Appendix H:
Sponsor Land Use Assurance Letter

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT®

April 17, 2024

Todd M. Madison, P.E.
Airports Capacity Program Manager and Missouri Planner
FAA Central Region Airports Division, ACE-630
901 Locust, Room 634
Kansas City, MO 64106-2325

Re: Consolidated Terminal Program (CTP) – Land Use Commitment

Dear Mr. Madison,

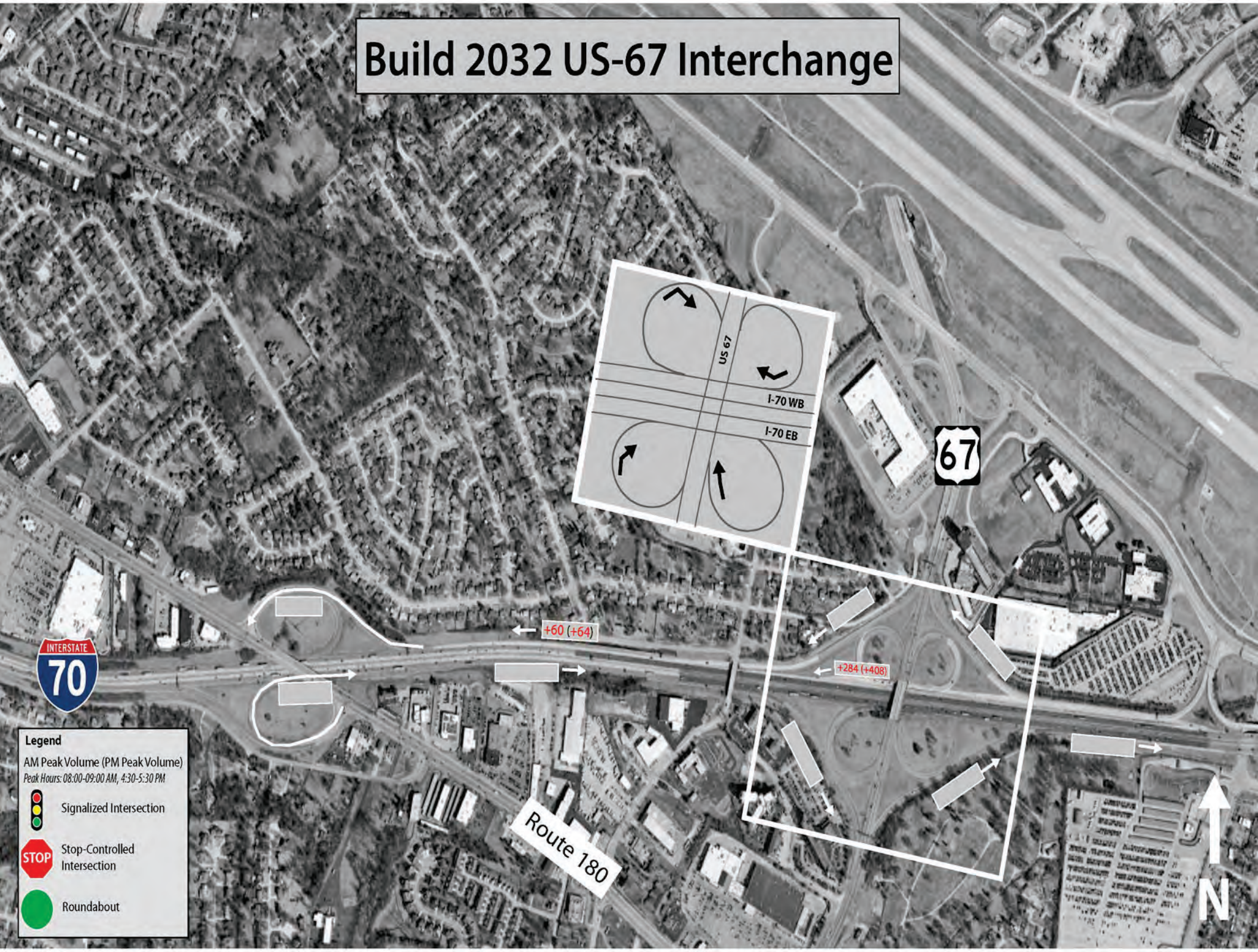
The City of St. Louis assures that, per 49 U.S.C. §47107(a)(10), appropriate action, including requests to controlling municipalities regarding the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the St. Louis Lambert International Airport ® to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. This applies to both existing and planned land uses.

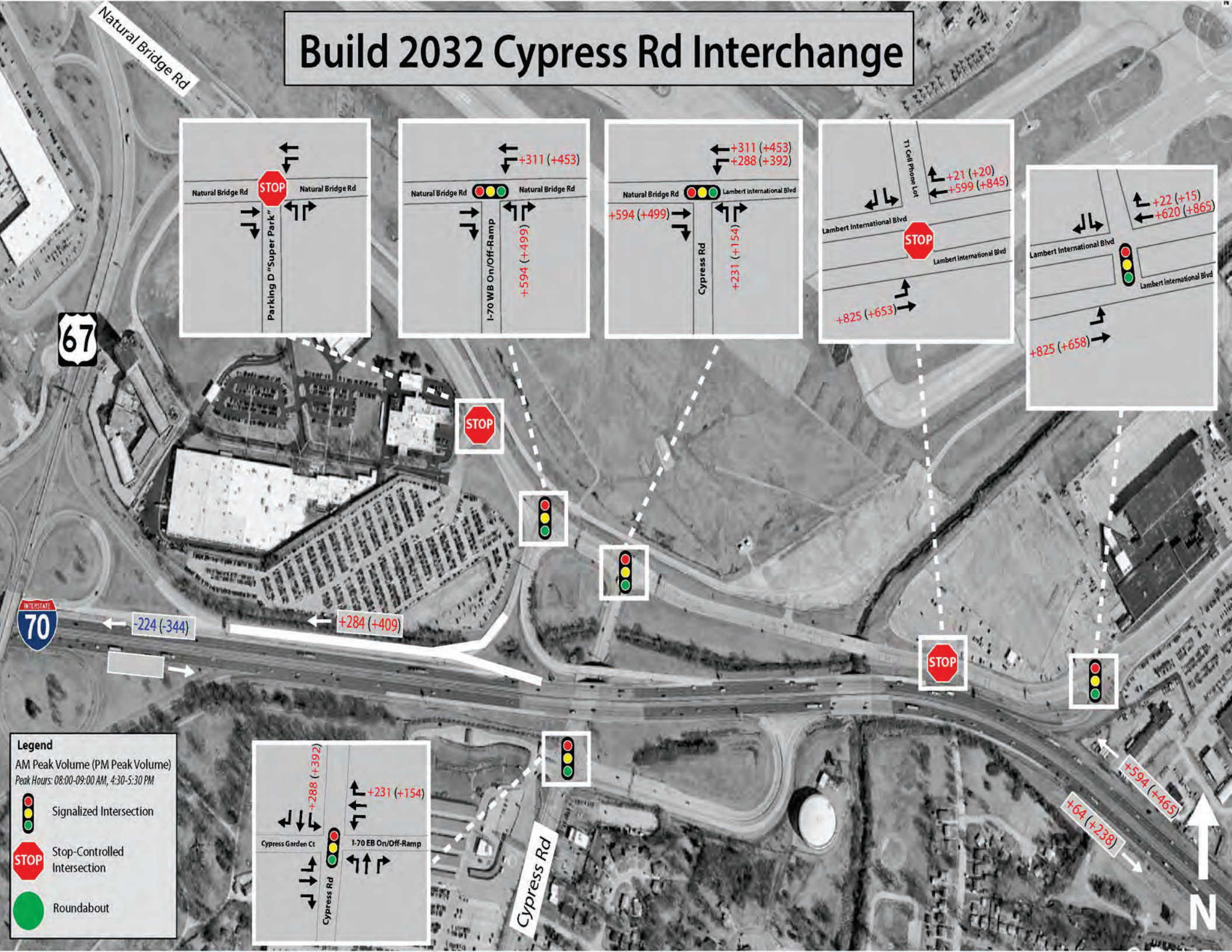
More specifically, while the City of St. Louis owns the land upon which the St. Louis Lambert International Airport® sits and operates, it does not have the jurisdiction to unilaterally change zoning laws or other administrative functions related to land use. However, the City of St. Louis has done everything reasonable to meet the above referenced requirements, including a Part 150 Study and acquisition of noise land to render surrounding land use compatible with airport operations. The City of St. Louis continues to work with surrounding municipalities and property owners to remove obstructions to airspace, limit hazardous wildlife, and implement zoning changes where possible. However, the City of St. Louis may only request such zoning changes, and has no power to implement or affect zoning in these municipalities. Despite this, the City of St. Louis has and will continue to protect the St. Louis Lambert International Airport ® from incompatible land use in other ways.

Sincerely,

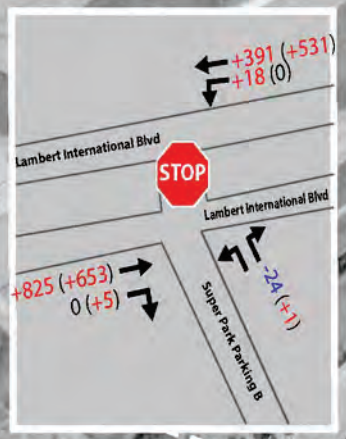
Gerald A. Beckmann
Airport Deputy Director, Planning & Development

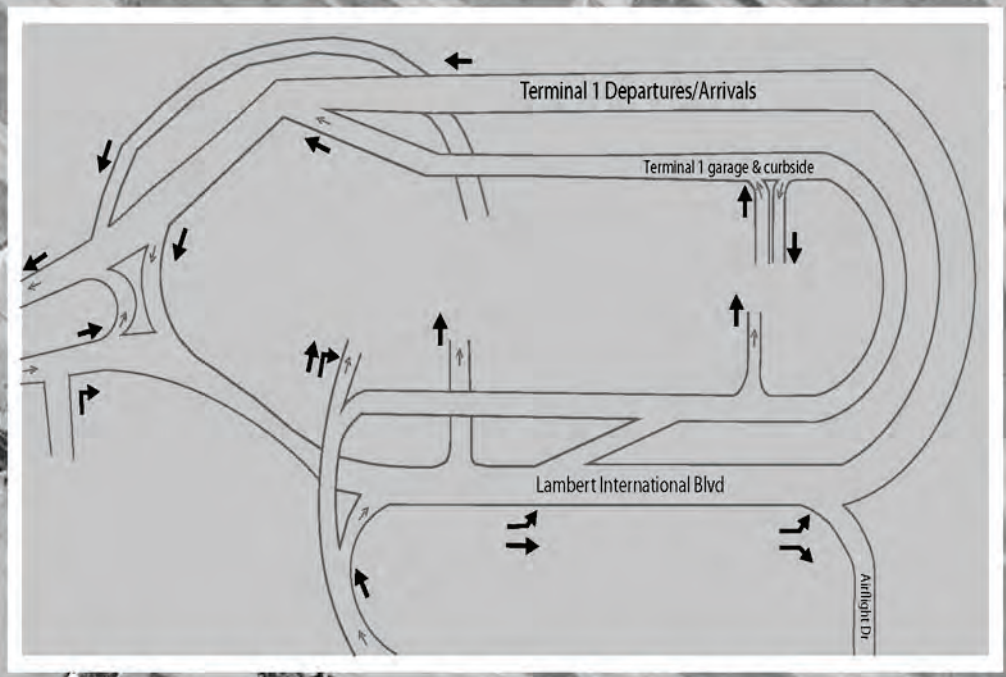
APPENDIX H


Build 2032 US-67 Interchange
US 67
I-70 WB
I-70 EB
67
+60 (+64)
+284 (+408)
INTERSTATE
70
Route 180
N
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout


Build 2032 Cypress Rd Interchange
Natural Bridge Rd
Natural Bridge Rd
STOP
Natural Bridge Rd
Parking D "Super Park"
+311 (+453)
Natural Bridge Rd
Natural Bridge Rd
I-70 WB On/Off-Ramp
+594 (+499)
+311 (+453)
+288 (+392)
Natural Bridge Rd
Lambert International Blvd
+594 (+499)
Cypress Rd
+231 (+154)
T1 Cell Phone Lot
+21 (+20)
+599 (+845)
Lambert International Blvd
STOP
Lambert International Blvd
+825 (+653)
+22 (+15)
+620 (+865)
Lambert International Blvd
Lambert International Blvd
+825 (+658)
67
STOP
INTERSTATE
70
-224 (-344)
+284 (+409)
STOP
+288 (+392)
+231 (+154)
Cypress Garden Ct
I-70 EB On/Off-Ramp
Cypress Rd
Cypress Rd
+594 (+465)
+64 (+238)
N
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout

Build 2032 Terminal 1 - Airport Area





STOP

INTERSTATE 70

Terminal 1

+594 (+465)

+64 (+238)

Legend

AM Peak Volume (PM Peak Volume)

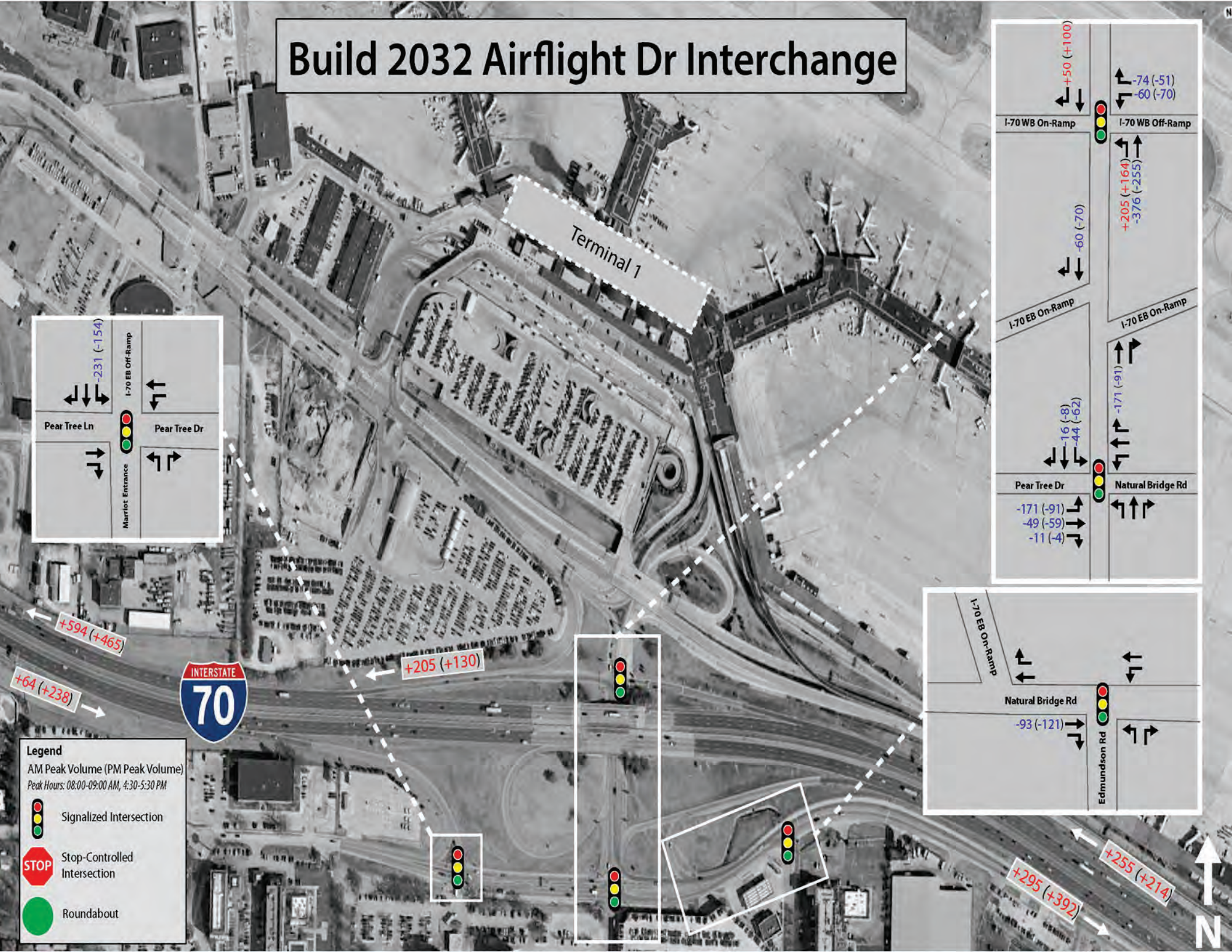
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM

Signalized Intersection

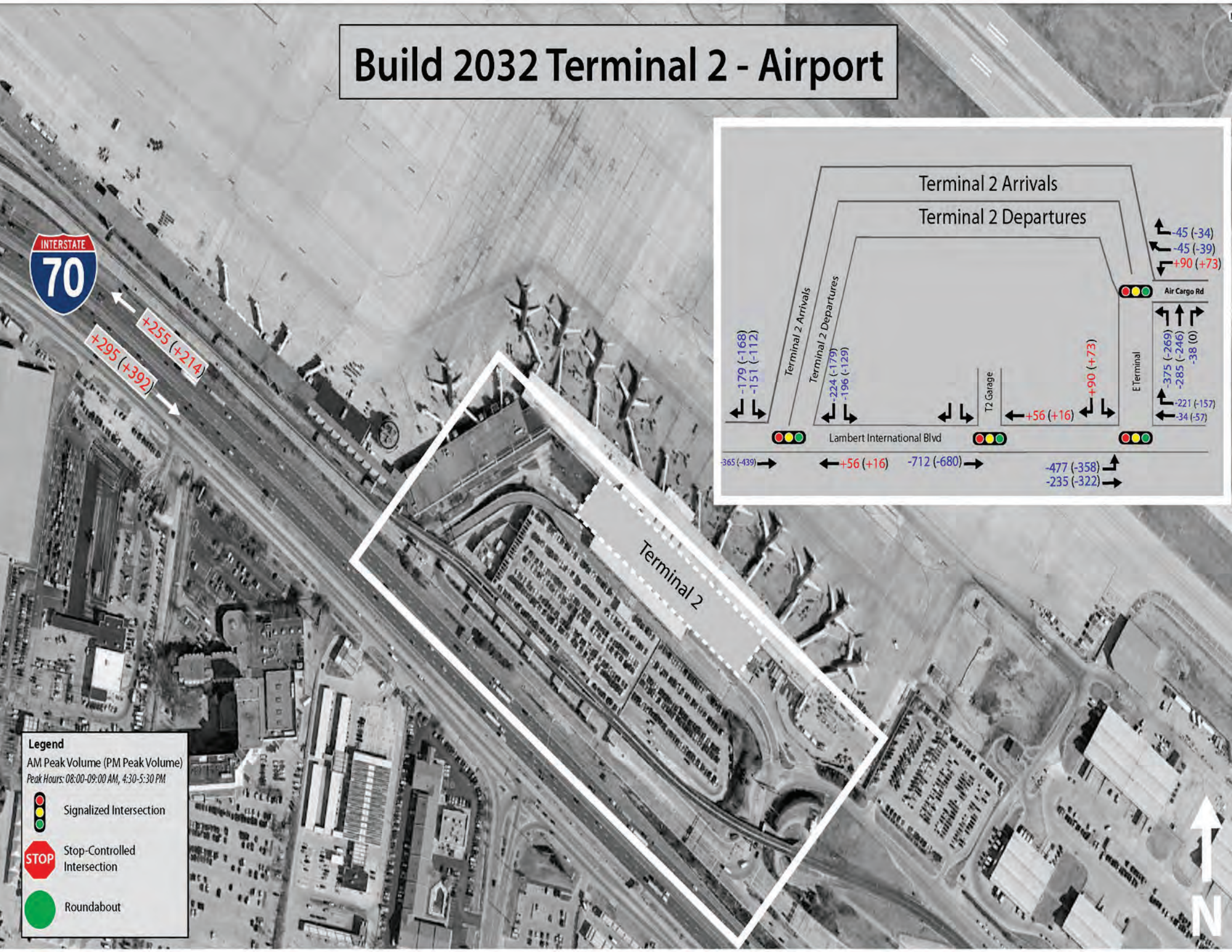
STOP Stop-Controlled Intersection

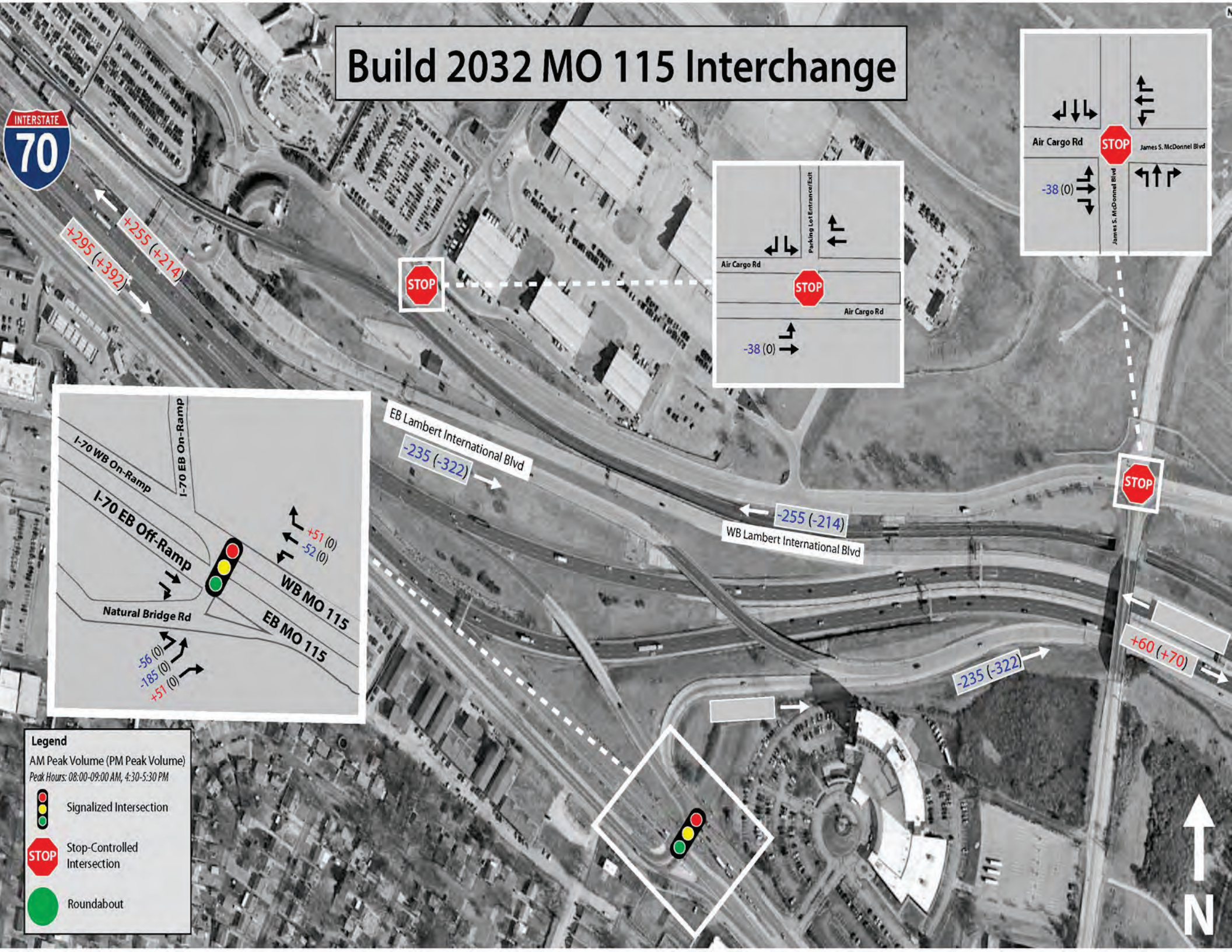
Roundabout

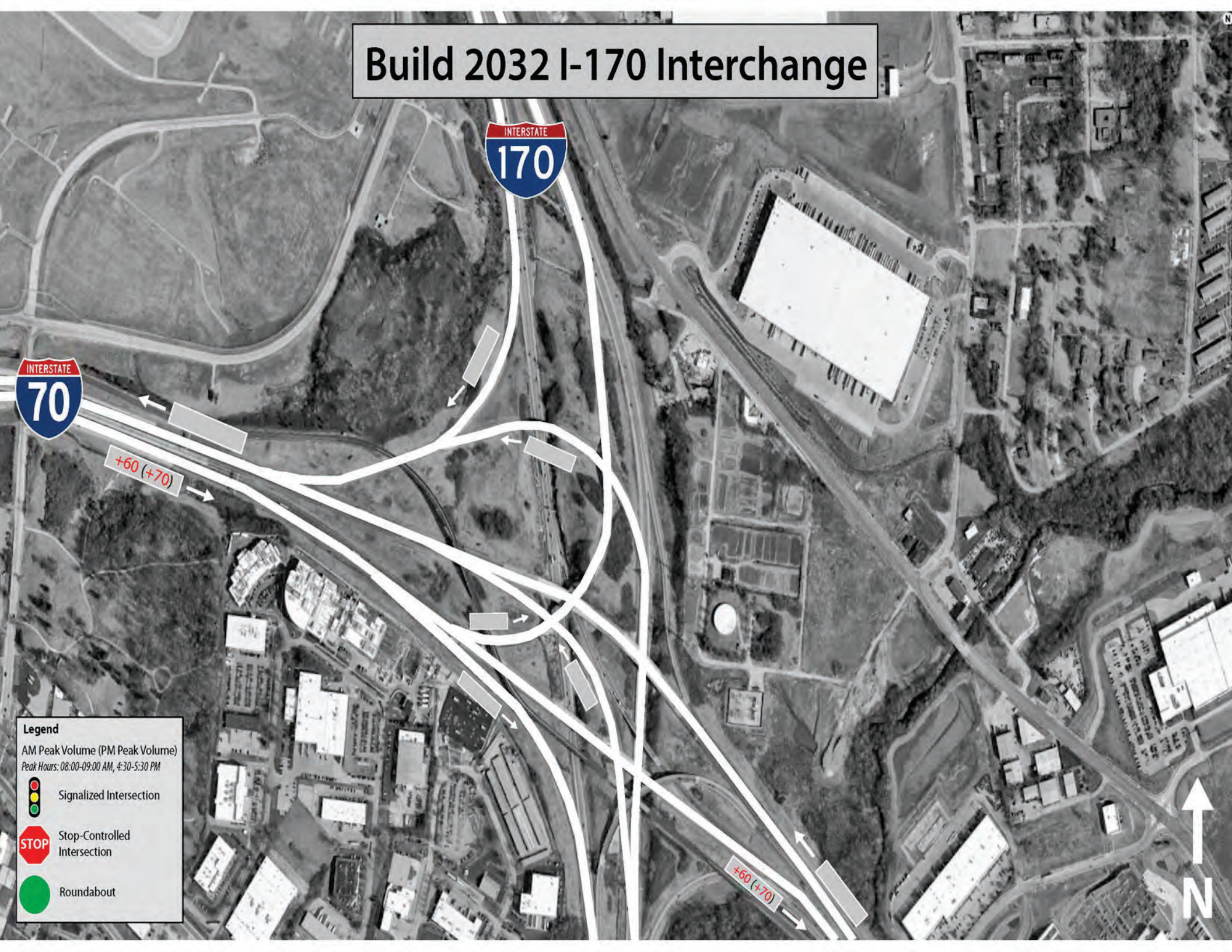
N

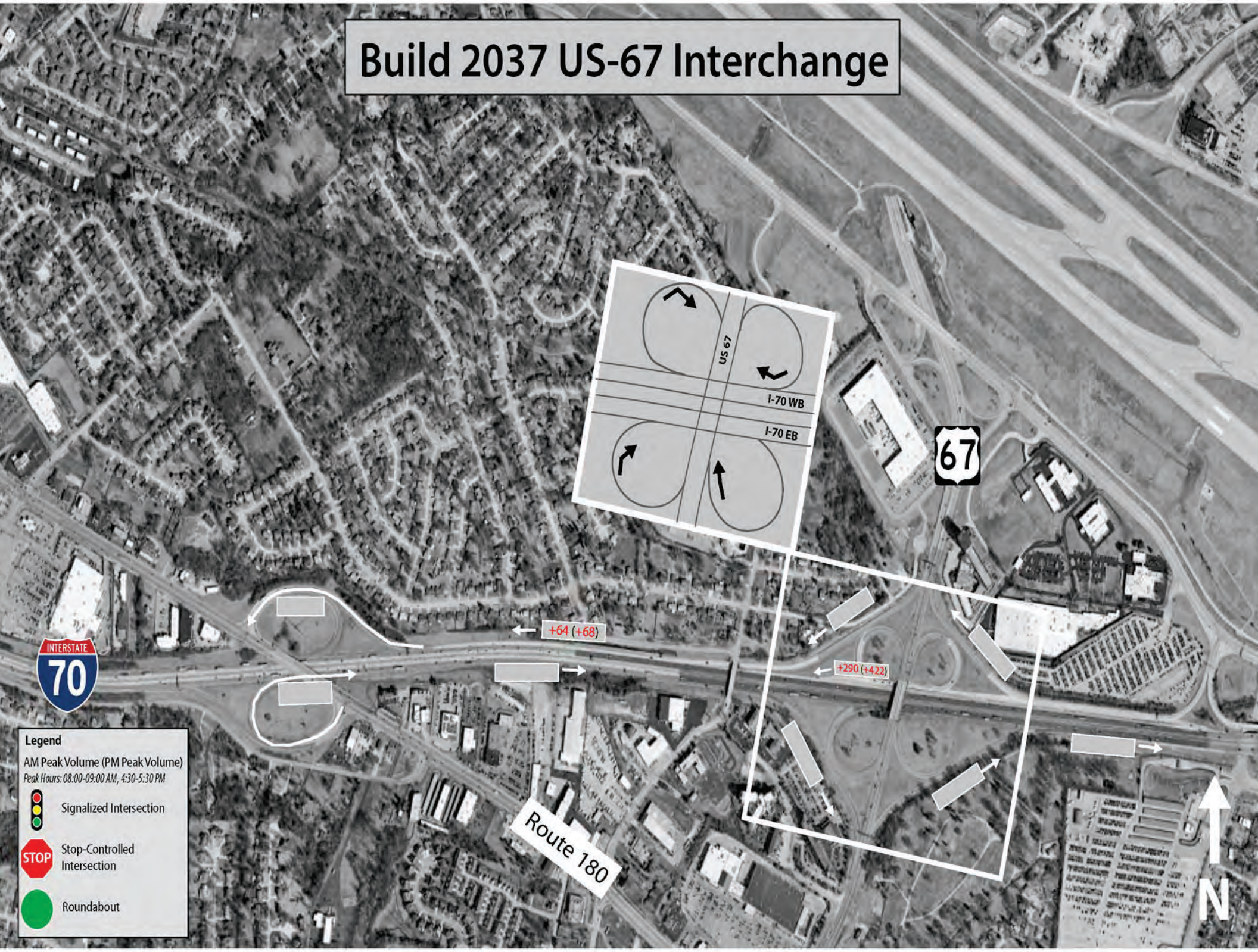

Build 2032 Airflight Dr Interchange
Terminal 1
I-70 WB On-Ramp
I-70 WB Off-Ramp
+50 (+100)
-74 (-51)
-60 (-70)
-60 (-70)
+205 (+164)
-376 (-255)
I-70 EB On-Ramp
I-70 EB On-Ramp
-171 (-91)
-16 (-8)
-44 (-62)
Pear Tree Dr
Natural Bridge Rd
-171 (-91)
-49 (-59)
-11 (-4)
I-70 EB Off-Ramp
-231 (-154)
Pear Tree Ln
Pear Tree Dr
Marriot Entrance
I-70 EB On-Ramp
Natural Bridge Rd
-93 (-121)
Edmundson Rd
+594 (+465)
+64 (+238)
+205 (+130)
INTERSTATE
70
+295 (+392)
+255 (+214)
N
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout

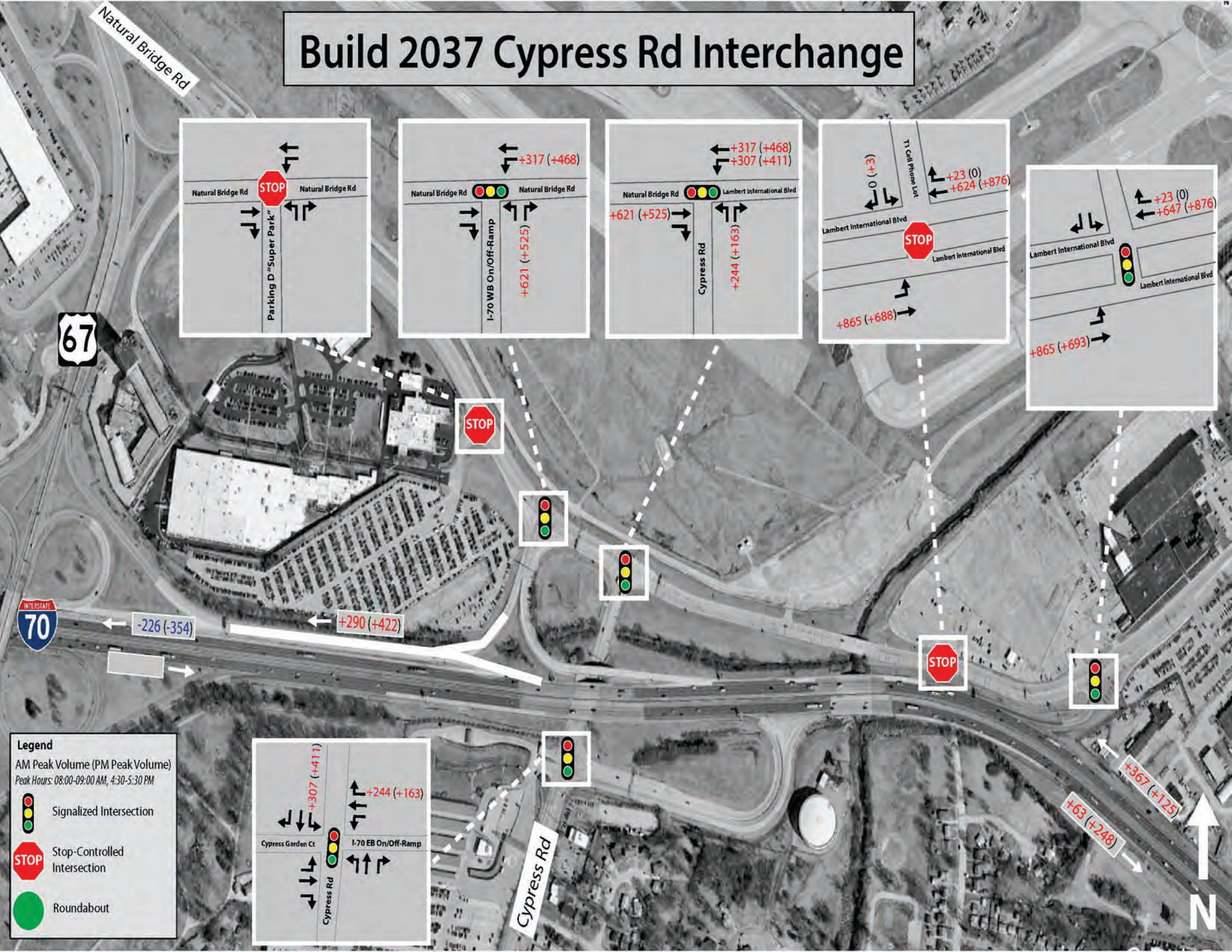
Build 2032 Terminal 2 - Airport



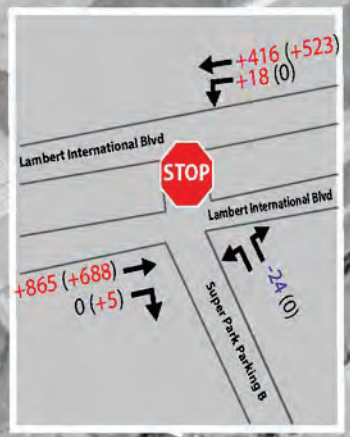

Build 2032 MO 115 Interchange
INTERSTATE 70
+255 (+214)
+295 (+392)
STOP
Air Cargo Rd
Parking Lot Entrance/Exit
Air Cargo Rd
STOP
-38 (0)
Air Cargo Rd
STOP
James S. McDonnel Blvd
-38 (0)
James S. McDonnel Blvd
STOP
I-70 WB On-Ramp
I-70 EB On-Ramp
I-70 EB Off-Ramp
+51 (0)
-52 (0)
WB MO 115
EB MO 115
Natural Bridge Rd
-56 (0)
-185 (0)
+51 (0)
EB Lambert International Blvd
-235 (-322)
-255 (-214)
WB Lambert International Blvd
-235 (-322)
+60 (+70)
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout
N

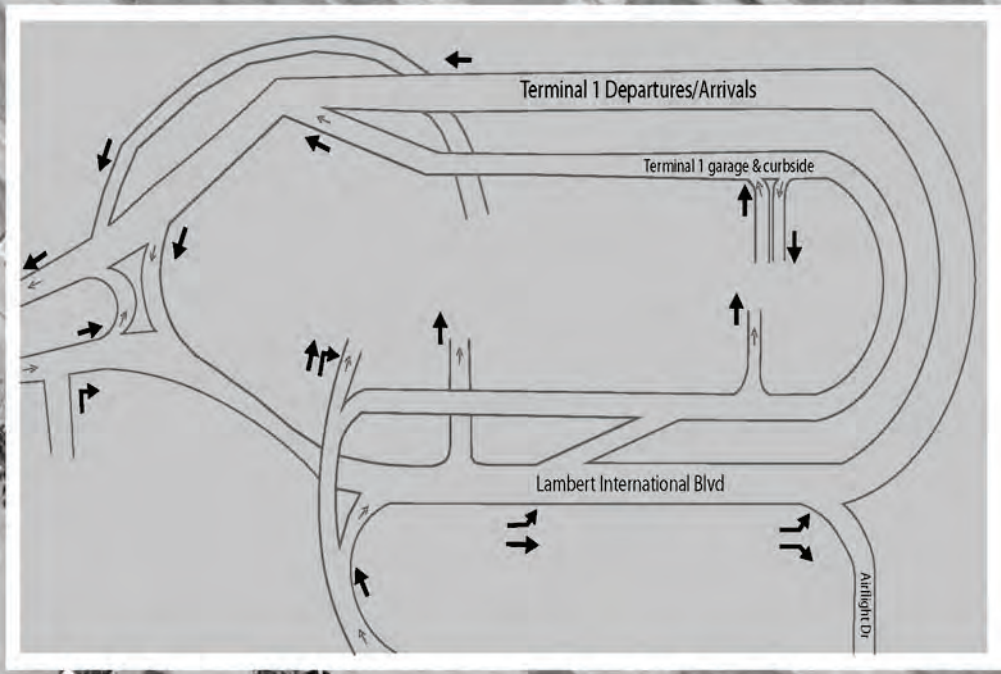

Build 2032 I-170 Interchange
INTERSTATE
170
INTERSTATE
70
+60 (+70)
+60 (+70)
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout
N


Build 2037 US-67 Interchange
US 67
I-70 WB
I-70 EB
67
+64 (+68)
+290 (+422)
INTERSTATE
70
Route 180
N
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout


Build 2037 Cypress Rd Interchange
Natural Bridge Rd
Natural Bridge Rd
STOP
Natural Bridge Rd
Parking D "Super Park"
+317 (+468)
Natural Bridge Rd
Natural Bridge Rd
I-70 WB On/Off-Ramp
+621 (+525)
+317 (+468)
+307 (+411)
Natural Bridge Rd
Lambert International Blvd
+621 (+525)
Cypress Rd
+244 (+163)
(+3) 0
T1 Cell Phone Lot
+23 (0)
+624 (+876)
Lambert International Blvd
STOP
Lambert International Blvd
+865 (+688)
+23 (0)
+647 (+876)
Lambert International Blvd
Lambert International Blvd
+865 (+693)
67
STOP
INTERSTATE
70
-226 (-354)
+290 (+422)
STOP
+307 (+411)
+244 (+163)
Cypress Garden Ct
I-70 EB On/Off-Ramp
Cypress Rd
Cypress Rd
+367 (+125)
+63 (+248)
N
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout

Build 2037 Terminal 1 - Airport Area





STOP

INTERSTATE 70

Terminal 1

+367 (+125)

+63 (+248)

Legend

AM Peak Volume (PM Peak Volume)

Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM

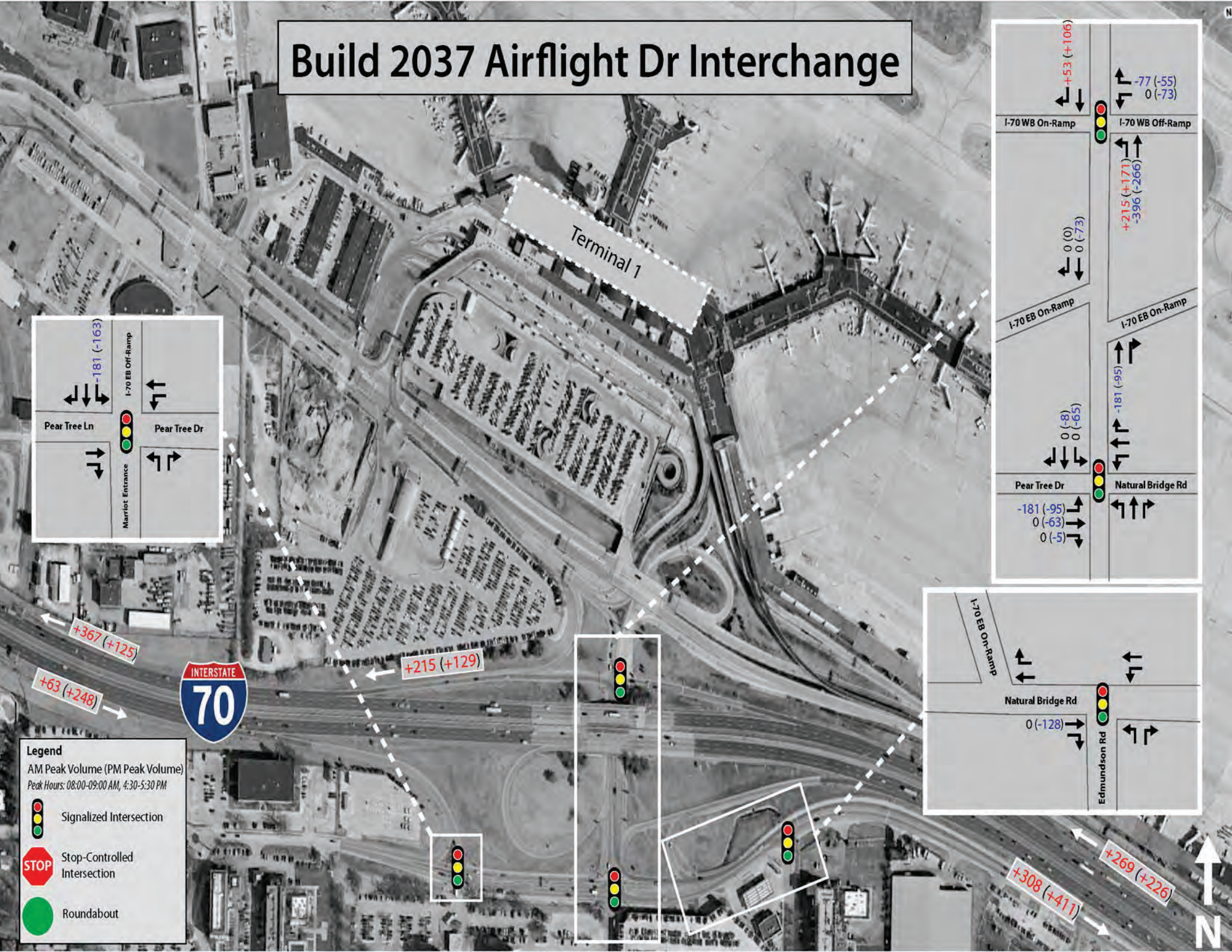
Signalized Intersection

STOP Stop-Controlled Intersection

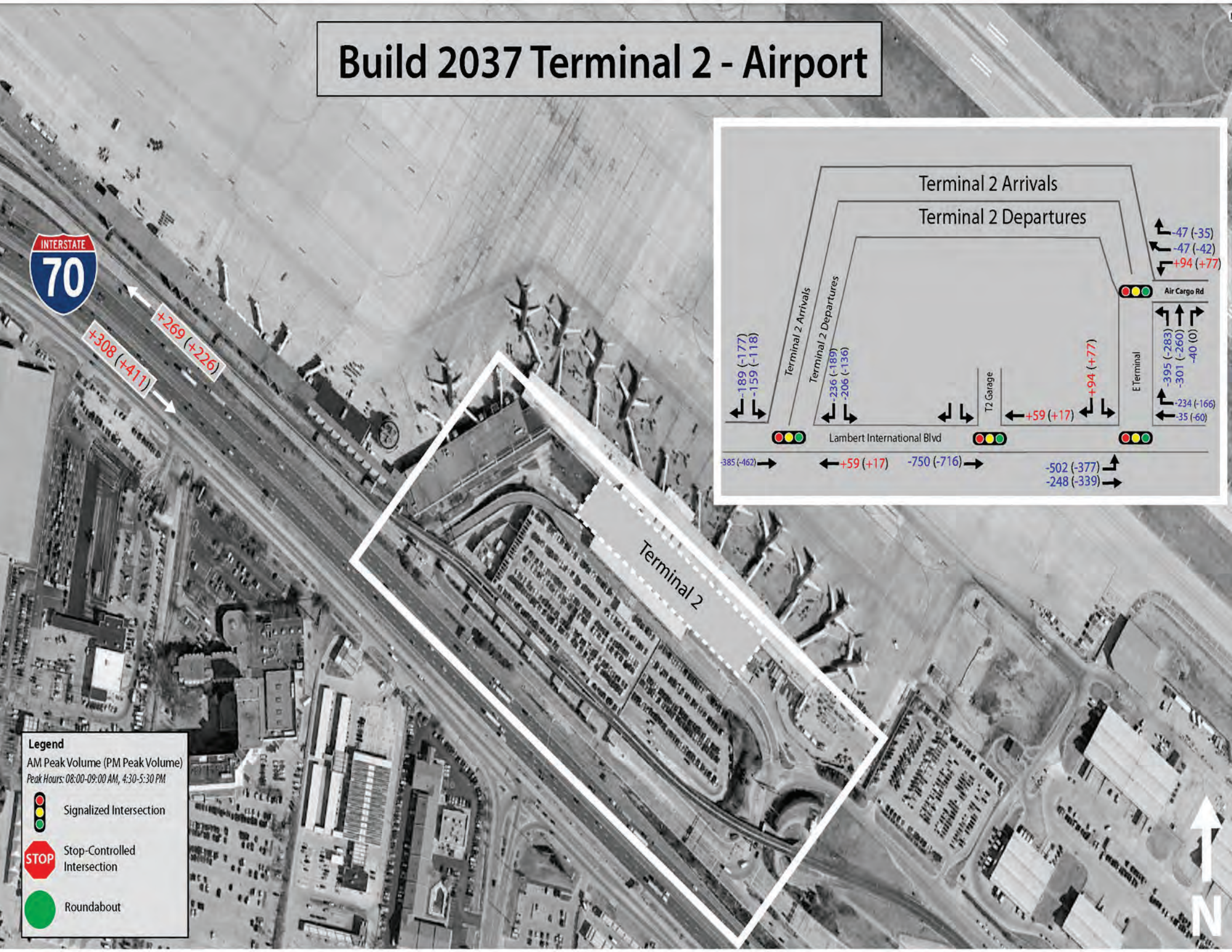
Roundabout

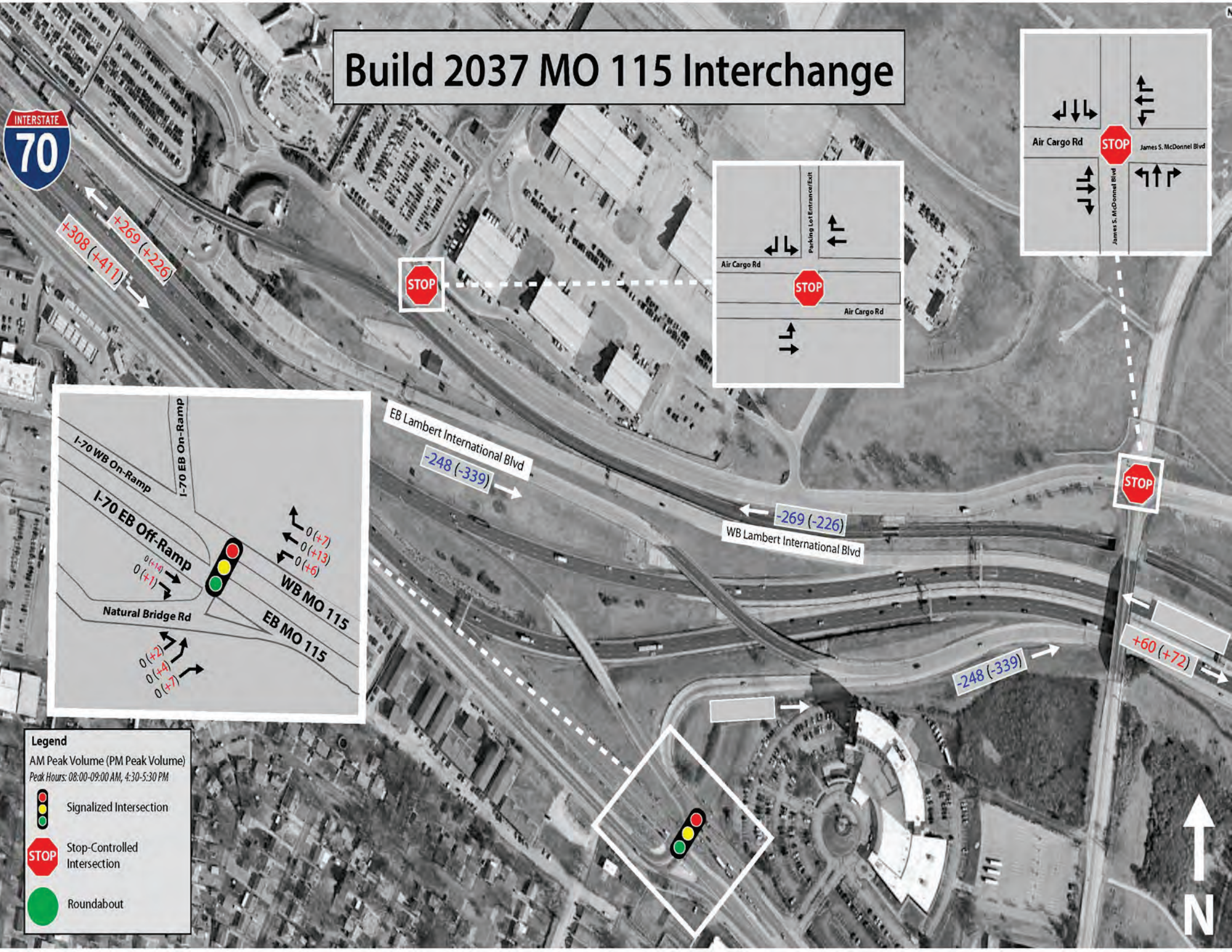
N

Build 2037 Airflight Dr Interchange



Build 2037 Terminal 2 - Airport




Build 2037 MO 115 Interchange
INTERSTATE 70
+269 (+226)
+308 (+411)
STOP
Air Cargo Rd
Parking Lot Entrance/Exit
Air Cargo Rd
STOP
Air Cargo Rd
STOP
James S. McDonnel Blvd
James S. McDonnel Blvd
STOP
EB Lambert International Blvd
-248 (-339)
-269 (-226)
WB Lambert International Blvd
I-70 WB On-Ramp
I-70 EB On-Ramp
I-70 EB Off-Ramp
0 (+14)
0 (+1)
0 (+7)
0 (+13)
0 (+6)
WB MO 115
EB MO 115
Natural Bridge Rd
0 (+2)
0 (+4)
0 (+7)
+60 (+72)
-248 (-339)
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout
N


Build 2037 I-170 Interchange
INTERSTATE
170
INTERSTATE
70
+60 (+72)
+60 (+72)
Legend
AM Peak Volume (PM Peak Volume)
Peak Hours: 08:00-09:00 AM, 4:30-5:30 PM
Signalized Intersection
STOP
Stop-Controlled Intersection
Roundabout
N

Draft TS&O Review Correspondence

From:	Beckmann, Gerald A.
To:	LISA L KUNTZ; EDDIE WATKINS JR; Kuchinski, Jennifer; Jennifer L. Becker; Carrie Falkenrath; Travis Pfeiffer
Cc:	Neidel II, James R.; Douglas Gregory; Heather Lacey; DeArmond, Dan; Michael.Dolde@wsp.com
Subject:	RE: TS&O Report Submittal
Date:	Friday, May 24, 2024 4:32:22 PM
Attachments:	image004.png image005.png image006.png image007.png

---

Hi Lisa,

Thank you for the review of the February 28th TS&O report. The team is working to review the comments and provide responses as appropriate. With regards to approval of the TS&O report, we understand that MoDOT won't be able to officially approve the report until all comments are addressed and certain comments will need resolution through additional design phases. We appreciate the cooperation and collaboration with the MoDOT team to date and look forward to next steps on the CTP. As noted below, there are two study components in which MoDOT requested clarification:

- Redistribution of Traffic due to Consolidated Terminal: At this time, the traffic redistribution assumptions are based on the best information available from our planning assessment and are subject to change based on design outcomes (i.e., final size of parking garage and Ground Transportation Center – GTC). We believe there is no increased precision we can make to the model at this time, this will be best left to the design phases when more is known.

- Fatality & Injury Crashes (F&IC): In review of the materials provided, the analysis identified a slight increase within the model tolerances and given the analysis was based upon planning level assumptions, including traffic distributions that we fully expect to change in the design phase, we do not believe there is value in making adjustments to the F&IC model at this time but will be best left to the design phases for further analysis. We should also note that the analysis was limited to only the I-70 corridor. This was done for efficiency and to specifically assess if there was a significant impact the project would have to the highway infrastructure. We believe that the planning level model confirms there are no significant impacts imparted on other existing systems by the project. Once design gets underway, we intend to incorporate into the model planned improvements along Lambert International Airport Blvd as well as those for the highway and are confident a model result of no F&IC increases can be achieved during the design phase.

Please let me know if you have any questions. The WSP team has expressed that the monthly MoDOT coordination meetings have been very positive.

Have a great holiday weekend.

Jerry

Gerald A Beckmann
Deputy Director
P 314-551-5034
GABeckmann@flystl.com
www.flystl.com

From: LISA L KUNTZ <Lisa.Kuntz@modot.mo.gov>
Sent: Friday, April 26, 2024 10:53 AM
To: EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>; Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>; Jennifer L. Becker <Jennifer.Becker@modot.mo.gov>; carrie@tsquaredtt.com; Travis Pfeiffer <tpfeiffer@hntb.com>
Cc: Beckmann, Gerald A. <GABeckmann@flystl.com>; Neidel II, James R. <jrneidel@flystl.com>; Douglas Gregory <dgregory@cmtengr.com>; Heather Lacey <hlacey@cmtengr.com>; DeArmond, Dan <Dan.Dearmond@wsp.com>; Michael.Dolde@wsp.com
Subject: [EXTERNAL] RE: TS&O Report Submittal

Mike/Jennifer-

I am going to try this again, I attachments are too large to send through email. Can you please send me a link to a shared folder & I will drop in the documents with our comments in them? Thank you!

The MoDOT Team has completed our review of the TS&O Report and exhibits. Our comments are included in the documents attached. During previous coordination meetings; the WSP Team had requested that any comments to the TS&O be delayed and subsequently addressed by the Airport's (Lambert) CTP (Combined Terminal Program) Design Team; not yet selected or under contract. MoDOT will not be able to officially approve the TS&O report until all comments are addressed. The MoDOT team will work with the Airport move forward with a delayed resubmittal; if Lambert is comfortable with pushing that risk to the design phase.

There are two issues from the latest review that our team would like to discuss and potentially address immediately:

- We still have questions about the redistribution of traffic due to the consolidated terminal – noted both in report and Appendix H. MoDOT needs these comments to be addressed so we can incorporate these traffic volume changes into traffic models for MoDOT's study that is moving forward this summer.
- According to Table 31 in the report, Fatality & Injury crashes are increasing along the corridor from the no build for both alternatives – this is a concern. Per the Methods & Assumptions report, the proposed alternative should maintain or decrease Fatal & injury crashes along the corridor. In the recent submittal, the proper information was not provided a full review the

safety analysis. When resubmitting the ISATe spreadsheets, please provide a map identifying the segments along the corridor to aide in the review. Please note, there seems to be several discrepancies between the spreadsheets and the report itself.

Thank you!

Lisa Kuntz, P.E.
Missouri Department of Transportation
Project Manager – North St. Louis County
Phone: 314-453-1879
Lisa.Kuntz@modot.mo.gov

From: EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>
Sent: Saturday, March 2, 2024 7:11 PM
To: Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>; LISA L KUNTZ <Lisa.Kuntz@modot.mo.gov>; Jennifer L. Becker <Jennifer.Becker@modot.mo.gov>; carrie@tsquaredtt.com; Travis Pfeiffer <tpfeiffer@hntb.com>
Cc: Beckmann, Gerald A. <GABeckmann@flystl.com>; Jim Neidel <jrneidel@flystl.com>; Douglas Gregory <dgregory@cmtengr.com>; Heather Lacey <hlacey@cmtengr.com>; DeArmond, Dan <Dan.Dearmond@wsp.com>; Michael.Dolde@wsp.com
Subject: RE: TS&O Report Submittal

Is the ISATe model included in the software models that were provided to MoDOT for review? If not, please make these models available, so that I can review them.

EDDIE WATKINS JR

Traffic Operations

Missouri Department of Transportation
St. Louis District – Traffic
14301 South Outer Forty Rd., Chesterfield, MO 63017
314-275-1543 or 314-650-5461 (mobile)
Email: Eddie.Watkins@modot.mo.gov
www.modot.org [modot.org] www.savemolives.com [savemolives.com]

From: Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>
Sent: Wednesday, February 28, 2024 1:44 PM

To: LISA L KUNTZ <Lisa.Kuntz@modot.mo.gov>; Jennifer L. Becker <Jennifer.Becker@modot.mo.gov>; carrie@tsquaredtt.com; Travis Pfeiffer <tpfeiffer@hntb.com>; EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>
Cc: Beckmann, Gerald A. <GABeckmann@flystl.com>; Jim Neidel <jrneidel@flystl.com>; Douglas Gregory <dgregory@cmtengr.com>; Heather Lacey <hlacey@cmtengr.com>; DeArmond, Dan <Dan.Dearmond@wsp.com>; Michael.Dolde@wsp.com
Subject: FW: TS&O Report Submittal

Lisa, Jen, Eddie, Travis, Carrie

Please see below link for the TS&O Report. Carrie reports that you all have received and can access the model, and will be comparing the model to the report.

We appreciate your hard work in reaching this point with us. Look forward to turning our attention with you to the EA documentation with FAA Scott Tener.

JMK

314-698-0974
Please text if outside normal business hours

From: Atallah, Stephanie <Stephanie.Atallah@wsp.com>
Sent: Monday, February 26, 2024 10:47 AM
To: Neidel II, James R. <jrneidel@flystl.com>
Cc: Mitchell, Weston <WESTON.MITCHELL@wsp.com>; DeArmond, Dan <Dan.Dearmond@wsp.com>; Van Woensel, John <JOHN.VANWOENSEL@wsp.com>; Dolde, Mike <Michael.Dolde@wsp.com>; Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>
Subject: TS&O Report Submittal

Good morning Jim,

Please see below the link to access the revised Traffic Safety & Operations (TS&O) report. We'd like to send the report to MoDOT as soon as possible but wanted to give you a chance to read through it before doing so and get your ok to send when you're comfortable with it.

Visit the Workspace to retrieve files.
This link will expire on 3/26/2024 4:43:12 PM

As always, let us know if you have any questions as you review or if you issues accessing the file.

Thank you,

Stephanie Atallah, Ph.D.
Lead Consultant | US Advisory Services
stephanie.atallah@wsp.com

T: +1 314-206-4259
M: +1 540-230-9354

WSP USA Inc.
211 N Broadway Suite 2800
St. Louis, MO 63102

wsp.com

MoDOT Coordination Letter

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

November 10, 2023

Rhonda K Hamm-Niebruegge
Airport Director
10701 Lambert International Blvd.
St. Louis, MO 63145-0212

Dear Director Hamm-Niebruegge,

Beginning in 2020, MoDOT has been an active member of the technical advisory committee for St. Louis Lambert International Airport (STL) Airport Layout Plan Update and Master Plan (ALPU/MP). An ALPU/MP serves as a critical planning tool that looks at forecast aviation activity for an airport. STL intends to use this forecast as a guide in reviewing existing and future terminal, airside and landside improvements.

As part of the ALPU/MP, the Airport identified a preferred landside access concept to provide access to/from the proposed consolidated terminal. Due to the proximity of I-70 to the airport, the preferred landside access concept included proposed modifications to I-70 mainline and interchanges at Cypress Rd, Air Flight Drive, and Natural Bridge Road. In order to understand the traffic impacts to I-70 due to the proposed landside access concept, the Airport moved forward with preparation of a Traffic and Safety Operations (TS&O) report in July of 2023. MoDOT received the draft TS&O report and a functioning traffic model for the proposed build improvements on October 25, 2023. Based upon MoDOT's initial 2 week review of that submission, comments were provided under separate correspondence to the Airport team on 11/9/2023.

Acknowledging that we are still working with your team to address MoDOT's comments to the draft TS&O Report and the traffic and safety models for the Airport's preferred landside access concept, **MoDOT is unopposed to the preferred landside access concept identified in the ALPU/MP**. The Airport should continue to work with our team on the following remaining action items:

- Address and finalize MoDOT and FHWA comments to the TS&O Report.
- Funding for construction of any recommended roadway improvements identified in the approved TS&O Report.
- The proposed landside access concept does not provide direct access on northbound Air Flight Drive to the proposed consolidated terminal. While alternate routes are available, this change in access needs to be communicated clearly to the adjacent communities. The engagement with adajacent communities is still pending.

MoDOT will continue to work with your team as you complete federally required National Environmental Policy Act (NEPA). Prior to beginning the landside access/roadway design, it is an expectation that your agency will reconvene with MoDOT and FHWA staff to outline requirements and any necessary agreements under the guidelines listed below:

- MoDOT's Engineering Policy Guide, Standards & Specifications shall govern the design of the project.
- An Access Justification Report (AJR) will be required for modifications made to the interstate system.
- This project must comply with all environmental requirements through FHWA/MoDOT policies, including public engagement and outreach.
- All right-of-way acquisition must follow the Uniform Act. The city should have a contingency plan for acquisition of Right of Way if condemnation is needed. If Right of Way lines are adjusted with this project, the appropriate Location Survey must be performed after construction as part of the scope of the project.

Sincerely,

Thomas K. Blair, P.E.
District Engineer, St. Louis District

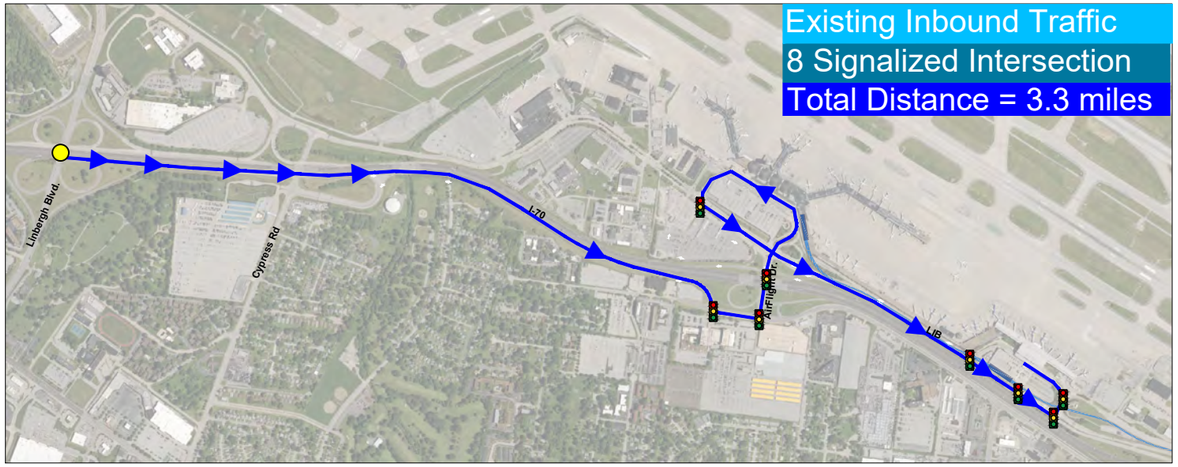
Cc: Lisa Kuntz – MoDOT
Gerry Beckman – STL Airport

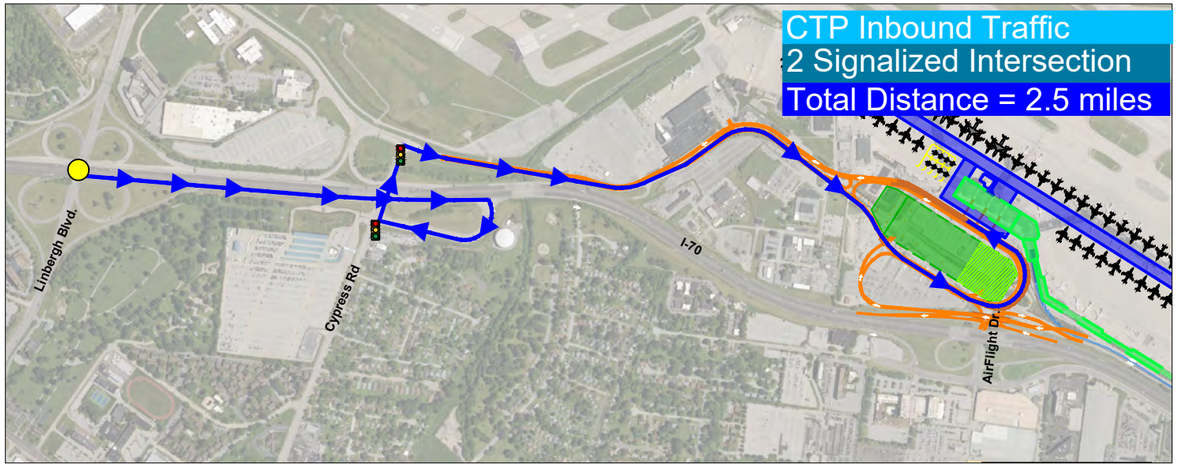
Roadway Access Exhibits

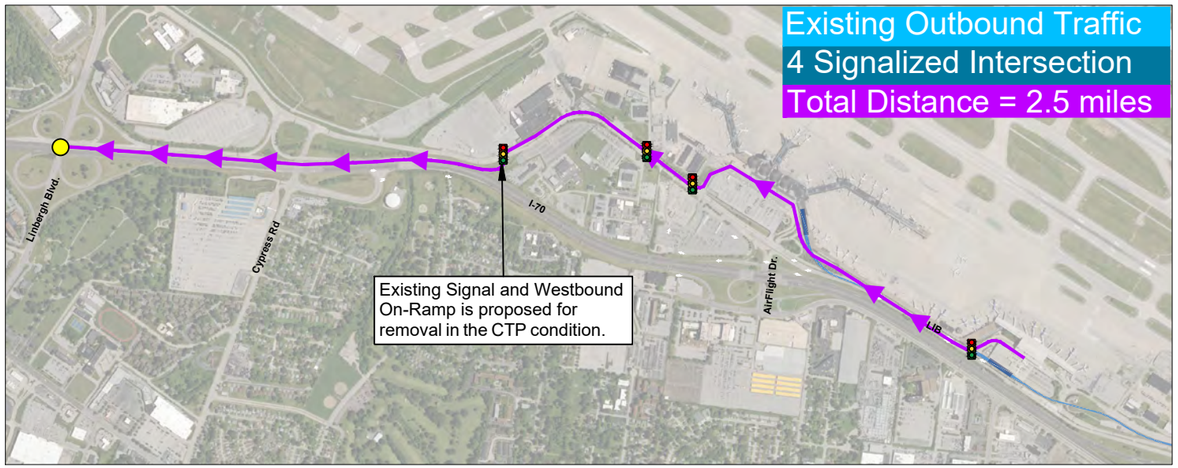
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

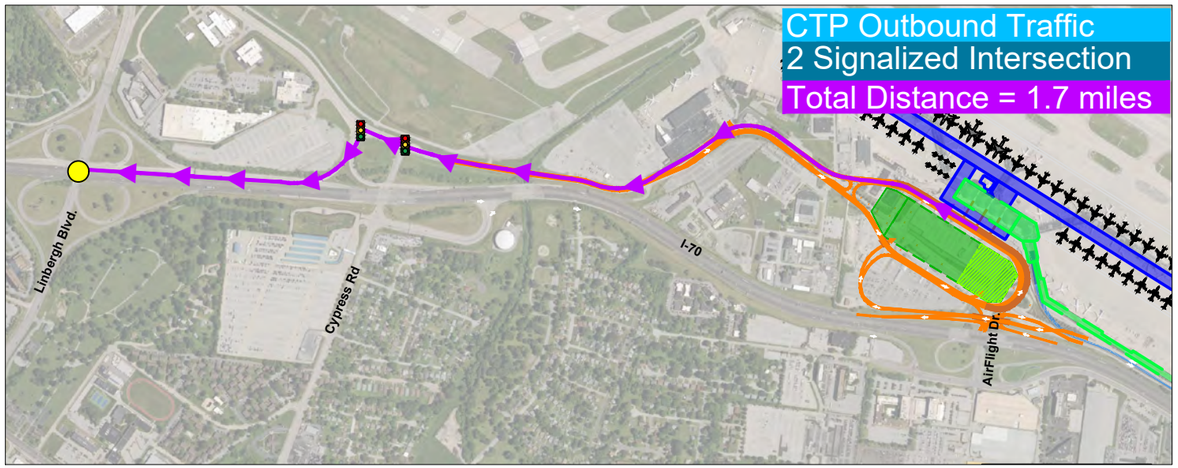
FIGURE 1

Traffic To and From I-70 and Lindbergh Blvd. Interchange









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	3.3 miles	2.5 miles
Number of Signalized Intersections	8	2

Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	2.5 miles	1.7 miles
Number of Signalized Intersections	4	2

The proposed access roadways between I-70 and Lindbergh Blvd Interchange and the new Consolidated Terminal results in less disrupted travel, safer free flow movement and a shorter length in travel distance and duration.

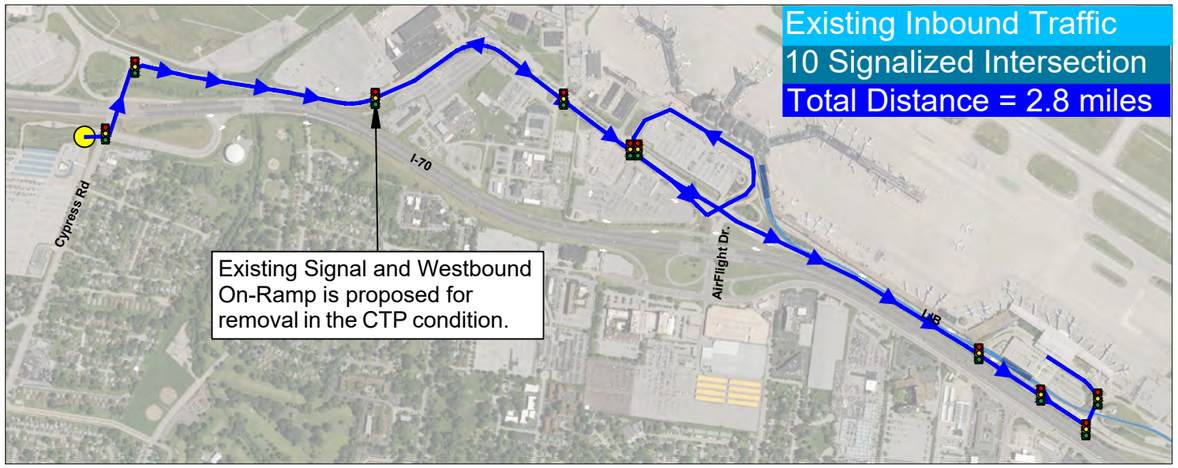
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

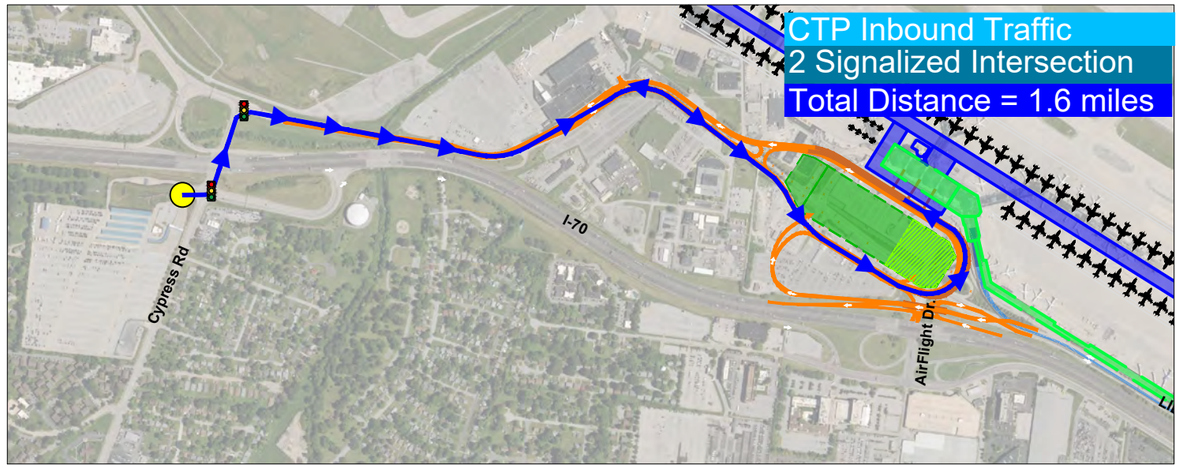
Drawing: C:\Users\USBT677608\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task C - Advanced Planning\6-Landside\Roadway Access Options\CAD\STL_Roads_20240828.dwgLayout: Point A Plotted: Aug 30, 2024, 10:35AM

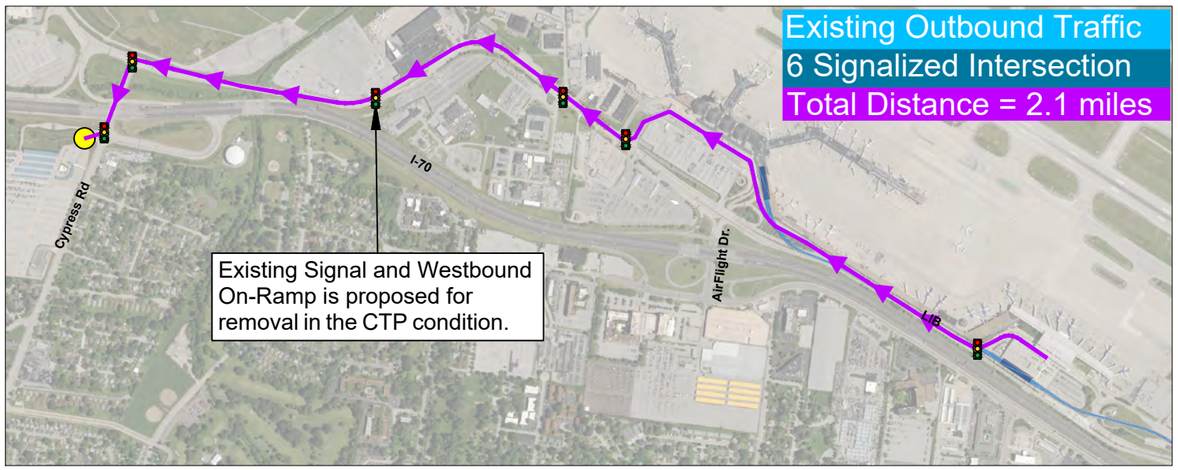
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

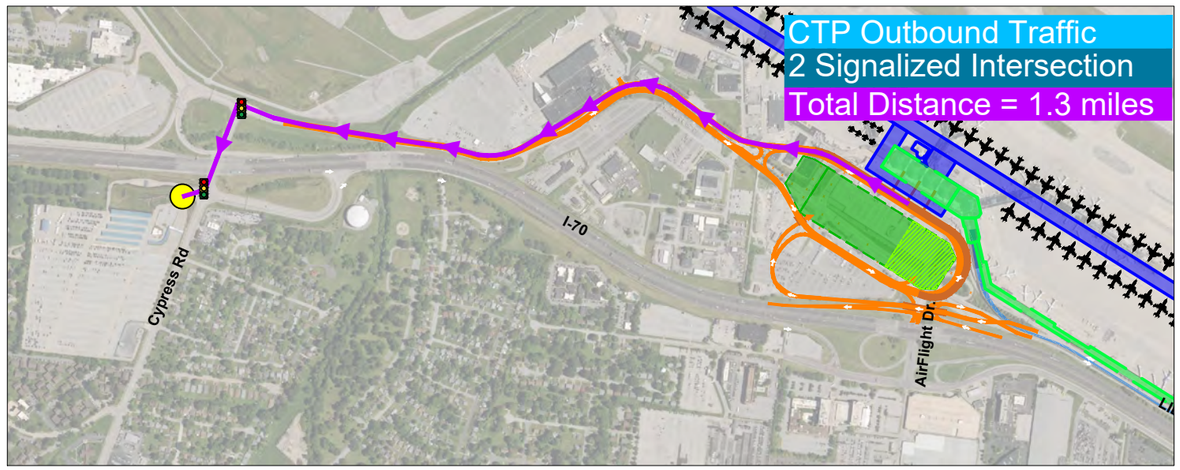
FIGURE 2

Traffic To and From Cypress Road









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	2.8 miles	1.6 miles
Number of Signalized Intersections	10	2

Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	2.1 miles	1.3 miles
Number of Signalized Intersections	6	2

The proposed access roadways between Cypress Road and the new Consolidated Terminal results in less disrupted travel, safer free flow movement and a shorter length in travel distance and duration.

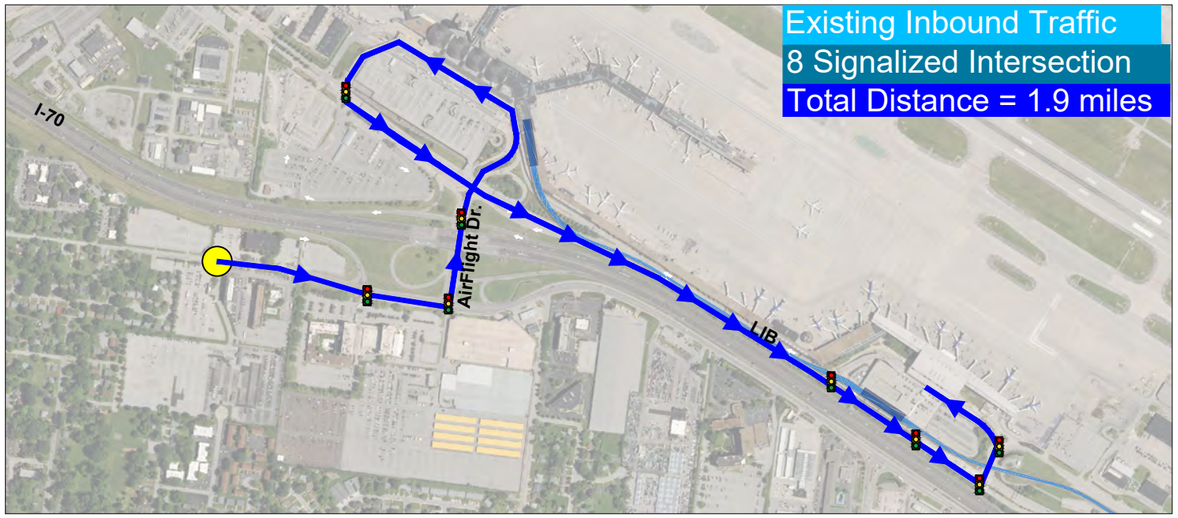
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

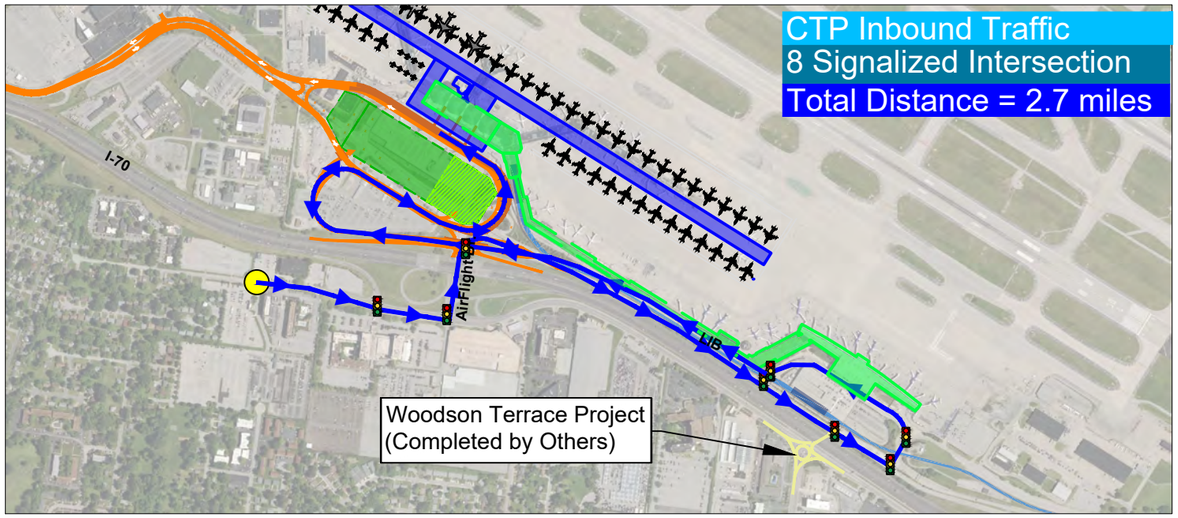
Drawing: C:\Users\USBT677608\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task C - Advanced Planning\6-Landside\Roadway Access Options\CAD\STL_Roads_20240828.dwgLayout: Point B Plotted: Aug 30, 2024, 10:35AM

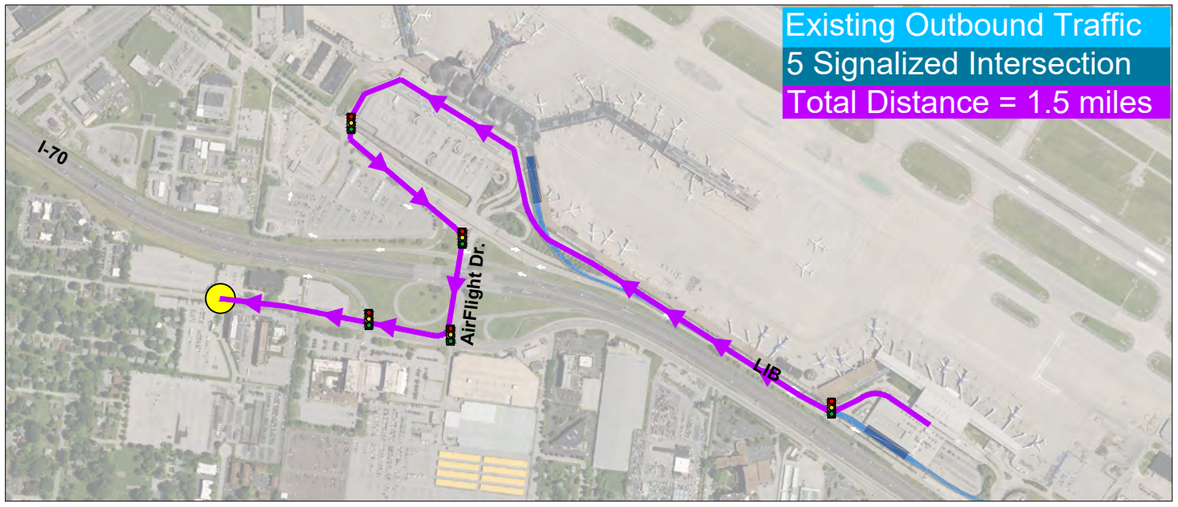
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

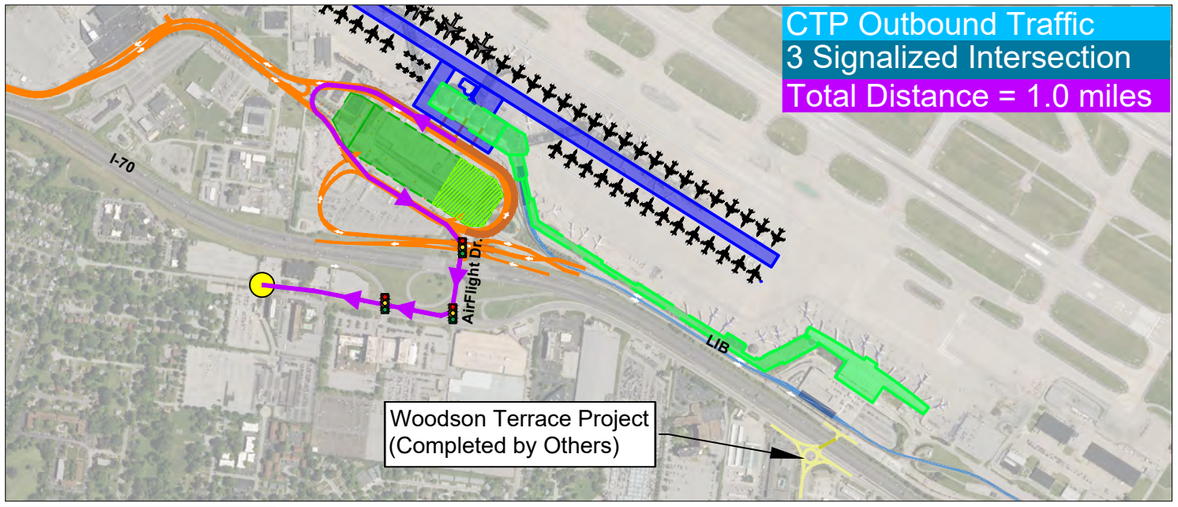
FIGURE 3

Traffic To and From Pear Tree Lane









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.9 miles	2.7 miles
Number of Signalized Intersections	8	8

Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.5 miles	1.0 miles
Number of Signalized Intersections	5	3

The proposed access roadways between Pear Tree Lane and the new Consolidated Terminal results in less disrupted travel, safer free flow movement and a shorter length in travel distance and duration for the outbound traffic. The inbound traffic has a moderately greater travel distance with similar signalized intersections.

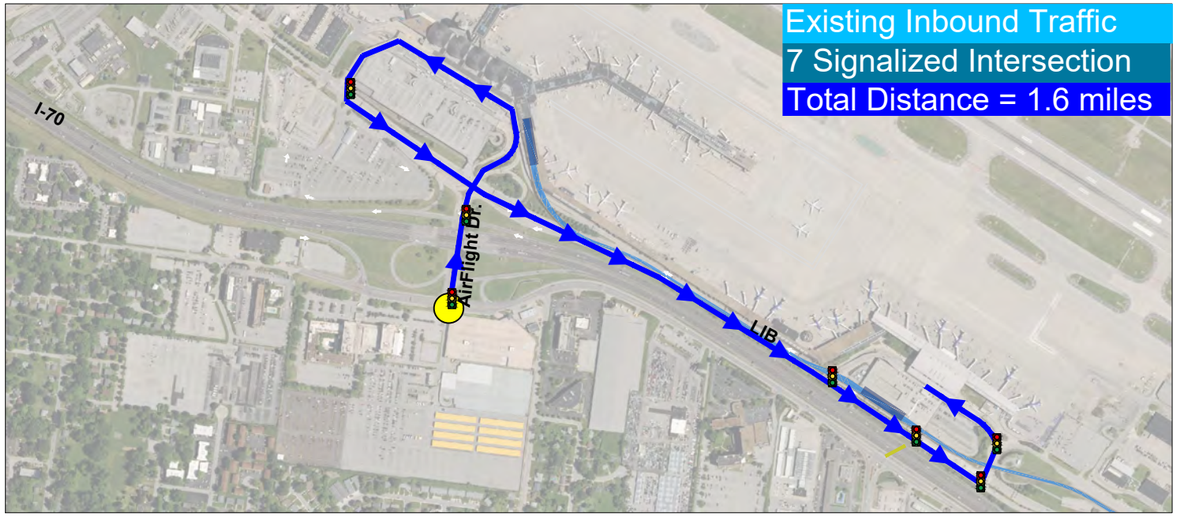
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

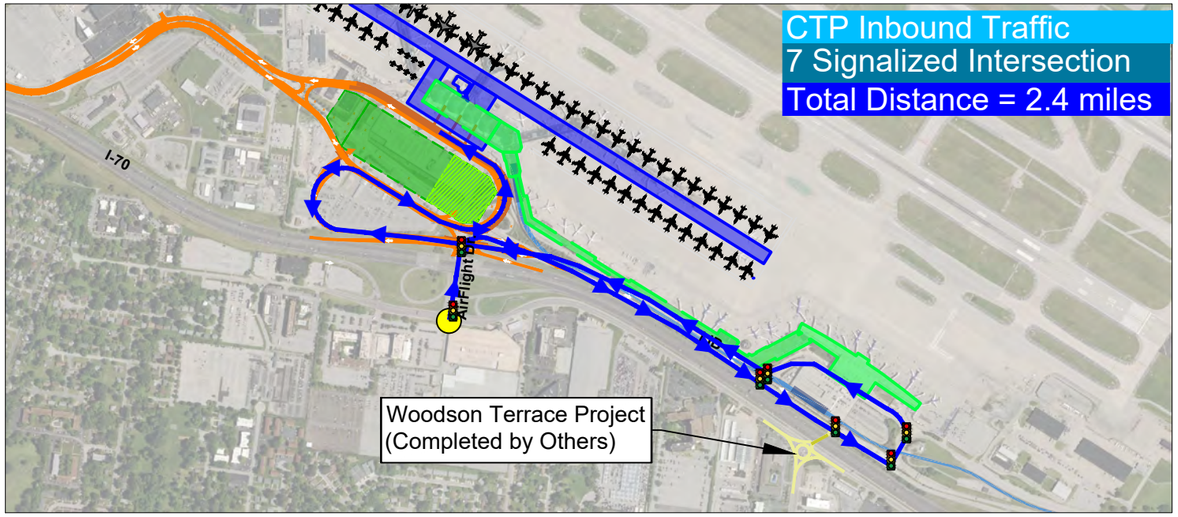
Drawing: C:\Users\USBT677608\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task C - Advanced Planning\6-Landside\Roadway Access Options\CAD\STL_Roads_20240828.dwgLayout: Point C Plotted: Aug 30, 2024, 10:36AM

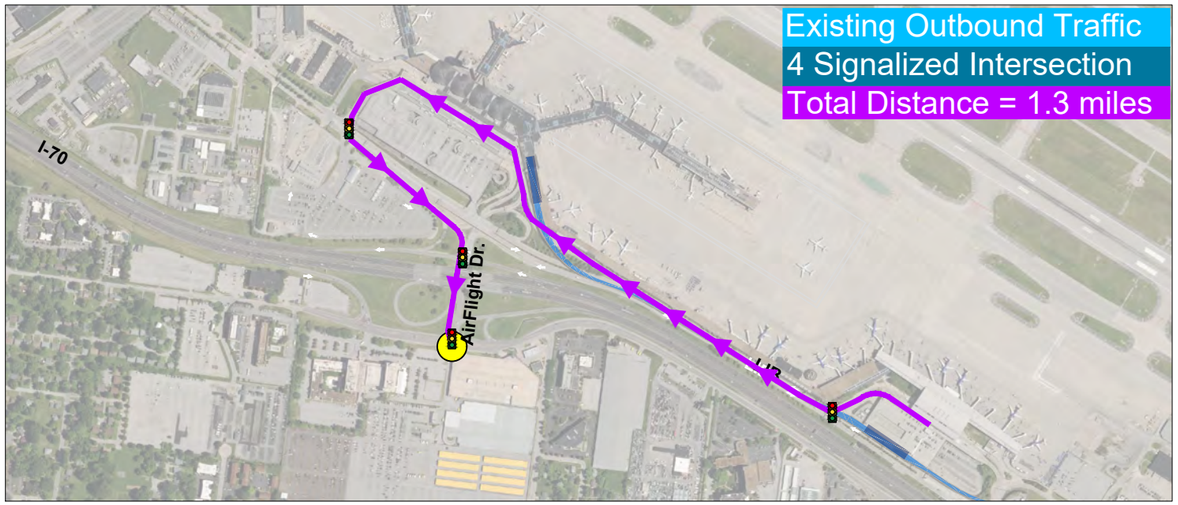
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

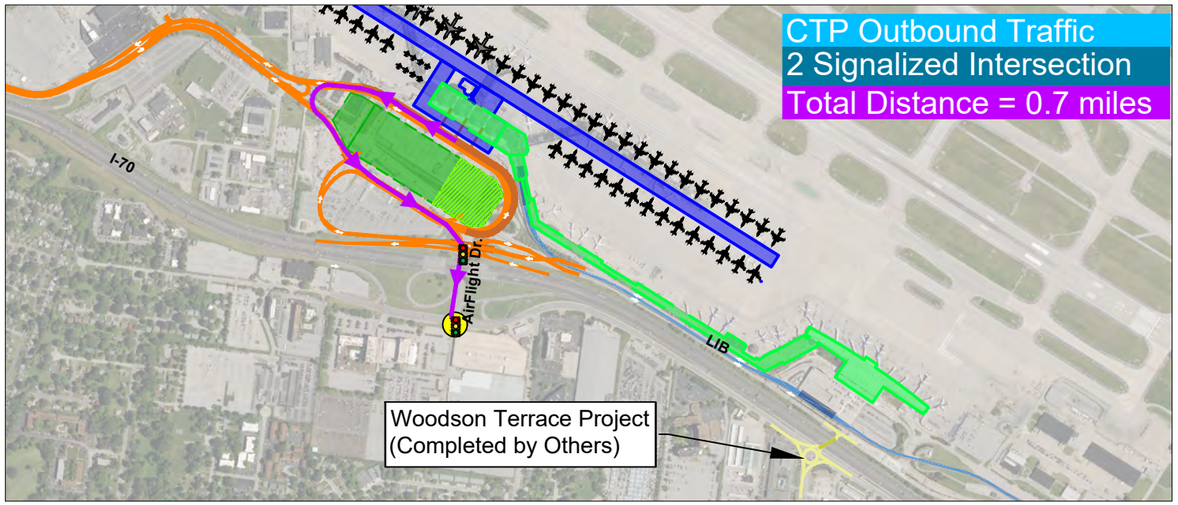
FIGURE 4

Traffic To and From The Parking Spot Off-Airport Locations









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.6 miles	2.4 miles
Number of Signalized Intersections	7	7

Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.3 miles	0.7 miles
Number of Signalized Intersections	4	2

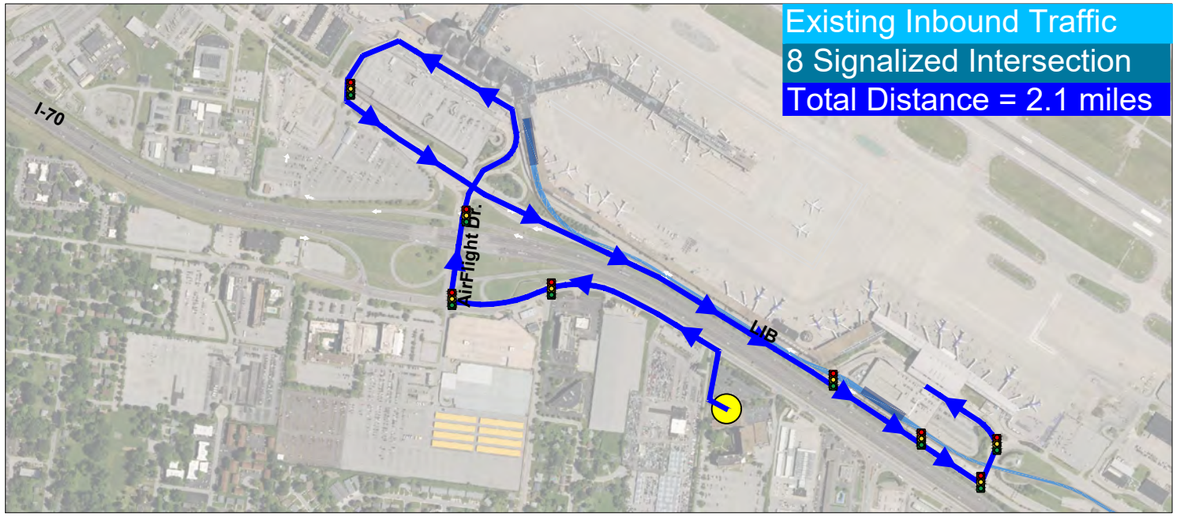
The proposed access roadways between The Parking Spot Off-Airport Locations and the new Consolidated Terminal results in less disrupted travel, safer free flow movement and a shorter length in travel distance and duration for the outbound traffic. The inbound traffic has a moderately greater travel distance with similar signalized intersections.

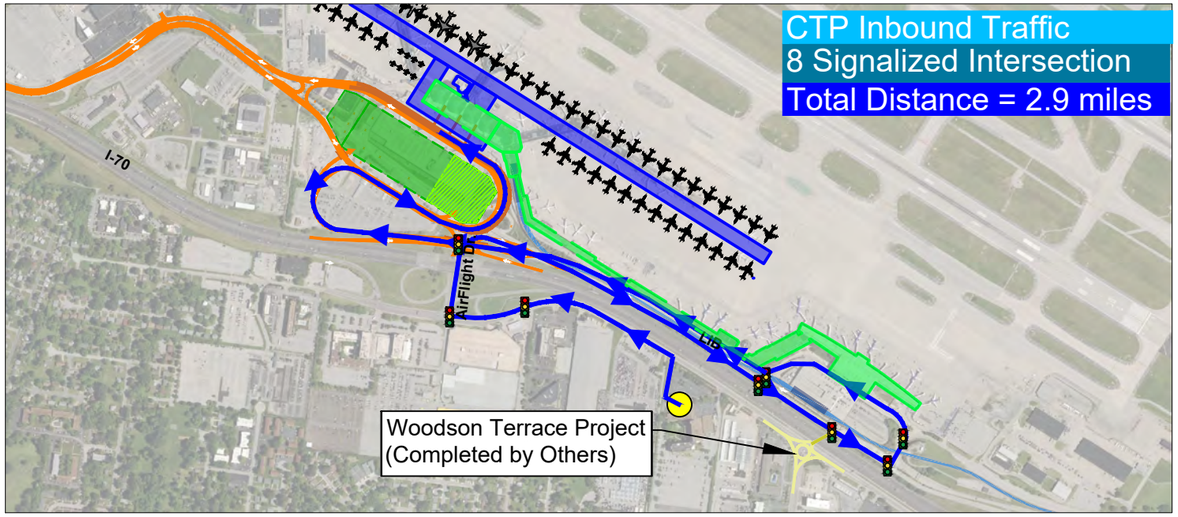
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

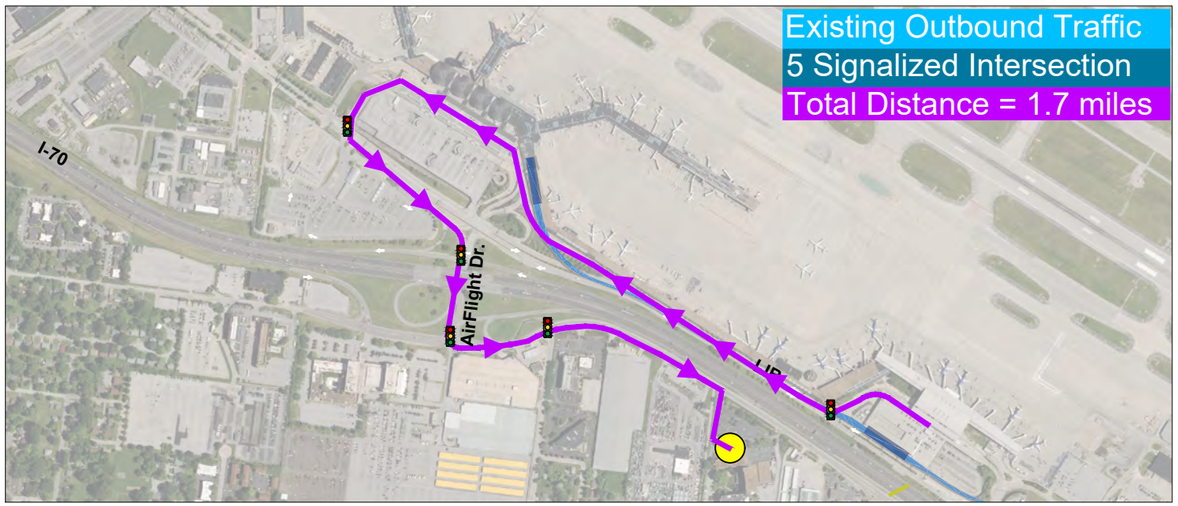
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

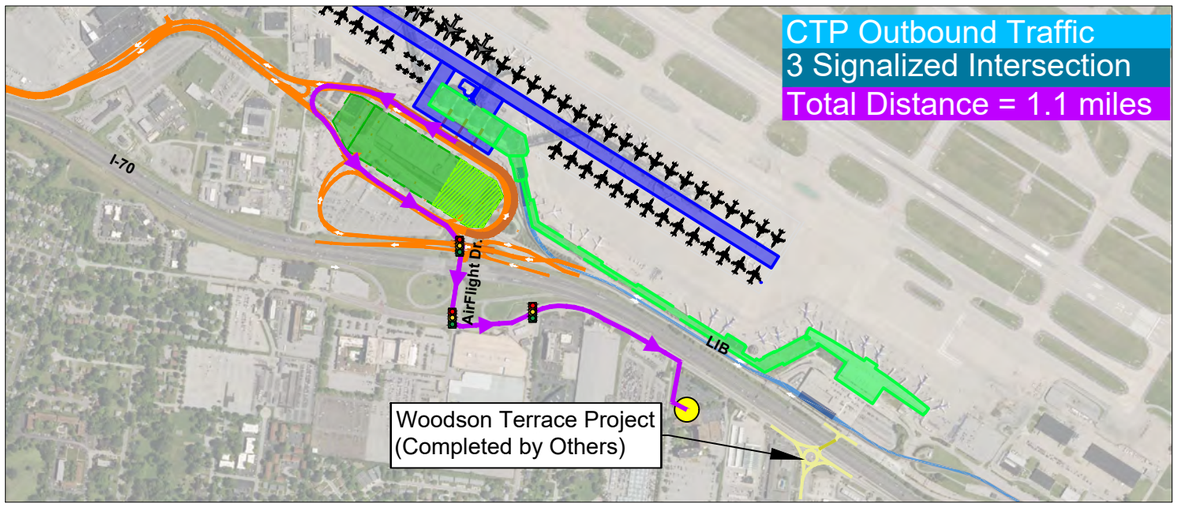
FIGURE 5

Traffic To and From Hilton Hotel









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	2.1 miles	2.9 miles
Number of Signalized Intersections	8	8

Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.7 miles	1.1 miles
Number of Signalized Intersections	5	3

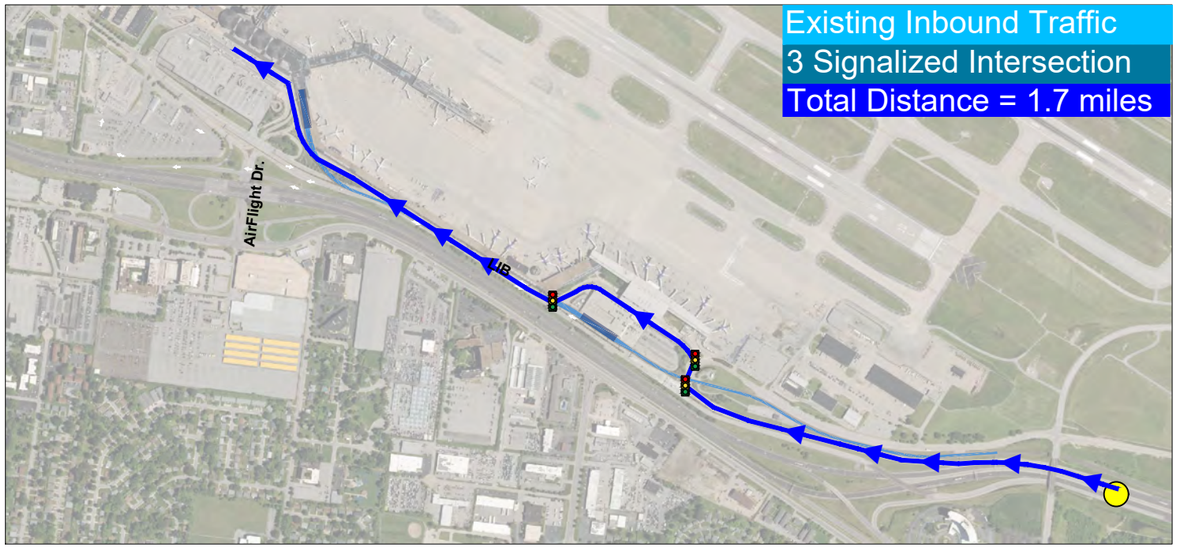
The proposed access roadways between the Hilton Hotel and the new Consolidated Terminal results in less disrupted travel, safer free flow movement and a shorter length in travel distance and duration for the outbound traffic. The inbound traffic has a moderately greater travel distance with similar signalized intersections.

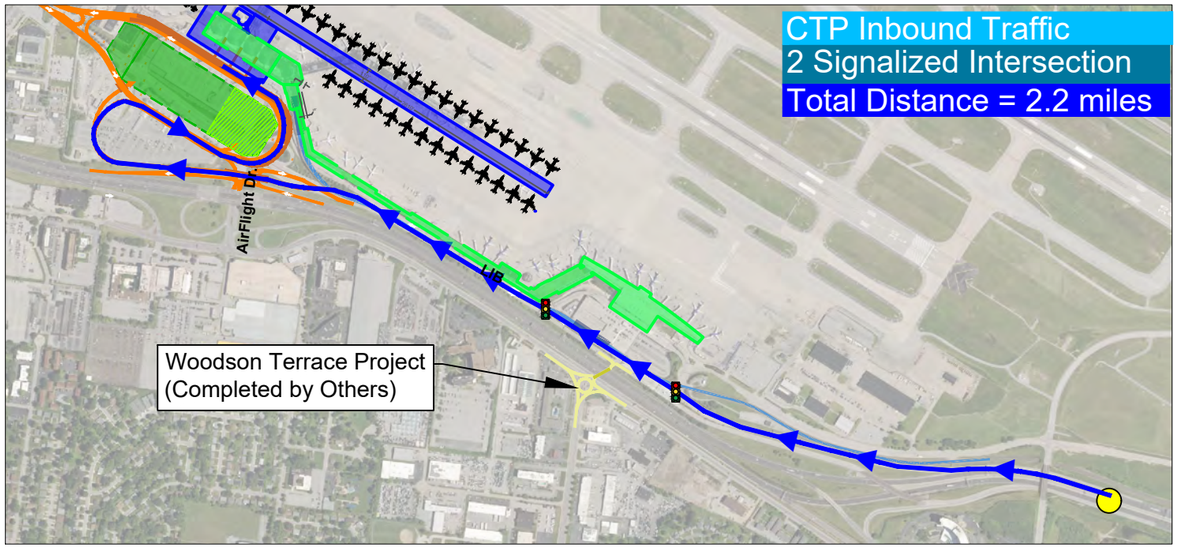
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

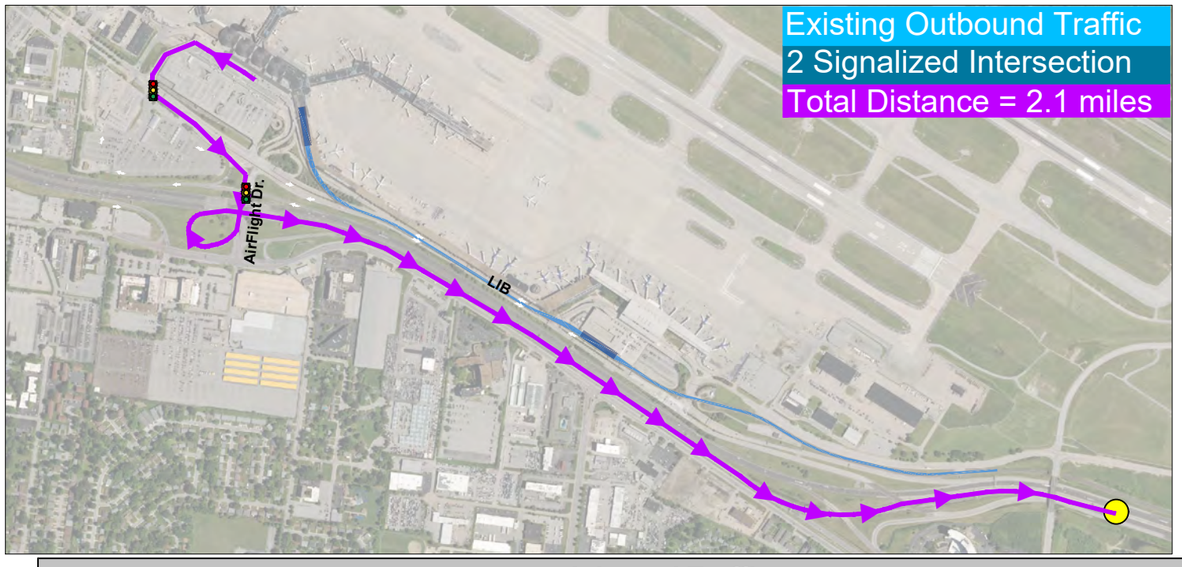
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

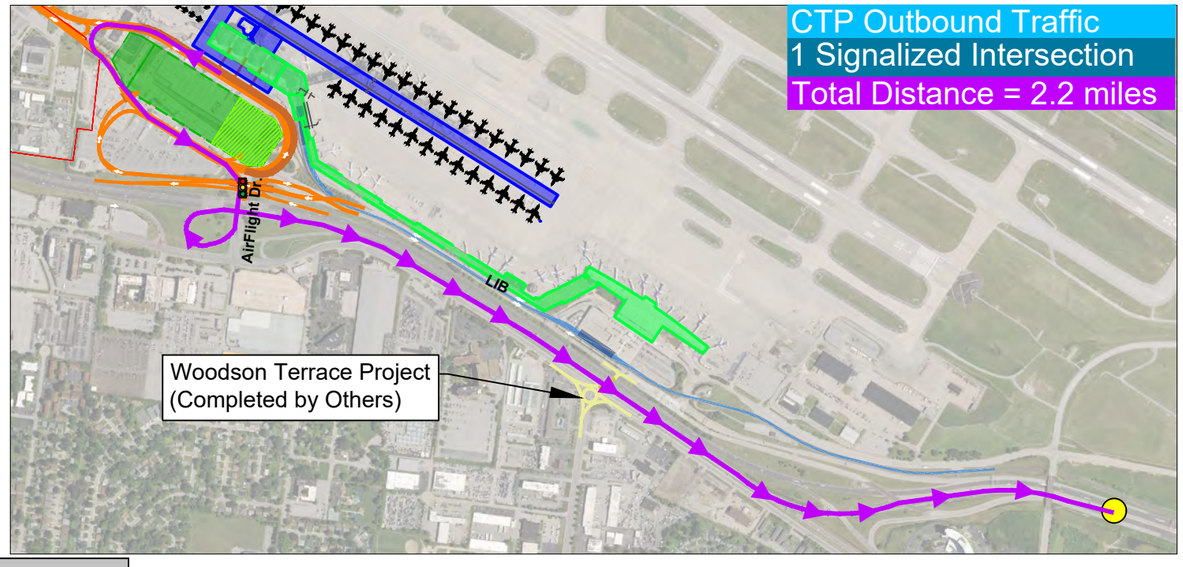
FIGURE 6

To and From East I-70 Interchange









Inbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	1.7 miles	2.2 miles
Number of Signalized Intersections	3	2
Outbound Traffic		
	Existing	**Proposed CTP**
Total Travel Distance	2.1 miles	2.2 miles
Number of Signalized Intersections	2	1

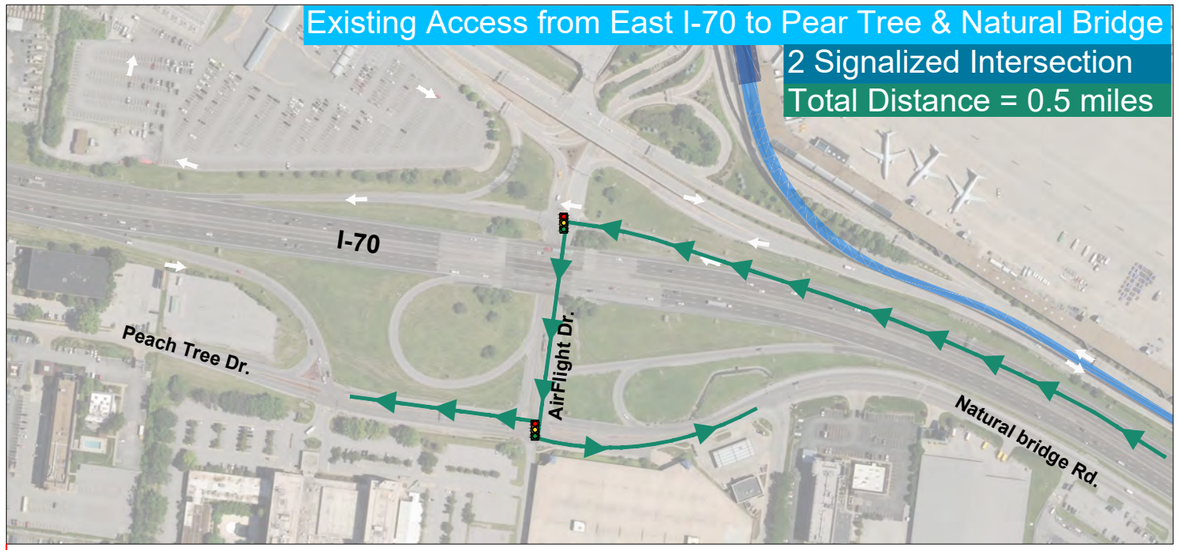
The proposed access roadways between East I-70 Interchange and the new Consolidated Terminal are similar to existing conditions. The proposed condition may results in slightly less disrupted travel, safer free flow but the length will be slightly more resulting in about the same travel time.

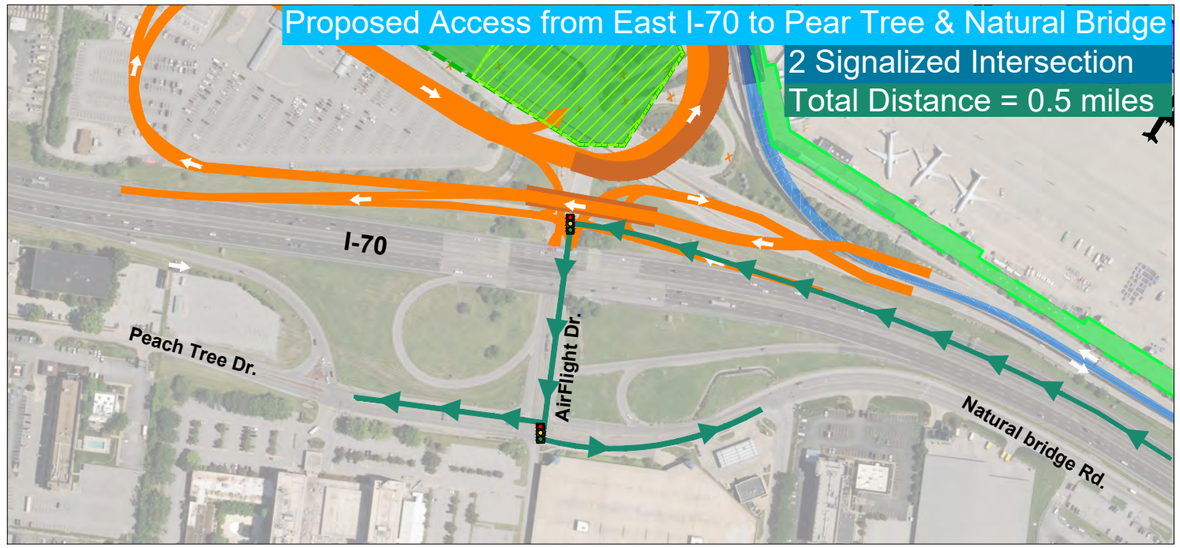
SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.

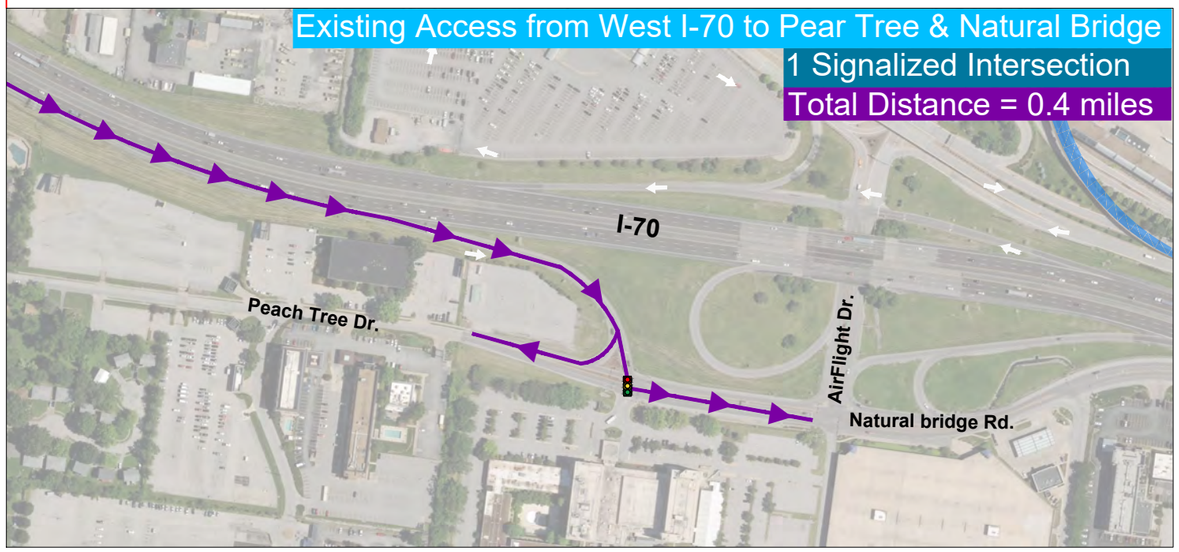
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Terminal Program Advanced Planning
August 2024

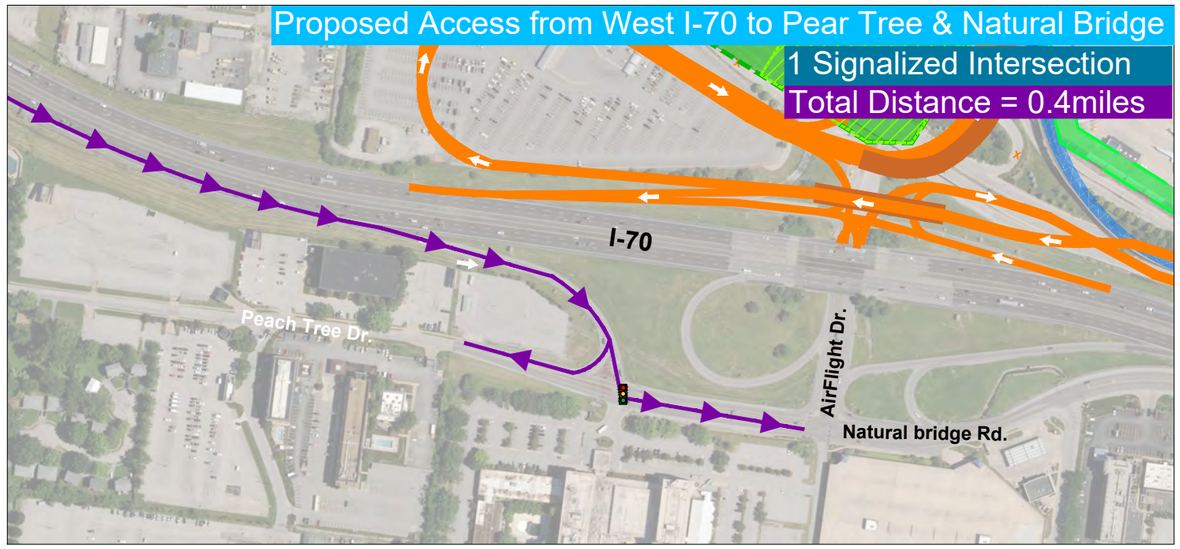
FIGURE 7

Access from I-70 to Pear Tree and Natural Bridge









East I-70 to Pear Tree & Natural Bridge		
	Existing	**Proposed CTP**
Total Travel Distance	0.5 miles	0.5 miles
Number of Signalized Intersections	2	2
West I-70 to Pear Tree & Natural Bridge		
	Existing	**Proposed CTP**
Total Travel Distance	0.4 miles	0.4 miles
Number of Signalized Intersections	1	1

The proposed access roadways from I-70 to Pear Tree Drive and Natural Bridge Road results in similar length in travel distance and signalized intersections.

Drawing: C:\Users\USBT677608\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task C - Advanced Planning\6-Landside\Roadway Access Options\CAD\STL_Roads_20240828.dwgLayout: I-70 access Plotted: Aug 30, 2024, 10:38AM

SOURCES: Quantum, 2020 (Aerial); WSP USA, 2024.