

PUBLIC MEETING

Interconnect Track Feasibility Study



AMERICA'S CENTRAL PORT

GFT

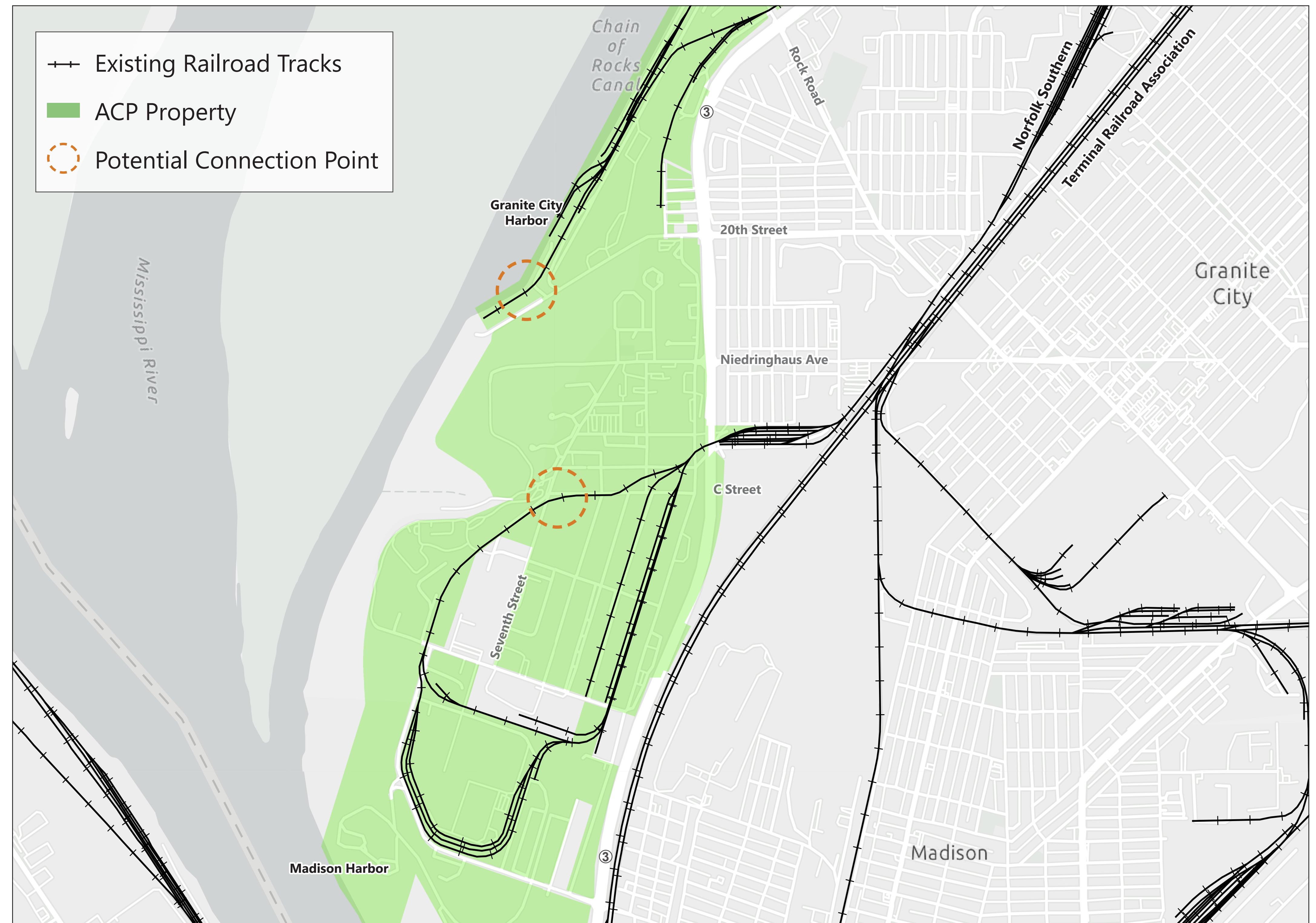
OVERVIEW

America's Central Port (ACP) is conducting an Interconnect Track Feasibility Study (the Study) to determine the feasibility of constructing new railroad tracks between Granite City Harbor, which is located north of Locks #27, and the Madison Harbor, which is located south of the Locks.

This project existed at a conceptual level until the Port learned that penetrating the levee was a possibility, which eased some design obstacles. ACP staff applied for a RAISE planning grant from USDOT Maritime Administration to conduct a feasibility study for the project. Since being awarded the grant, the Port has advanced the study, which includes coordination with the U.S. Army Corps of Engineers and facility operators, public engagement, and preliminary design.

STUDY AREA

The study area includes the full extent of ACP's property and properties in the vicinity of the Granite City Harbor and the Madison Harbor. The broader study area is being considered to understand system-wide impacts at the Port.



FEASIBILITY STUDY

The Interconnect Track Feasibility Study (the Study) will evaluate the existing infrastructure (all modes) and freight movements into, within, and from ACP to consider how the interconnect track (the Project) would affect freight patterns associated with ACP operations and the greater regional freight network. The Study will evaluate regulatory implications and permitability, including preliminary government agency coordination.

The Study will begin with community engagement to gather input from public, private, and governmental stakeholders. A preferred routing alternative will be selected and environmental and geotechnical assessments will commence in order to fine-tune the preliminary design. Additionally, a benefit-cost analysis will be developed for the preferred design alternative(s). The Study does not include construction of the Project.

PROJECT OUTCOMES

The Interconnect Track Feasibility Study will include:

- 1 Purpose and Need Statement** defining the project's goals and the challenges it is intended to address
- 2 30% Design Plans** providing preliminary engineering detail to assess levee penetration and support environmental review
- 3 Benefit Cost Analysis** to support future funding pursuits

STAKEHOLDER ENGAGEMENT

The interconnect Track Feasibility Study prioritizes stakeholder engagement. Obtaining input from commercial tenants, residential tenants, and the public is a key aspect of this effort.

PEOPLE



- Residential Tenants
- Public Visitors

BUSINESSES



- Commercial Tenants
- Nearby Operators
- Partner Organizations

GOVERNMENT



- Federal Departments
- Local Officials
- State Agencies

BACKGROUND

Locks #27 is the first/last lock on the Mississippi River handling all of the barge traffic transiting the Upper Mississippi River system, moving more cargo than any other navigation structure on the Mississippi River. It was built with a main lock chamber and an auxiliary chamber available as a "safety valve" for use when the main chamber is closed. Use of the auxiliary chamber requires breaking apart a 15-barge tow into separate barges, making two transits through the lock. There have been times when neither chamber can be used. In 2012, a five-day closure of both chambers stopped 63 vessels or 455 barges, costing \$15 million to \$20 million to industry. The interconnect track would create a rail linkage between the two harbors to bypass Locks #27.

The interconnect track would also improve rail operating efficiencies. Currently, the Granite City Harbor is only served by Norfolk Southern Railway, and the current track configuration results in a dead-end. The Madison Harbor is served by Port Harbor Railroad, which connects to all Class I railroads through the Terminal Railroad Association of St. Louis. This configuration creates inefficiencies, restricts freight movements, and limits storage.

CONSIDERATIONS

- Industry Design Standards
- Residential & Commercial Tenants
- Traffic Circulation
- Safe Roadway-Rail Crossings
- 2050 Master Plan Projects
- Regulatory Compliance
- Wye Connection
- Levee Penetration



PROJECT SCHEDULE

The Interconnect Track Feasibility Study is anticipated to be complete by the end of December 2026. Meetings with project partners, such as US Army Corps of Engineers, are ongoing as needed throughout the study.

Once the first round of community engagement is completed, a draft feasibility study will be prepared. The draft feasibility study will be available for review at the Port's annual public open house later this summer. The open house will be the final opportunity to provide feedback on the feasibility study, which will be finalized by the end of 2026.

Tasks	2025		2026											
	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Partner Coordination Meetings	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Stakeholder Meetings			█	█	█	★	█	█	█					
Public Open House Meetings						★					█			
Draft Feasibility Study									█	█	█	█		
Final Feasibility Study												█	█	█

SHARE YOUR THOUGHTS

Your input is important! There are multiple ways to share your thoughts about the interconnect track:

- 1 Ask the Project Team** - Several members of the project team are available to provide information and answer questions
- 2 Complete a Survey** - Share your comments with the project team by completing a survey
- 3 Visit the Project Website** - Project information shared today is available online along with a digital version of the survey

PROJECT WEBSITE

