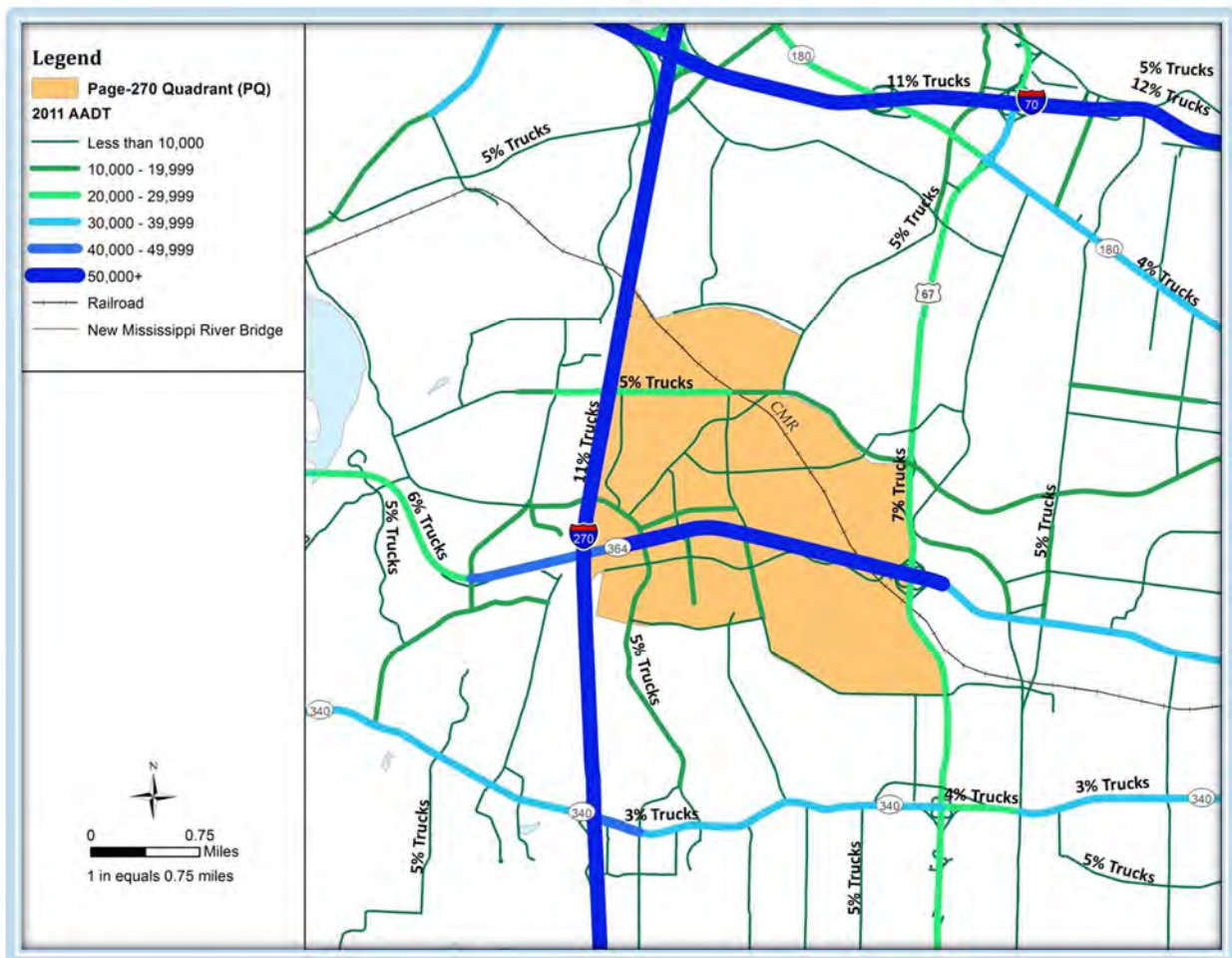


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

Located west of the St. Louis region, the Page 270 Quadrant site has direct access to I-270. Approximately 10 miles east of the Page 270 Quadrant site is the Lambert-St. Louis International Airport. By way of Interstate, this site has relatively easy access to I-55S, I-70W and I-44W. The proximity to these Interstates provides this site with links to western and southern cities such as Kansas City, Oklahoma City and New Orleans.

The map below shows total traffic volume for the major roadways within and adjacent to Page 270 Quadrant by Average Annual Daily Traffic (AADT).





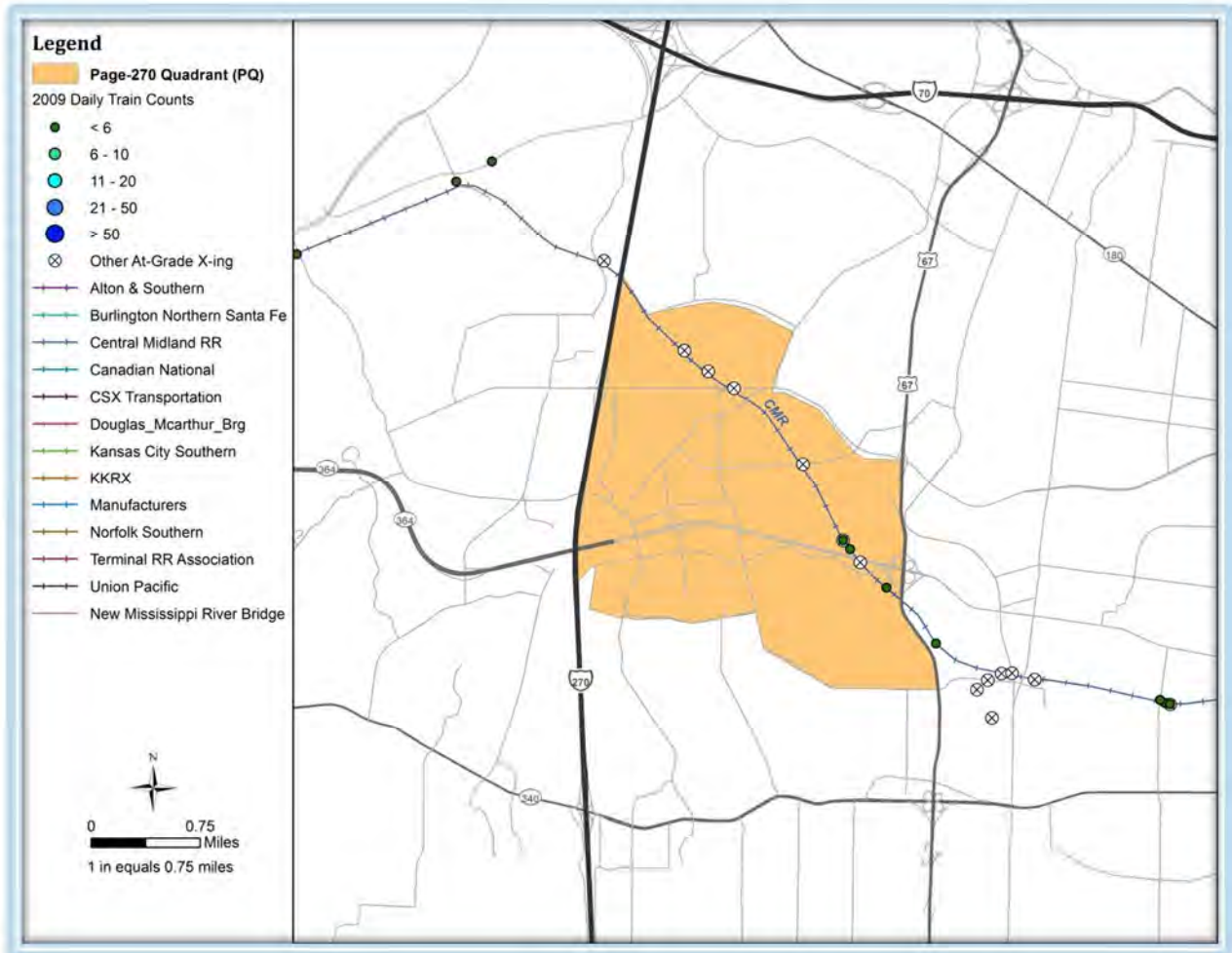
Traffic Volumes

The traffic volumes for multi-unit trucks are approximately 3,045 on an average weekday at the Dorsett Road exit from I-270. Volumes at the MO D exit (MO 364/Page Avenue) from I-270 could be higher based on the overall volumes; however, no traffic data for the ramps is available. The table below shows the major access points into the Page 270 Quadrant site by truck volume and total AADT. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-270 Exit to Dorsett Rd	US 67 Exit to Dorsett Rd	US 67 N to MO D West	US 67 S to MO D West	MO D West to US 67 S	MO D East to US 67 S	MO D West to US 67 N	MO D East to US 67 N
Total Trucks	3,590	380	205	145	100	180	115	145
MU	3,045	75	105	75	50	90	25	75
SU	545	310	100	70	50	90	90	70
Total AADT	18,640	7,485	3,950	2,810	1,870	3,445	2,245	2,790

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Only one railroad line, Central Midland Railroad (CMR) traverses this site. Data from the Federal Rail Administration (FRA) for 2012 were not available for the site. However, historical data for the past 10 years show that fewer than five (5) trains per day operated along the CMR line.



Safety

Safety at Page 270 Quadrant

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 4
- Number Highway Crashes involving trucks (2009 – 2011): 43
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 43 crashes involving trucks, which occurred within the Page 270 Quadrant site area. Crashes mainly occurred at weaving areas near interchanges on I-270, US 67 and MO D (MO 364/Page Avenue).

Implications

- The site has relatively easy access to I-55S, I-70W and I-44W. The proximity to these Interstates provides this site with links to western and southern cities such as Kansas City, Oklahoma City and New Orleans.
- Commercial land use is located along the major roads, while the industrial areas are tucked into the interior of this site.
- Although the surrounding area is completely built up, there are a few vacant sites currently available within the Page 270 Quadrant.
- Only one railroad line, Central Midland Railroad (CMR) traverses this site.
- The site has strong employment levels and employment density that is distributed between many industrial sectors.
- Obtain traffic volume data on ramps for I-270 and MO 364 interchange to get more information specifically on trucks entering the site.
- Perform additional crash analysis to determine if crashes occurring in weaving areas are related to roadway geometry and identify countermeasures.
- Utilize targeted infill and retention of businesses located in the Page 270 Quadrant, continuing to focus on expanding and adding small manufacturers.
- Consider modification of TAZ boundaries to remove residential development from these employment and business focused TAZs.

Detailed Site Visit

Land use:

Majority of the area is commercial and corporate
Small section industrial/manufacturing
Business parks

Major intersections

Page and Schuetz

Primarily asphalt, good to fair with rutting at traffic lights
Heavy flow
West bound access to Highway 270
East bound access to Lindbergh
North bound to light industrial and commercial
South bound access to residential and Westport Plaza

Dorsett and Warnen

Dorsett is concrete, Warnen is asphalt
Fair road conditions, minor cracking and some potholes
Heavy traffic from Conviden and other manufacturing plants
Majority of traffic is semis

Heavily traveled roads

Westport Plaza Drive/ Craig Road
Asphalt, good condition
Commercial



Page Avenue

Asphalt, good condition

Schuetz Road

Asphalt, good condition
Commercial, residential
Sherwin Williams, Cott Beverages (Vess)



Lackland

Asphalt, fair/good condition
Commercial



Addie Road

Concrete, good condition
Commercial, light industrial
2 at-grade railroad crossings



Progress Parkway

Asphalt, good condition
Commercial, light industrial
Coke bottling plant, Edward Jones



Fee Fee Road

Asphalt, great condition
Commercial, light industrial
2 schools



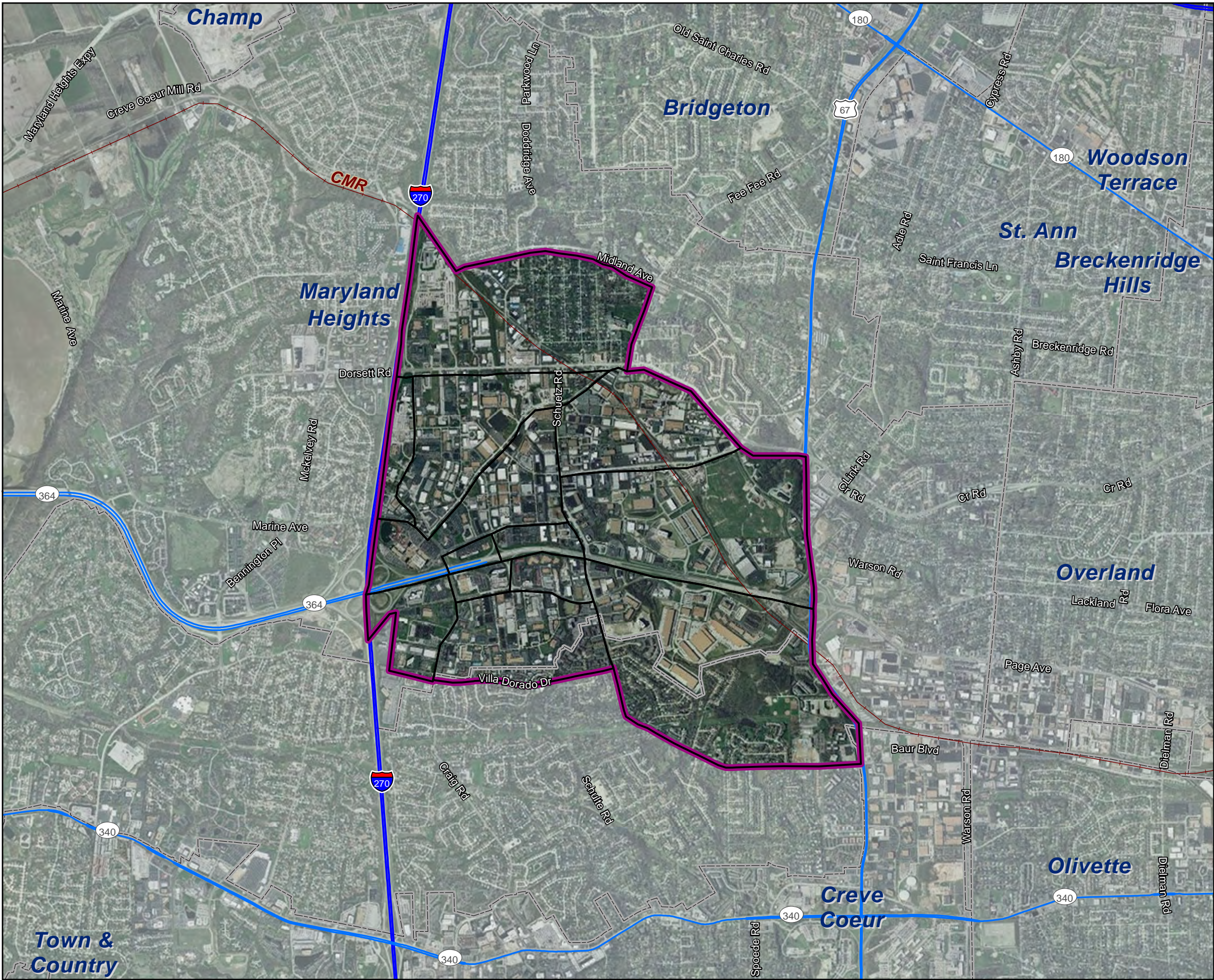
Warnen

Concrete/asphalt, good condition
Commercial, light industrial



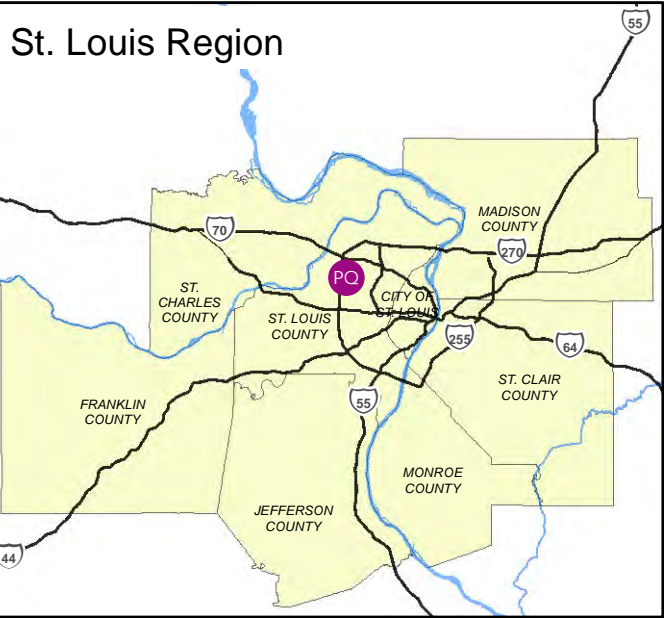
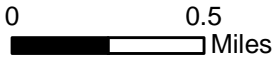
Site Characteristics

- 14,290 Goods Producing and Trade Jobs
- 12,767,700 Sq Ft of Industrial Rentable Building Area
- 10.3% Industrial Vacancy Rate
- 2,810 Acres of Total Area
- 1 Municipality Intersects the Site



Legend

- TAZ Boundary
- Page-270 Quadrant (PQ)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Route 3 North (TN)

General Description

The Route 3 North site area is a combination of America's Central Port and the surrounding industrial properties in the area, as well as the other infrastructure found in close proximity to the port such as the multiple rail tracks. A significant part of the area represents legacy and new industries east of IL 3, many of which are associated with the steel sector. A large portion of the site area is the Chain of Lakes Canal and the islands that make up the divider between the canal and the main portion of the Mississippi River. The site represents a key characteristic for the region, which is limited access across the Mississippi River and the impact that has on multiple pieces of transportation infrastructure passing the downtown area of the St. Louis region.

Site Characterization

Route 3 North is an industrial area with multiple rail infrastructure lines, the Chain of Lakes Canal, and the Mississippi River. America's Central Port is a privately-owned port within the Route 3 North site area.

America's Central Port

- Encompassing over 75 miles of shoreline on the banks of the Mississippi River and the Chain of Rocks Canal in southwestern Madison County, including Granite City, Madison and Venice.
- America's Central Port is located in Foreign Trade Zone #31, partnering with the Gateway Commerce Center in Edwardsville, IL.
- The port operates commercial warehouses, truck and rail facilities, harbor facilities, industrial plants, and office space.
- America's Central Port transfers upwards of 4 million tons of goods between river barges, railcars and trucks. Additionally, 80 million tons of goods are shipped past the port's harbor facility on the Chain of Rocks Canal.
- At the south end of the port's harbor is Lock and Dam #27, the last lock on the Mississippi River, allowing vessels to free-flow to the Port of New Orleans.



Technical Site Metrics

State:	Illinois
County:	Madison
Municipalities:	Granite City, Madison, Venice
Total Acreage:	13,230
Total Industrial RBA:	8,840,700 sf
Average Industrial RBA:	145,000 sf
# of Properties:	61
Distribution:	2 (3%)
Manufacturing:	14 (23%)
Service:	3 (5%)
Truck Terminal:	-
Warehouse:	39 (64%)
Other:	3 (5%)

RBA = Rentable Building Area

Industry and Economic Sectors

Manufacturing plays a key role in the employment of the Route 3 North site area, accounting for 31.5% of the area employment. Transportation and warehousing provides another 13.1%, and Construction 7.4%.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	3	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	10	0.2%
Construction	483	7.4%
Manufacturing	2,055	31.5%
Wholesale Trade	482	7.4%
Retail Trade	376	5.8%
Transportation and Warehousing	854	13.1%
Information	2	0.0%
Finance and Insurance	23	0.4%
Real Estate and Rental and Leasing	40	0.6%
Professional, Scientific, and Technical Services	170	2.6%
Management of Companies and Enterprises	3	0.0%
Administration & Support, Waste Management and Remediation	318	4.9%
Educational Services	347	5.3%
Health Care and Social Assistance	1,053	16.1%
Arts, Entertainment, and Recreation	26	0.4%
Accommodation and Food Services	185	2.8%
Other Services (excluding Public Administration)	71	1.1%
Public Administration	33	0.5%
Total	6,534	

Source: OntheMap, U.S. Census

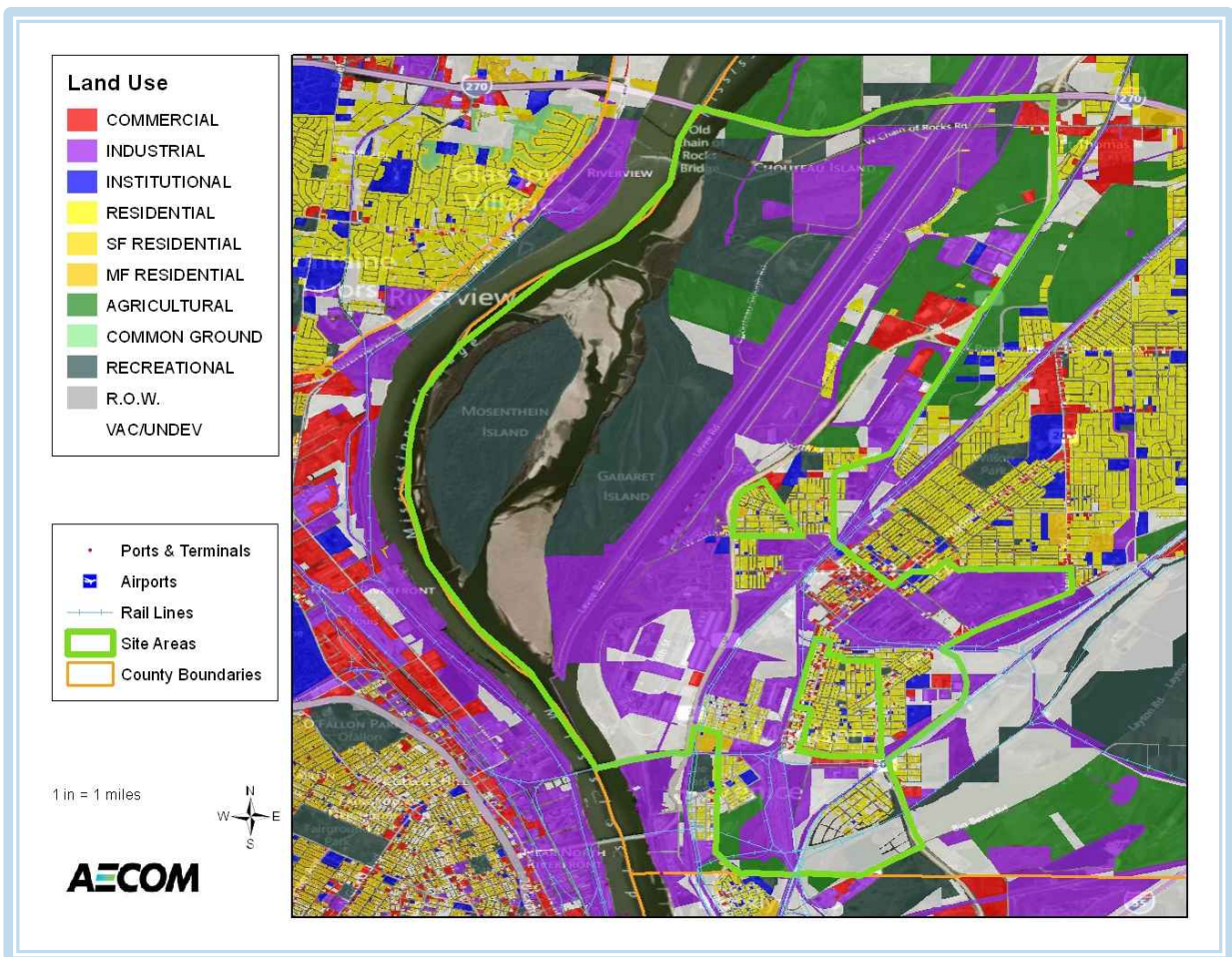
Key Employment Generators:

The Leadership Council Southwest Illinois reported 80,846 private sector jobs in Madison County in 2011, with a total of 125,637 jobs in the county in 2011. There are fourteen employers between Madison and St. Clair counties with greater than 1,000 employees each and an additional 23 employers with over 500 employees each (April 2012). The list includes firms that represent national and international marketplaces, e.g. Conoco Phillips Wood River Refining.

(<http://www.leadershipcouncilswil.com/employment-labor-force.html>)

Land Use

A large portion of the land use within the Route 3 North site area is industrial with agricultural, recreational and undeveloped land also making up significant portions of the site, particularly along the Mississippi River and the Chain of Lakes Canal. While there is some residential land use to the east of the site and within the site itself, measures were taken to exclude some specific areas that exhibit land use characteristics that do not meet the criteria of the analysis.

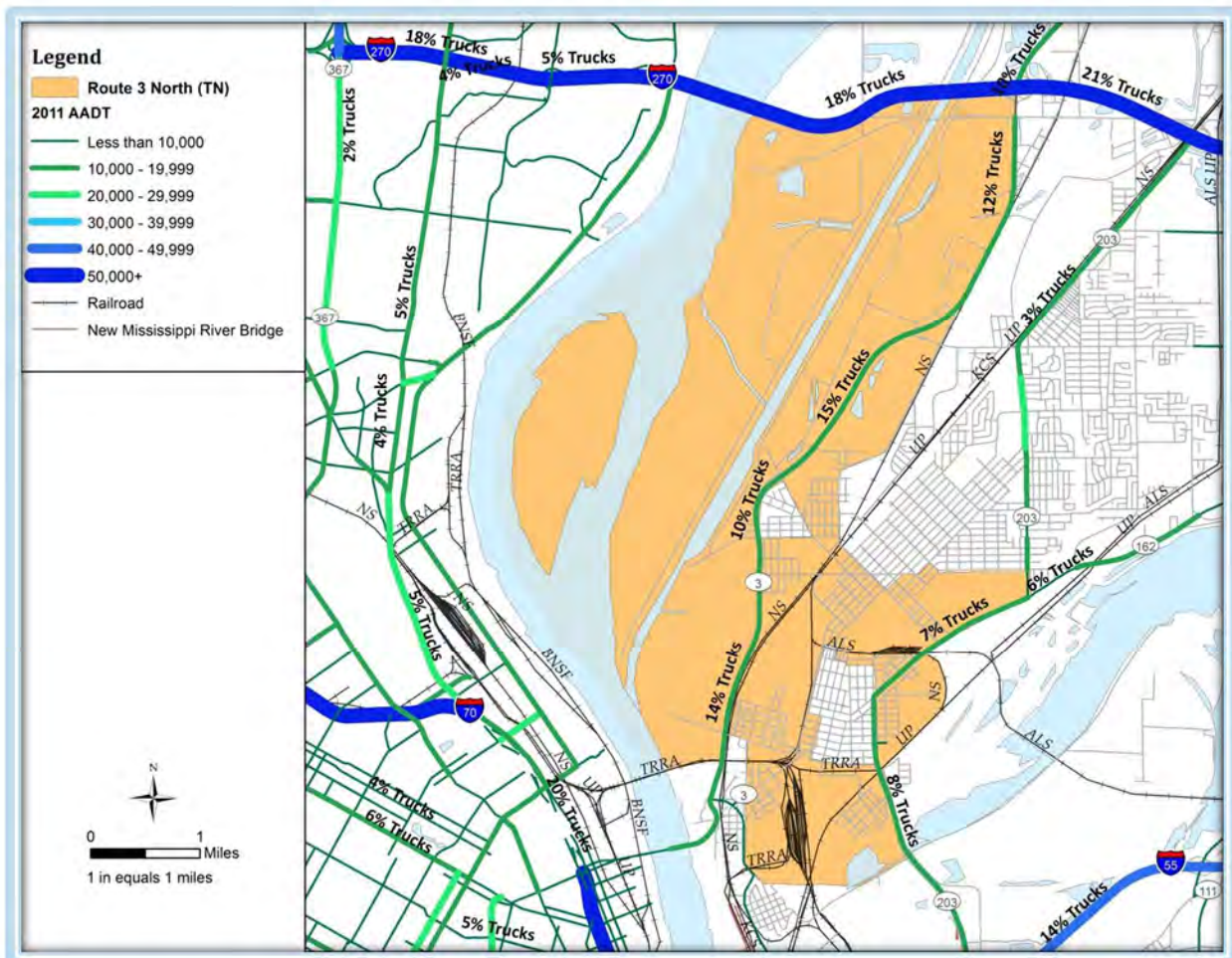


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

Located in the northeast quadrant of the St. Louis region, the Route 3 North site has direct access to I-270. The Route 3 North site is approximately four miles east of I-255 and 12 miles east of the intersection of I-270 and I-55. This site also has close access to I-70 in Missouri by crossing the McKinley Bridge. The proximity to these major Interstates as well as the Mississippi River provides this site with links in all directions, north, south, east and west.

Route 3 North is served by truck, rail, and barge as shown in the map below. The map below shows total traffic volume for the major roadways within and adjacent to Route 3 North by Average Annual Daily Traffic (AADT).





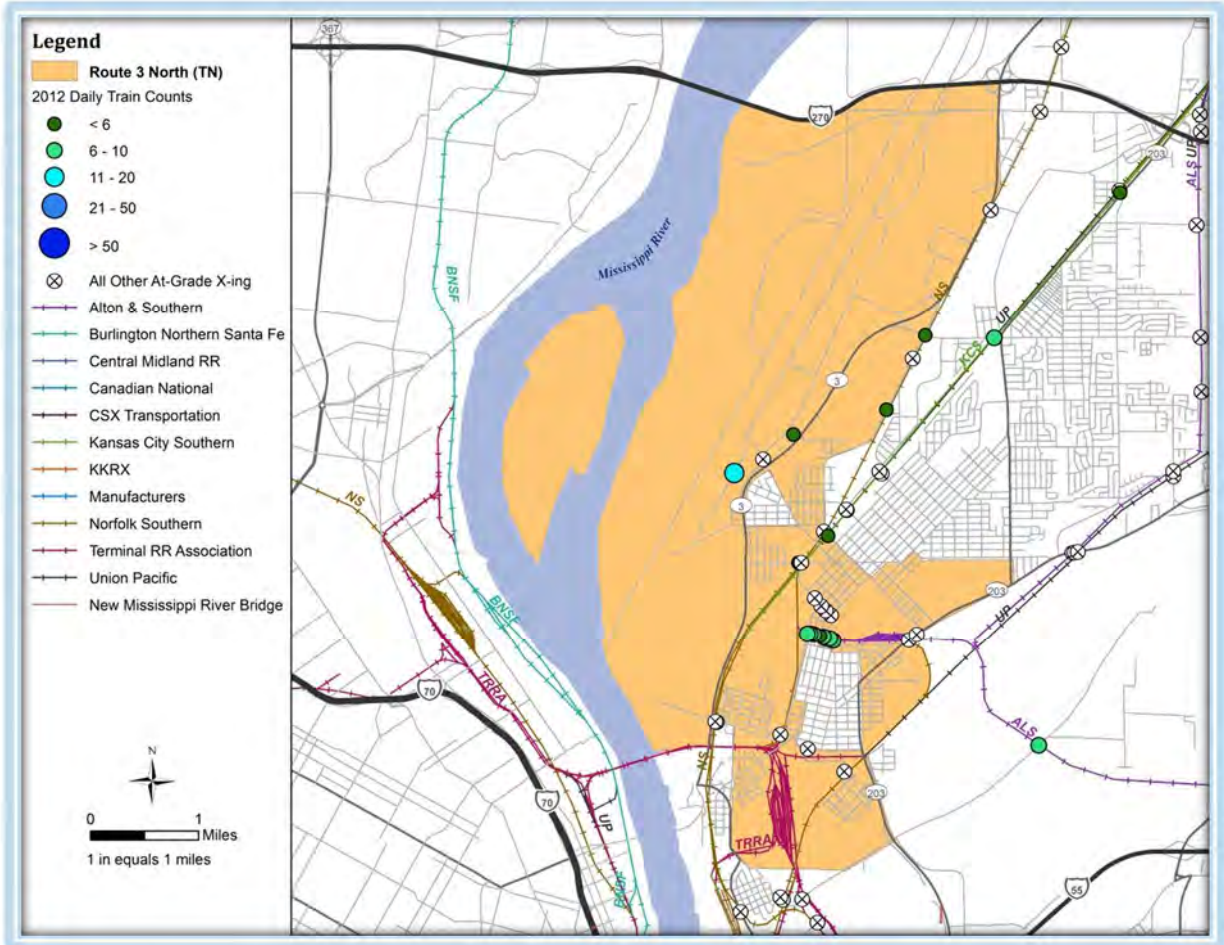
Traffic Volumes

The traffic volumes, specifically the number of daily trucks on IL 3 at Pontoon Road, vary from 1,100 to 1,500 multi-unit trucks. The highest truck volume is at I-270 and IL 3 with 10,650 total trucks per day. However, no traffic volumes for interchange ramps are available so determining the number of trucks entering Route 3 North is difficult. The table below shows the truck volume and total AADT at the top five (5) access points into the Route 3 North site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-270 & IL 3	IL 3 & W Pontoon Rd	IL 203 & South Edge of IL 3 North	IL 3 & Broadway	Edwardsville Rd (IL 203) & Nameoki Rd
Total Trucks	10,650	2,500	1,425	2,025	750
MU	9,200	1,550	775	1,000	275
SU	1,450	950	650	1,025	475
Total AADT	51,700	16,900	15,100	14,000	10,800

MU = Multi-unit trucks
SU = Single unit trucks

The map below shows average daily train traffic. Several rail lines cross this site, including Norfolk Southern (NS), Union Pacific (UP) and Alton & Southern (AS). Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 10 trains entering/exiting the Route 3 North site on an average day.



Safety

Safety at Route 3 North

- Number Rail/Roadway Crashes (2008 – 2012): 4
- Total Railroad At-Grade Crossings: 22
- Number Highway Crashes involving trucks (2009 – 2011): 78
 - Fatal Truck Crashes: 3

Over a three-year period (2009 – 2011), there were 78 crashes involving trucks, which occurred within the Route 3 North site area.

Implications

- Given the infrastructure and geographic constraints placed upon the area, small targeted development could be possible for parcels west of IL 3 and more generally north of Pontoon Road.
- Evaluate highway-railroad at-grade crossings to improve safety and reduce the number of crashes.
- Obtain traffic count data at ramps to have more information about trucks entering IL 3 North.
- Review the traffic volumes on the McKinley Bridge to help reconcile the difference in volumes between the Missouri traffic data and the Illinois traffic data.
- Determine long term needs of America's Central Port for improvements and increased access for multi-modal opportunities.

Detailed Site Visit

Roads

St. Thomas Road

Concrete, very good condition
Commercial



Northgate Industrial Drive

Concrete, very good condition
Light and heavy industrial



Industrial Drive

Concrete, very good condition
Light and heavy industrial

Central Industrial Drive

Concrete, very good condition
Light and heavy industry
The trucks enter this industrial park from
Route 3.

Chouteau Island

Farmland and a park



Missouri Avenue

Asphalt, needs work
Part of road is used for a truck route to
access
light industry in the area
The End of the truck route is residential



Konzen Court

Concrete, good condition, could use
some slab replacement in some places
Light industrial and commercial



St. Louis Avenue

Asphalt, good condition
Heavy industrial and some residential

Walnut Street
Asphalt, good condition
Heavy industrial and residential



Niedringhaus Avenue
Asphalt, good condition
Heavy industrial and residential



East 20th Street
Asphalt, good condition
Heavy industrial



West 22nd Street
Concrete, needs work
Light and heavy industrial and residential



Madison Avenue
Asphalt, good condition
Light and heavy industrial and some residential

16th Street
Asphalt, good condition
Light and heavy industrial

Monroe Street
Asphalt, good condition
Light and heavy industrial

Century Drive
Concrete, very good condition
Light and heavy industrial



Fox Industrial
Asphalt, in need of work
Light industrial



Access Road
Asphalt, needs work



E Street
Asphalt, needs work



West 1st Street
Asphalt, needs work



D Street
Asphalt, needs work
Waste water treatment plant



C Street
Asphalt, needs work

B Street
Asphalt, needs work

West 3rd Street
Asphalt, good condition

Niedringhaus Avenue
Asphalt, good condition
Bissell Rd. to Niedringhaus Ave. west of
Route 3 is within America's Central Port. The
entire area is heavy and light industrial with
commercial and residential.

Rock Road

Asphalt and concrete, good condition
Light and heavy industrial with commercial
and residential
Truck route through the area



Nameoki Road

Asphalt, good condition
Commercial and residential

Route 203

Asphalt, good condition
Light and heavy industrial with commercial
and some residential



Race Street

Asphalt, good condition
Light industrial



Broadway

Asphalt, good condition
Heavy industrial, train yard



Bissell Street

Concrete, very good condition
Light and heavy industrial and commercial
This area is part of America's Central Port



Sippy Road

Asphalt, good condition
Light industrial

Kohl

Asphalt, good condition
Light industrial



Eagle Park Road

Asphalt, good condition
Light industrial



Bend Road

Asphalt, part of it is in good condition
Could use some work at the south end of the
rail yard
Light industrial and commercial



16th Street

Concrete, very good condition
Heavy industrial
Road is a truck route

Cleveland Boulevard

Concrete, very good condition
Commercial and residential
Truck route

19th Street

Concrete, very good condition
Light and heavy industrial
Truck route



Truck Routes

Truck route from Route 203 to Route 3, Route 203 to
20th Str. to Madison Ave. to 16th Str. to Cleveland
Blvd. to 19th Str. to Rock Rd. to Route 3.

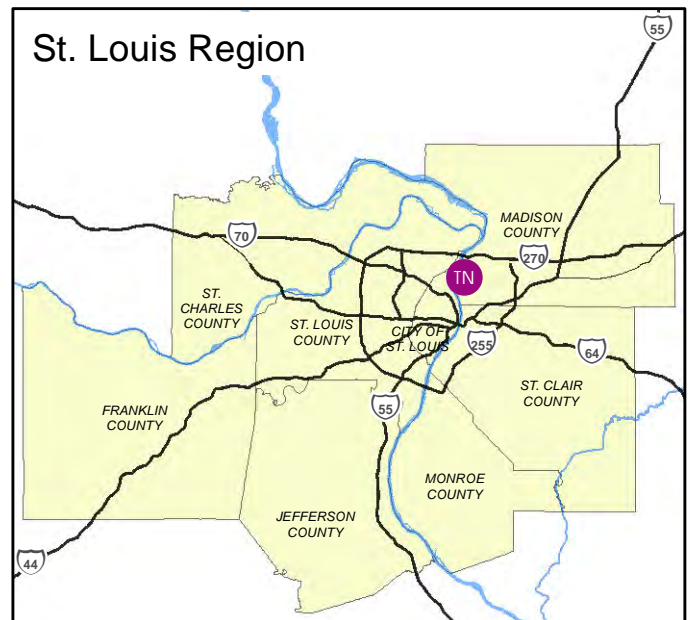
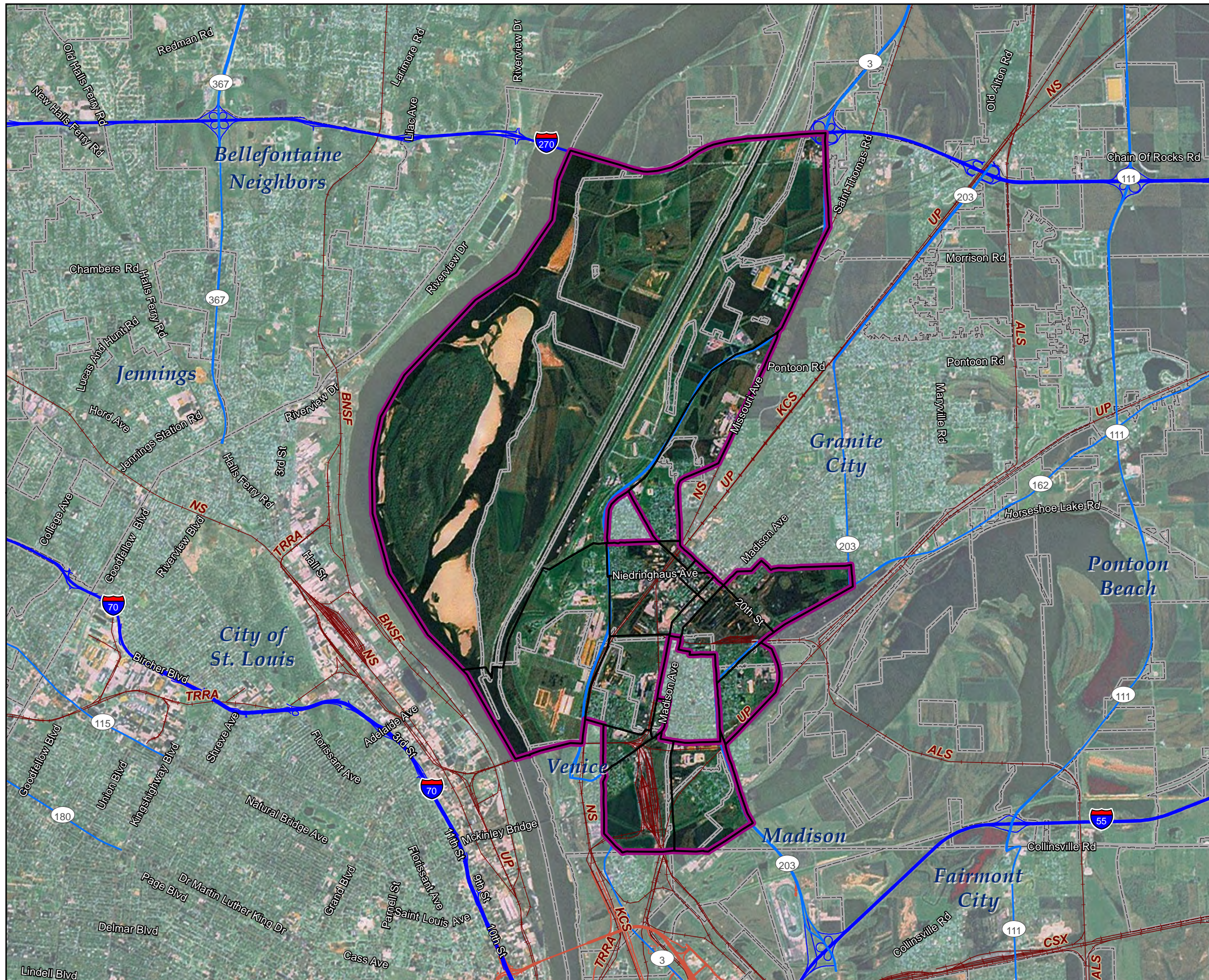
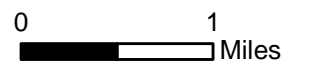
Route 3 North (TN)

Site Characteristics

- 4,320 Goods Producing and Trade Jobs
- 8,840,700 Sq Ft of Industrial Rentable Building Area
- 4.4% Industrial Vacancy Rate
- 13,230 Acres of Total Area
- 3 Municipalities Intersect the Site

Legend

- TAZ Boundary
- Route 3 North (TN)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Burlington Northern Santa Fe (BNSF)
- CSX Transportation (CSX)
- Kansas City Southern (KCS)
- Norfolk Southern (NS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: Vandeventer Chouteau (VC)

General Description

Vandeventer Chouteau is an irregularly-shaped site located west of downtown St. Louis. It essentially follows a corridor along I-64, moving west from Truman Parkway/South 18th Street almost until reaching South Kingshighway Boulevard. It is mostly bound by Park Avenue to the south and Forest Park Avenue to the north. A few east-west railroad lines travel through the site.

Site Characterization

Located in the city, this site is surrounded by very dense mid-rise multi-family and tightly packed single family housing as well as numerous commercial properties. For reference, Union Station is located just northeast of the site while St. Louis University (both the main and medical campuses) is near the middle of the site, with campuses both north and south of I-64 extending from Grand Boulevard.

Technical Site Metrics

State:	Missouri
County:	St. Louis City
Municipalities:	St. Louis
Total Acreage:	1,540
Total Industrial RBA:	12,003,300 sf
Average Industrial RBA:	45,500 sf
# of Properties:	264
Distribution:	3 (1%)
Manufacturing:	46 (17%)
Service:	11 (4%)
Truck Terminal:	3 (1%)
Warehouse:	193 (73%)
Other:	8 (3%)

RBA = Rentable Building Area

Industry and Economic Sectors

Employment is evenly divided across a number of different sectors within the Vandeventer Chouteau site area. A group of large office buildings (including Wells Fargo and Ameren) are located on eastern edge of the site and contribute to the management of companies and enterprises and administration and support sectors representing nearly 30% percent of total employment in this area. The manufacturing (11%), wholesale trade (9%), and health care (9%) sectors are also well-represented.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	4	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	21	0.1%
Construction	1,045	6.5%
Manufacturing	1,734	10.8%
Wholesale Trade	1,462	9.1%
Retail Trade	864	5.4%
Transportation and Warehousing	1,145	7.1%
Information	343	2.1%
Finance and Insurance	363	2.3%
Real Estate and Rental and Leasing	337	2.1%
Professional, Scientific, and Technical Services	643	4.0%
Management of Companies and Enterprises	2,805	17.4%
Administration & Support, Waste Management	1,951	12.1%
Educational Services	138	0.9%
Health Care and Social Assistance	1,448	9.0%
Arts, Entertainment, and Recreation	16	0.1%
Accommodation and Food Services	718	4.5%
Other Services (excluding Public Administration)	824	5.1%
Public Administration	258	1.6%
Total	16,119	

Source: OnTheMap, US Census

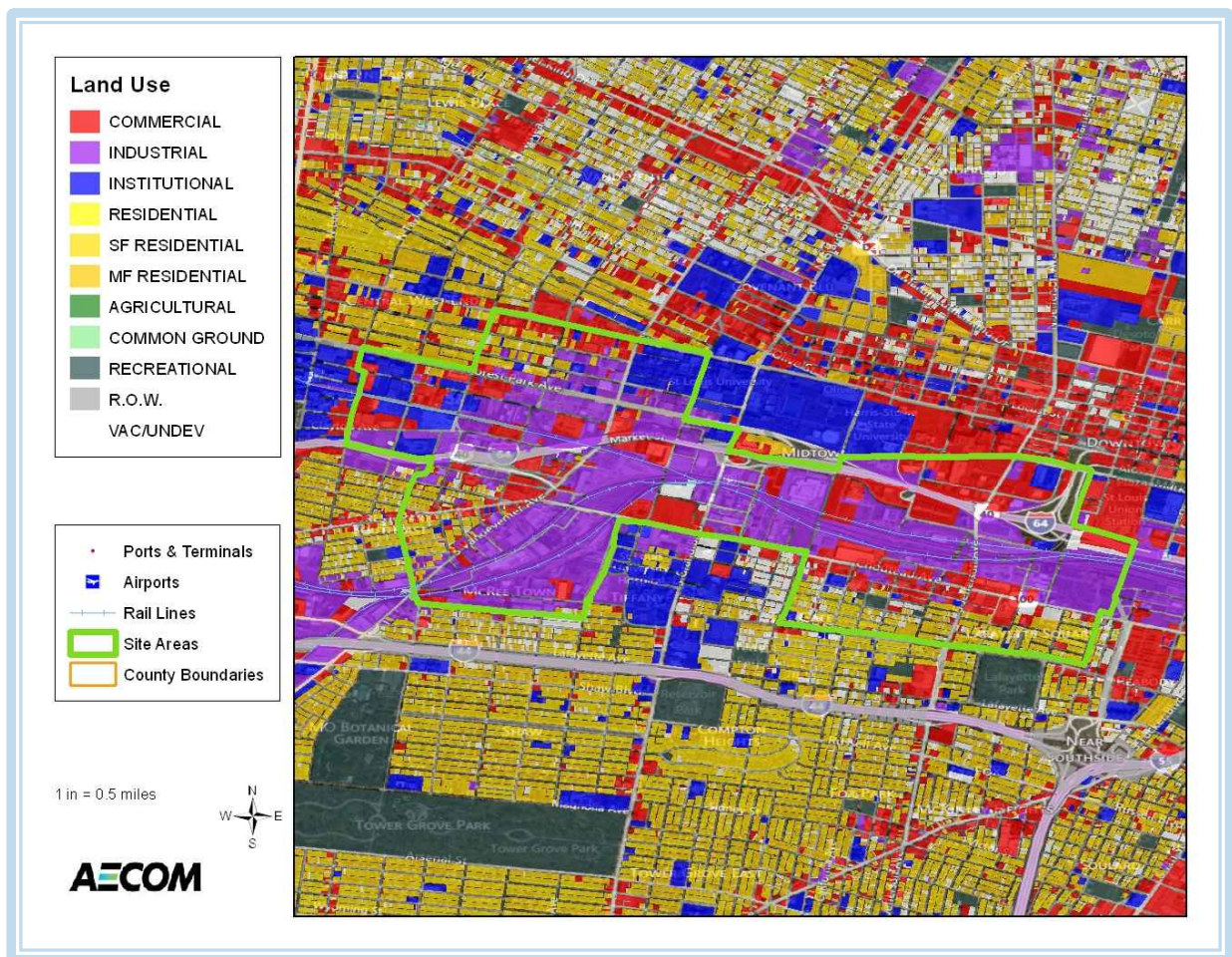
Key Employment Generators:

The Missouri Economic Research and Information Center reported 185,148 private sector jobs in St. Louis City in 2012, with a total of 216,505 jobs in the city in 2012. As of 2012, there are 8,266 private employers in St. Louis City with more than 500 firms in wholesale trade, retail trade, professional and technical services, health care and social services, accommodation and food services, and other services. Additionally, the St. Louis region is home to nine Fortune 500 companies, including firms that represent national and international marketplaces, e.g. Express Scripts, Emerson Electric, Monsanto, Peabody Energy, and Graybar Electric.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The wide corridor of railroad tracks that run east-west through the Vandeventer Chouteau site is lined with industrial properties. Adjacent to the industrial sites, to the north and south, are a number of commercial sites. Beyond the commercial areas (and St. Louis University) are a host of single family and multi-family residential areas. Most commercial sites are located along a major street, such as Chouteau and Lindell, helping buffer the residential areas from the railroads and industrial properties. In essence, the different land use categories form bands extending out from the main industrial artery along the railroad tracks. There are very few vacant properties located within the boundaries of this site.



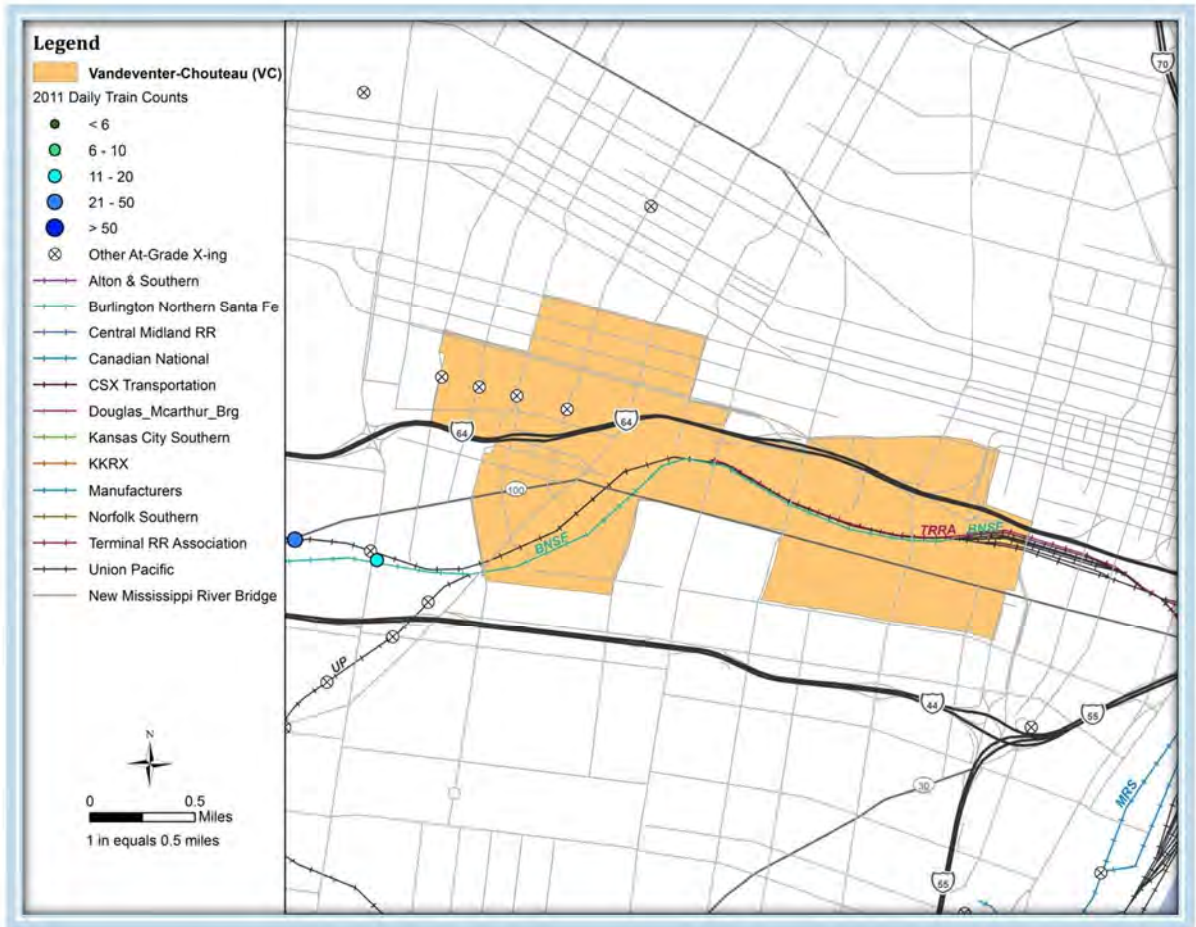
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 273 to nearly 10,500 at major interchanges and access points to the Vandeventer Chouteau site, including I-64 interchanges, I-64, I-44, Forest Park Avenue, and Grand Boulevard. The table below shows the truck volume and total AADT for the major interchanges and access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	I-64/Forest Park Ave/ Grand Blvd/ Market St Interchange	I-64/ Jefferson Ave Interchange	Forest Park Ave from Vandeventer to Grand Blvd	Grand Blvd from Choteau to I-64	I-44 between S Grand Ave & Jefferson Ave	I-64 between Busch Stadium & Market St
Total Trucks	10,010	4,490	1,595	1,415	15,230	13,550
MU	8,400	3,810	310	275	9,630	10,500
SU	1,610	680	1,285	1,140	5,600	3,050
Total AADT	56,885	23,345	31,370	27,860	137,215	89,040

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the UP, BNSF and TRRA. Based on 2011 data from the Federal Rail Administration (FRA), there are approximately 20 to 50 daily trains passing through the Vandeventer - Chouteau site area. The corridor tracks may be used for setting up trains to leave the region by making use of the more than three miles of straight and long curve trackage.



Safety

Safety at Vandeventer Chouteau

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 4
- Number Highway Crashes involving trucks (2009 – 2012): 63
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 63 crashes involving trucks, which occurred within the Vandeventer Chouteau site area.

Implications

- The Missouri Department of Transportation (MoDOT) and Terminal Railroad Association (TRRA) are evaluating rail capacity improvements for this area.
- The Great Rivers Greenway has plans for a larger greenway through a portion of this area.
- Although there are very few vacant properties located within the boundaries of this site, there is a considerable amount of land that is under-utilized.
- The mix of local and collector streets may make access to arterial roadways and interstate roadways a logistical challenge at times.
- The large number of industrial sites is indicative of supply chains that change over time, indicating the need to track transportation performance metrics.
- The City of St. Louis and St. Louis Development Corporation (SLDC) can lead industrial development efforts.
- Proximity to redevelopment areas including CORTEX.

Detailed Site Visit

Land Use:

Midrange Industrial
Commercial and Retail
University and Schools (Public and Private)
Residential
Hospitals

Major Roads in Area:

Interstate 64

Chouteau

Asphalt, good shape

Main East/West thoroughfare 120' wide



Vandeventer

Asphalt, fair to poor

Main North/South thoroughfare from I-64 to I-44



Forest Park Parkway

Moderate to fair conditions

Mid level of freight use, mostly to access interstate

Jefferson

Heavy use for North/South

Bridge out for replacement, not typical traffic

Sarah

Asphalt, fair to poor

Residential area

Light use North/South from Market to Vandeventer

Park

Asphalt, good to poor shape

Mostly residential, some industrial on west end



Compton

Light use North/South between Chouteau and Forest Park Parkway/Market

Market

Asphalt, poor

Light use East/West from Vandeventer to Compton and Jefferson

Spruce

Asphalt, fair to poor

Light us North/South from Market to Vandeventer

Residential

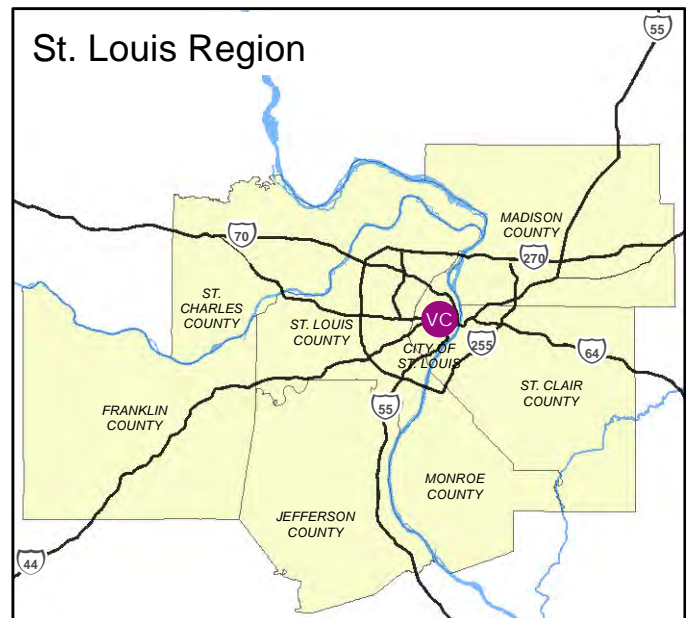
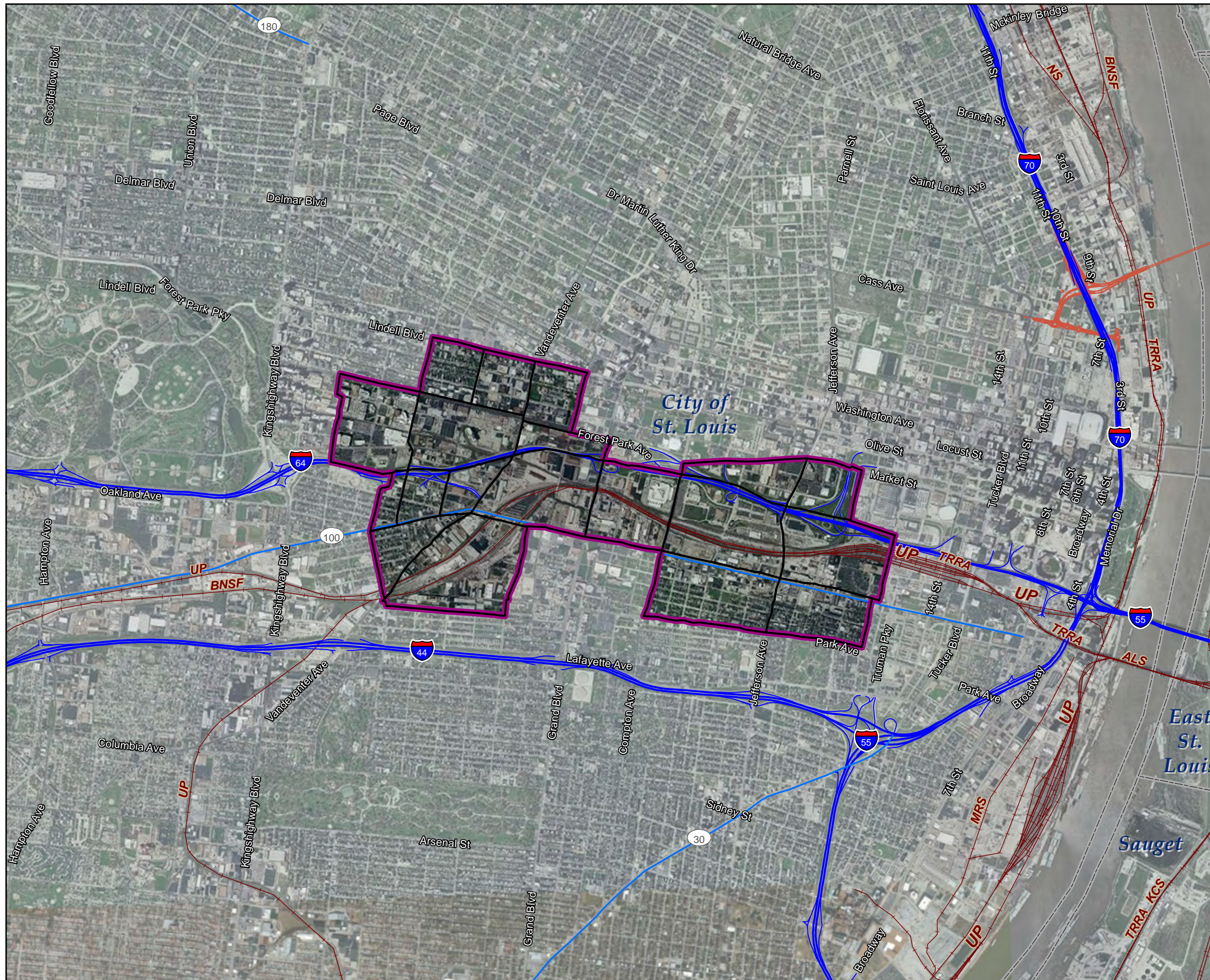
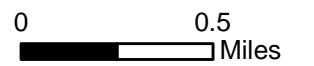
Vandeventer-Chouteau (VC)

Site Characteristics

- 6,460 Goods Producing and Trade Jobs
- 12,003,300 Sq Ft of Industrial Rentable Building Area
- 12.2% Industrial Vacancy Rate
- 1,540 Acres of Total Area
- 1 Municipality Intersects the Site

Legend

- TAZ Boundary
- Vandeventer-Chouteau (VC)
- Interstate
- US and State Routes
- New Mississippi River Bridge
- Alton & Southern (ALS)
- Burlington Northern Santa Fe (BNSF)
- Kansas City Southern (KCS)
- Manufacturers Railway (MRS)
- Terminal Railroad Association (TRRA)
- Union Pacific (UP)
- Municipal Boundary





June 28, 2013

To: East West Gateway Council of Governments

From: AECOM Technical Services Inc.

Re: Site Discussion: West 70 - Arrowhead (WA)

General Description

The West 70 - Arrowhead site lies north of Mexico Road, east of Belleau Creek Road and TR Hughes Boulevard, south of Tom Ginnever Avenue, and generally west of MO 79 and Salt Lick Road. It contains a concentrated group of commercial and industrial buildings surrounded by large residential subdivisions.

Site Characterization

Most of the commercial and industrial buildings are concentrated around I-70 and the rail line that runs parallel to the Interstate (just to the north). The majority of properties north of I-70 are easily able to access the Interstate via TR Hughes Boulevard or MO 79, while a service road south of I-70 provides a link to the industrial center and a number of commercial properties. The MO 79 interchanges at Salt River Road and East Terra Lane provide additional access. Within a square mile area on the eastern half of the site, there is a mix of distribution centers, small and medium-sized commercial and office buildings, and both light and heavy manufacturing operations.

Technical Site Metrics

State:	Missouri
County:	St. Charles
Municipalities:	St Peters, O'Fallon
Total Acreage:	2,250
Total Industrial RBA:	6,500,700 sf
Average Industrial RBA:	81,300 sf
# of Properties:	80
Distribution:	7 (9%)
Manufacturing:	14 (18%)
Service:	3 (4%)
Truck Terminal:	-
Warehouse:	53 (66%)
Other:	3 (4%)

RBA = Rentable Building Area



Industry and Economic Sectors

The West 70 - Arrowhead site, in terms of employment, is clearly dominated by the manufacturing sector. In fact, over half (54%) of the jobs in this area are dedicated to manufacturing, as more than 3,400 people are employed in this sector. Transportation and warehousing, educational services, and wholesale trade (combined) account for another 24% of total employment.

	Emp	Share
Agriculture, Forestry, Fishing and Hunting	3	0.0%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%
Utilities	0	0.0%
Construction	307	4.9%
Manufacturing	3,434	54.4%
Wholesale Trade	364	5.8%
Retail Trade	244	3.9%
Transportation and Warehousing	610	9.7%
Information	9	0.1%
Finance and Insurance	126	2.0%
Real Estate and Rental and Leasing	40	0.6%
Professional, Scientific, and Technical Services	15	0.2%
Management of Companies and Enterprises	98	1.6%
Administration & Support, Waste Management	221	3.5%
Educational Services	520	8.2%
Health Care and Social Assistance	174	2.8%
Arts, Entertainment, and Recreation	9	0.1%
Accommodation and Food Services	14	0.2%
Other Services (excluding Public Administration)	115	1.8%
Public Administration	7	0.1%
Total	6,311	

Source: OnTheMap, US Census

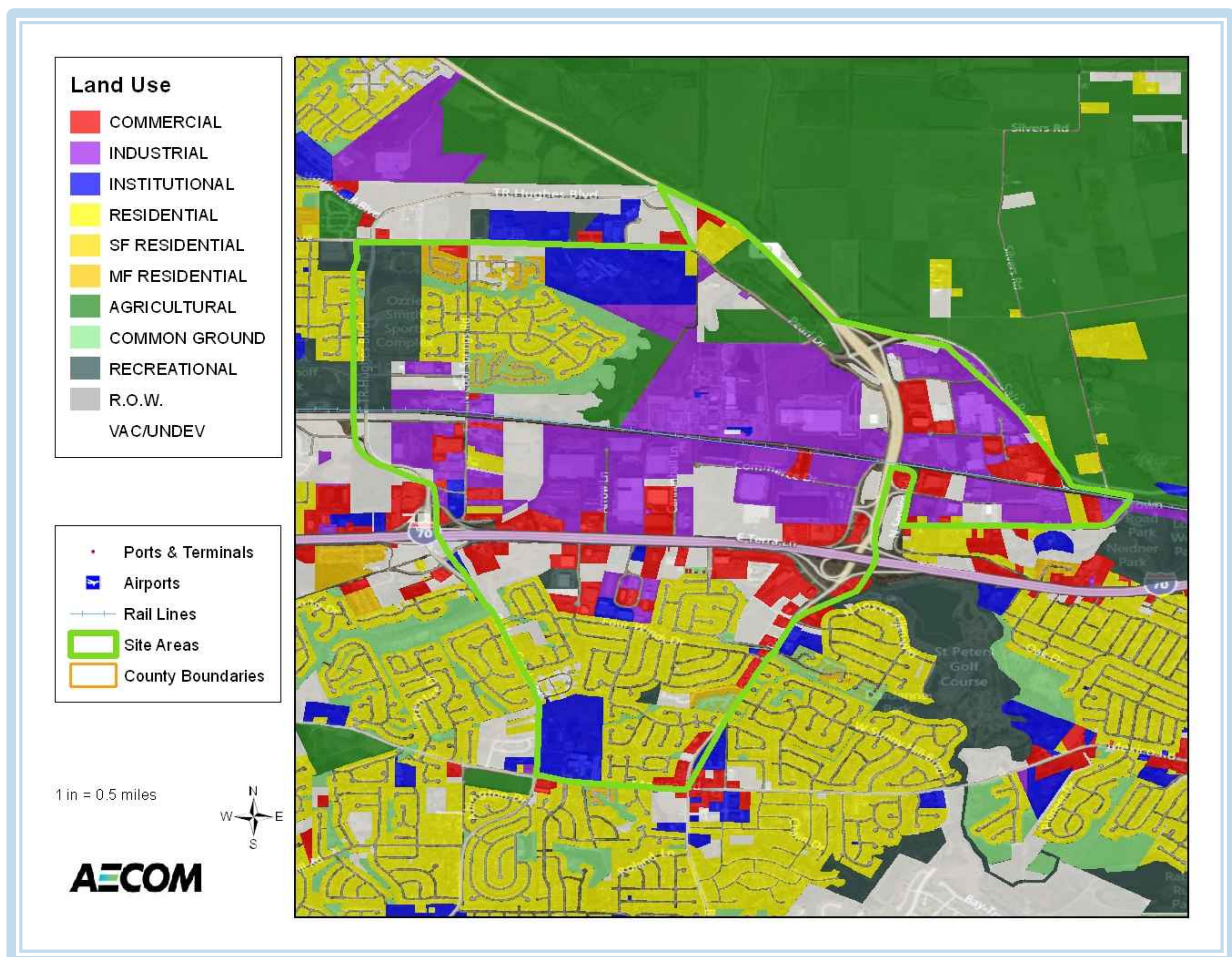
Key Employment Generators:

The Missouri Economic Research and Information Center reported 110,019 private sector jobs in St. Charles County in 2012, with a total of 125,097 jobs in the county in 2012. As of 2012, there are 7,038 private employers in St. Charles County with more than 500 firms in construction, wholesale trade, retail trade, professional and technical services, administrative and waste services, health care and social assistance, accommodation and food service, and other services. Additionally, the county is home to the GM Assembly Plant in Wentzville. The facility employs approximately 1,199 employees.

(<http://www.missourieconomy.org/index.stm>)

Land Use

The West 70 - Arrowhead site includes a mix of different land uses. For the most part, industrial uses are concentrated along the railroad, while commercial uses are located along the Interstate. The site is full of single family residential developments in the southern section, preventing further development to the south. A few large residential developments are located in the northwest corner of the site and include both single family and multi-family structures. North High School is just east of these, while the Ozzie Smith Sports Complex and TR Hughes Ballpark are located to the west. There are numerous vacant properties scattered throughout the site that could be developed. Also, there is plentiful agricultural land north of Tom Ginnever Avenue, MO 79, and Salt River Road that could accommodate expansion, provided there are no limitations due to flooding concerns.

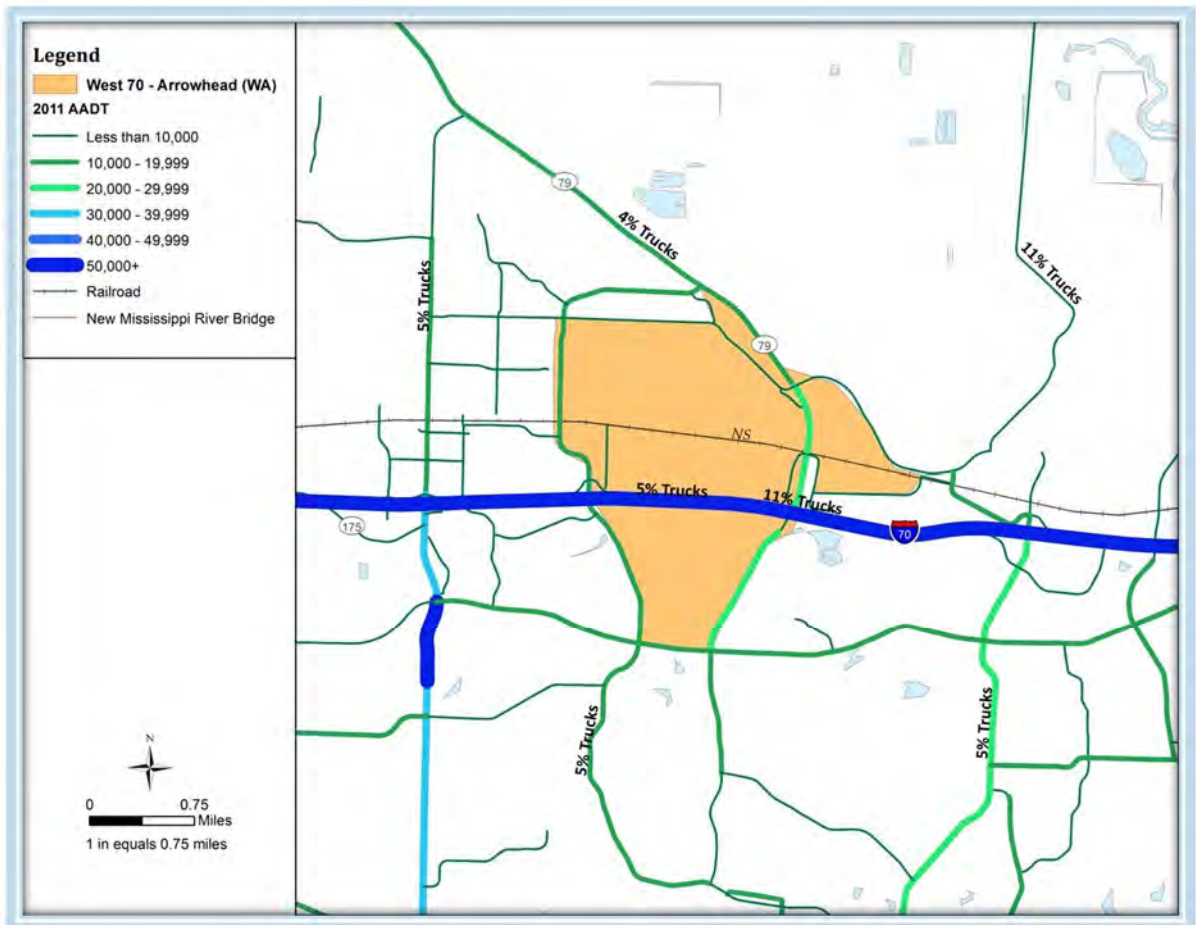


Traffic and Transportation

Connectivity and Regional Context/Transportation Links

The site is located northwest of St. Louis, near O'Fallon, Missouri. The site benefits from east-east rail access and direct access to I-70, which traverses the site.

The map below shows total traffic volume for the major roadways within and adjacent to West 70 Arrowhead by Average Annual Daily Traffic (AADT).



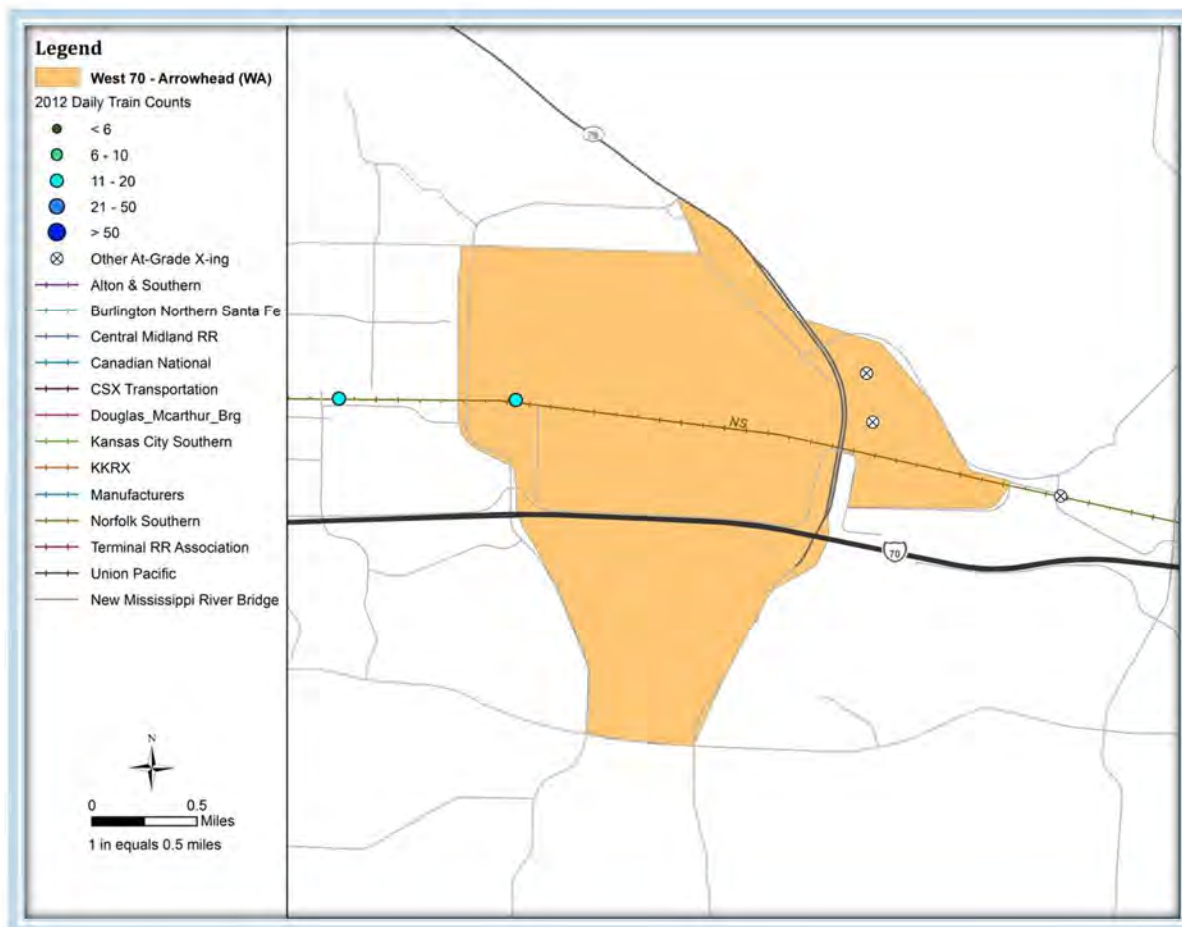
Traffic Volumes

The traffic volumes for the number of multi-unit trucks range from 199 to 9,382 at major access points to the West 70 - Arrowhead site, including I-70, MO 79, and Salt River Road. The table below shows the truck volume and total AADT for the major access points to the site. Multi-unit trucks are defined as trucks with more than two units, one of which is a tractor or straight truck power unit (FHWA, 2011). (See <http://www.fhwa.dot.gov/policy/ohpi/vehclass.htm> for more information)

	MO 79 from Salt River Rd to I-70	Salt River Rd from I-70 to Mexico Rd	I-70 between MO 79 and Mid-Rivers Mall Dr	I-70 between MO 79 & Hwy K
Total Trucks	815	1,035	14,840	12,740
MU	315	200	9,380	8,055
SU	500	835	5,460	4,685
Total AADT	21,655	20,340	133,725	114,810

MU = Multi-unit trucks
 SU = Single unit trucks

The map below shows daily train traffic. Railroads that cross this site include the NS. Based on 2012 data from the Federal Rail Administration (FRA), there are approximately 11 to 20 daily trains passing through the West 70 – Arrowhead site area.



Safety

Safety at West 70 - Arrowhead

- Number Rail/Roadway Crashes (2008 – 2012): 0
- Total Railroad At-Grade Crossings: 0
- Number Highway Crashes involving trucks (2009 – 2011): 34
 - Fatal Truck Crashes: 0

Over a three-year period (2009 – 2011), there were 34 crashes involving trucks, which occurred within the West 70 - Arrowhead site area.

Implications

- Over half (54%) of the jobs in this area are dedicated to manufacturing, as more than 3,400 people are employed in this sector.
- There are a lot of vacant properties scattered throughout the site that could be developed.
- The site is full of single family residential developments in the southern section, preventing further development to the south.
- There is plentiful agricultural land north of Tom Ginnever Avenue, MO 79, and Salt River Road that could accommodate expansion, provided there are no limitations in terms of flooding concerns.
- In some circumstances new development could spill over the north side of Salt River Road, with the potential to stretch utilities and infrastructure.

Detailed Site Visit

LAND USE:

BELLEAU CREEK RD-VETERANS MEMORIAL PKWY-SALT LICK RD-MEXICO RD

Primarily residential

School in Southwest corner

Commercial and light industrial along Veterans Memorial Pkwy

NORTHWEST CORNER OF STUDY AREA

Residential subdivisions with recreational parks and a high school

N COOL SPRINGS RD AND COOL SPRINGS INDUSTRIAL DR

Light and heavy industrial

S COOL SPRINGS AND E WABASH

Heavy industrial, concrete plant



E TERRA LN, ARROW LN, CANNON BALL LN, AND COMMERCE DR

Primarily light industrial and distribution centers

Some commercial along E Terra Ln

OFF MEMC DR AND W GENEVA

Memc plant is heavy industrial

Off W Geneva Dr is Aldi's distribution warehouse

79-SALT RIVER RD-BROWN RD-N OUTER RD E

Light industrial and distribution centers

MAJOR INTERSECTIONS:

T R HUGHES BLVD AND E TERRA LN

Concrete, good condition



MAJOR TRUCK ROUTES:

N Cool Springs Rd to Cool Springs Industrial Blvd to T R Hughes Blvd

S Cool Springs Rd to Widel Ln to T R Hughes Blvd

Asphalt, decent condition, some small cracks and potholes

Heavy freight traffic



Arrow Ln and Cannonball Ln and Commerce Dr all feed to E Terra Ln accessing 70 via Salt Lick Rd or T R Hughes Blvd

Asphalt on E Terra Ln, Arrow Ln, Cannonball Ln, and N Outer Rd W

E Terra Ln and N Outer Rd W have very good pavement

Arrow Ln and Cannonball Ln have decent asphalt with lots of smaller cracks and some potholes

Commerce Dr is concrete and in good condition

Memc Dr, W Geneva Dr, and Pearl Dr feed into 79.

W Geneva Dr is concrete and in decent condition, repairs in progress

Memc Dr and Pearl Dr are asphalt with lots of medium sized cracks and a few pothole areas

Brown Rd and Turner Blvd access 79 via N Outer Rd E

Concrete with lots of cracks

Arrowhead Industrial Blvd connects to Salt River Rd which goes to 79

Asphalt, mostly in good condition, major pothole here and there

Industrial area south of 70 feed into Veterans Memorial Pkwy and access 70 via Belleau Creek Rd or Salt Lick Rd

Veterans Memorial Pkwy is mostly asphalt, in good condition







Trade Center Dr and Industrial Park are concrete with lots of cracks

West 70 - Arrowhead (WA)

Site Characteristics

- 5,030 Goods Producing and Trade Jobs
- 6,500,700 Sq Ft of Industrial Rentable Building Area
- 1.3% Industrial Vacancy Rate
- 2,250 Acres of Total Area
- 2 Municipalities Intersect the Site

Legend

-  West 70 - Arrowhead (WA)
-  TAZ Boundary
-  Interstate
-  US and State Routes
-  Norfolk Southern (NS)
-  Municipal Boundary

