



FACT SHEET

Overview

The New Mississippi River Bridge will be built in the location originally approved by Federal Highway Administration in 2001, which is one mile north of the Martin Luther King Bridge in north St. Louis.

The new bridge will have four lanes, two lanes in each direction, with room to expand to six lanes. The New Mississippi River Bridge will carry Interstate 70 traffic from Illinois to Missouri connecting I-70 at the I-55/I-64/I-70 interchange on the Illinois side to I-70 near Cass Avenue on the Missouri side. The new bridge will not be a toll bridge. Design for the project will begin immediately. Construction could begin as early as 2010 and last four to six years.

Background

The Mississippi River Bridge is expected to reduce severe traffic congestion and vehicle crashes on the Poplar Street Bridge (PSB). Currently, PSB carries combined traffic for Interstates 55, 64 and 70. In 2004, traffic counts on the PSB average between 115,000 and 125,000 vehicles daily. By 2030, projections are that the PSB would carry more than 150,000 vehicles daily if no additional major river bridge crossing is constructed.

After the new MRB is completed, about 40,000 vehicles are projected to initially use the bridge each day. That number is projected to increase to approximately 55,000 vehicles daily by 2030. That means that when the bridge is constructed, it will remove about 20 percent of the congestion from the Poplar Street Bridge immediately.

The reduction of vehicles from the Poplar Street Bridge to the new I-70 Mississippi River Bridge is expected to:

- Reduce congestion and travel delays
- Enhance safety
- Sustain economic growth and development in St. Louis and Illinois.

Funding

This table shows the anticipated costs of various components of the Proposed Initial Phase. The anticipated costs include engineering, land acquisition, utility adjustment, environmental mitigation and construction costs. These costs include inflation and contingences. The inflation calculations are based on construction beginning in 2010 and lasting four to six years.

Of the current estimated costs, Illinois will fund approximately \$313 million; Missouri is expected to fund approximately \$88 million. There is a Federal earmark for \$239 million for the project. Missouri is responsible for any cost overruns.

Statistics

Total costs:	\$640 million
Illinois relocated I-70 roadways, including Tri-Level Interchange:	\$264 million
Mississippi River Bridge (includes approaches):	\$306 million
Missouri North I-70 interchange:	\$70 million



Owners

Illinois Department of Transportation
Missouri Department of Transportation

Current Project Team

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