

2050

MASTER PLAN



AMERICA'S CENTRAL PORT

2050 MASTER PLAN

Executive Summary

About the Port

Created in 1959 by the State of Illinois, America's Central Port District serves a 200-square-mile economic region in Southwest Illinois, with its headquarters located within a 1,200-acre rail and river-served industrial park in Granite City, Illinois.

Located at the heart of the U.S. transportation network, with access to six Class-I railroads, two multi-modal harbors, four U.S. Interstates, and home to over 75 businesses and freight-intensive operators, America's Central Port District's facility located within the boundaries of Granite City, Madison and Venice, Illinois is one of the largest freight hubs in the Midwest.

Established as a special-purpose unit of local government, the Port's mission is to advance multi-modal transportation, create business expansion opportunities, and assist in job creation for the Southwest Illinois Region.

What We Provide



Home to two million square feet of rail-served warehousing with tenants ranging from manufacturers to industrial suppliers.



One of a few sites in the U.S. with both direct access to the Norfolk Southern and access to all of the Class-I railroads, with 24/7 switching services for all tenants.



Two river harbors provide public bulk and general cargo services, moving three million tons of freight annually.



All shovel-ready sites include incentives such as TIF, Enterprise Zone, Foreign Trade Zone, EDGE Tax Credits, and SBA Hubzone designation.



Residential options include 1–4-bedroom apartments and townhomes available for rent, along with childcare services on site.



Strategic initiatives in transportation, business attraction, and workforce development enhance regional economic opportunity and quality of life.

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Introduction to 2050 Master Plan

As America's Central Port District looks ahead at the next 20 years, it realizes the need for a cohesive guide for development according to its mission, vision, values, and strategic goals. The Port's last master planning effort, undertaken in 2011, developed the 2030 Master Plan. Today, many of the projects contained within that plan have been completed, are underway, or are no longer aligned with the Port's strategic direction. Staff has therefore spent considerable time over the last several years preparing the 2050 Master Plan.

The following plan integrates strategic planning efforts, incorporates stakeholder input, and reflects sensitivity to overarching industry trends. It will assist the Port in prioritizing capital projects and pursue funding as it fulfills its mission to develop multi-modal transportation, create business expansion opportunities, and facilitate job creation for the region.

This document contains 60 projects totaling an estimated \$355,610,000 in planned investment to the Port's properties and jurisdiction. Following this executive summary, you will find individual project sheets containing a detailed description of each proposed project. Additionally, a summary list of projects with an overview map can be found in **Appendix A**.

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Strategic Planning

Through a series of staff workshops and engagement with the Port Board of Commissioners, staff has developed a Strategic Plan to guide the organization's efforts. Key elements of the Strategic Plan include:

OUR MISSION

Develop multi-modal transportation, create business expansion opportunities, and facilitate job creation for the region.

OUR VISION

Building local assets that harness global opportunity.

Core Values

Respect

We show respect to all colleagues, customers, and partners.

Responsibility

We are responsible stewards of our financial resources and our physical property.

Community

We believe the Port's success is inherently tied to the success of our employees, our tenants, and our local communities.

Integrity

We conduct ourselves and our business with a dedication to honesty and ethical behavior.

Entrepreneurialism

We are ambitious and resourceful in all our endeavors.

Teamwork

We foster a collaborative spirit within our team and approach our partner organizations with the same attitude.

OVERARCHING GOALS

Improve Internal Operations

Make Strategic Long-Term Investments

Strengthen Community Connections

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Industry Trends

In the face of volatile trends in freight transportation and industrial real estate, America's Central Port District seeks to make investments that are responsive to changing dynamics while also being durable over time. The Port has identified several core themes to guide its investments through this 2050 Master Plan in the face of ever-shifting tides. It seeks to build infrastructure that is:

1. **Adaptable**
2. **Resilient**
3. **Modern**
4. **Mission-Oriented**

From terminals and storage solutions that can handle a variety of commodities to warehouses that attract manufacturing tenants, the Port has eyes on the horizon to bring meaningful investment to Southwestern Illinois. For a more detailed overview of industry trends the Port considers in its decision-making, please reference **Appendix B** or this document.

Stakeholder Engagement

While Port Staff has collected feedback from its tenants, operators, and partners for years, in this planning effort it was determined a more structured approach was necessary. A survey was conducted among Port tenants, both commercial and residential, to gather information on why they chose to locate or live at the Port, how the property functions for them, and what areas are in need of improvement.

The tenant surveys corroborated much of what staff had heard anecdotally and observed themselves over recent years, though it helped highlight specific projects as beneficial to both commercial and residential tenants. For instance, completing the reconstruction of West Seventh Street was mentioned by both categories of tenants and has been programmed into the Port's five-year Capital Improvement Plan. Additionally, the need for dining and retail amenities was mentioned in both survey response sets, elevating the importance of the Port's Commercial Corner project. The survey results allowed Port staff to refine its list of unfunded needs, making additions and modifications as needed.

A more detailed summary of the Port's tenant surveys can be found in **Appendix C**.

A draft copy of the Plan was posted to the Port's website, along with a form for interested parties to provide feedback. Port stakeholders were notified of the draft Plan via email and were invited to an open house, which took place on July 17, 2025. Staff collected feedback through the end of July 2025 and incorporated it into the final plan.



PLANNING

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COMPLETED

PARTIALLY FUNDED /// IDOT PORT FACILITIES GRANT

01

MADISON HARBOR SEDIMENTATION REDUCTION

Engineer's Estimate: \$20,000,000

As part of the 2001 U.S. Department of Transportation's Maritime Administration (MARAD) Conveyance Program where the former Charles Melvin Price Support Center military base was transferred to the Port, the Port committed to MARAD as part of its redevelopment plan to develop a new river harbor south of Locks 27. The Port's Madison Harbor was constructed on the Mississippi River as part of a 2009 and 2011 Transportation Investment Generating Economic Recovery (TIGER) Grant and opened for business in 2016. Shortly thereafter, a major flood introduced significant silt into the Harbor. High water events have occurred with increasing frequency since the harbor's design in 2010, and there is reason to believe the conditions likely influencing this increase (growing impact of climate change and upstream levee-buildup on river levels) will now continue. Successive high-water events continue to bring silt into the Harbor creating significant barge loading issues when the water is just below normal pool depth. To date, dredging the Harbor has resulted in the expenditure of several million dollars.

The most cost-effective way to reduce the siltation is to keep the water moving within the Harbor or by reducing the entrance point of the siltation by adjusting the existing L-Dike elevation adjacent to the Harbor. Studies are underway that are looking at elevating the L-Dike to the west of the canal entrance and/or the installation of turbines. All potential solutions are aimed at reducing the sediment flow and therefore reducing sedimentation from flood stages of the river which require additional dredging to keep the Harbor operations reliable. If applicable, the solutions will add capacity to the existing docks where possible.

The Port was awarded a \$13,000,000 Port Facilities Grant from the Illinois Department of Transportation as part of the Rebuild Illinois infrastructure improvement multi-year capital bill for the State of Illinois. This funding will cover design costs and initial construction costs. This project is critical to the continued viability of the harbor.



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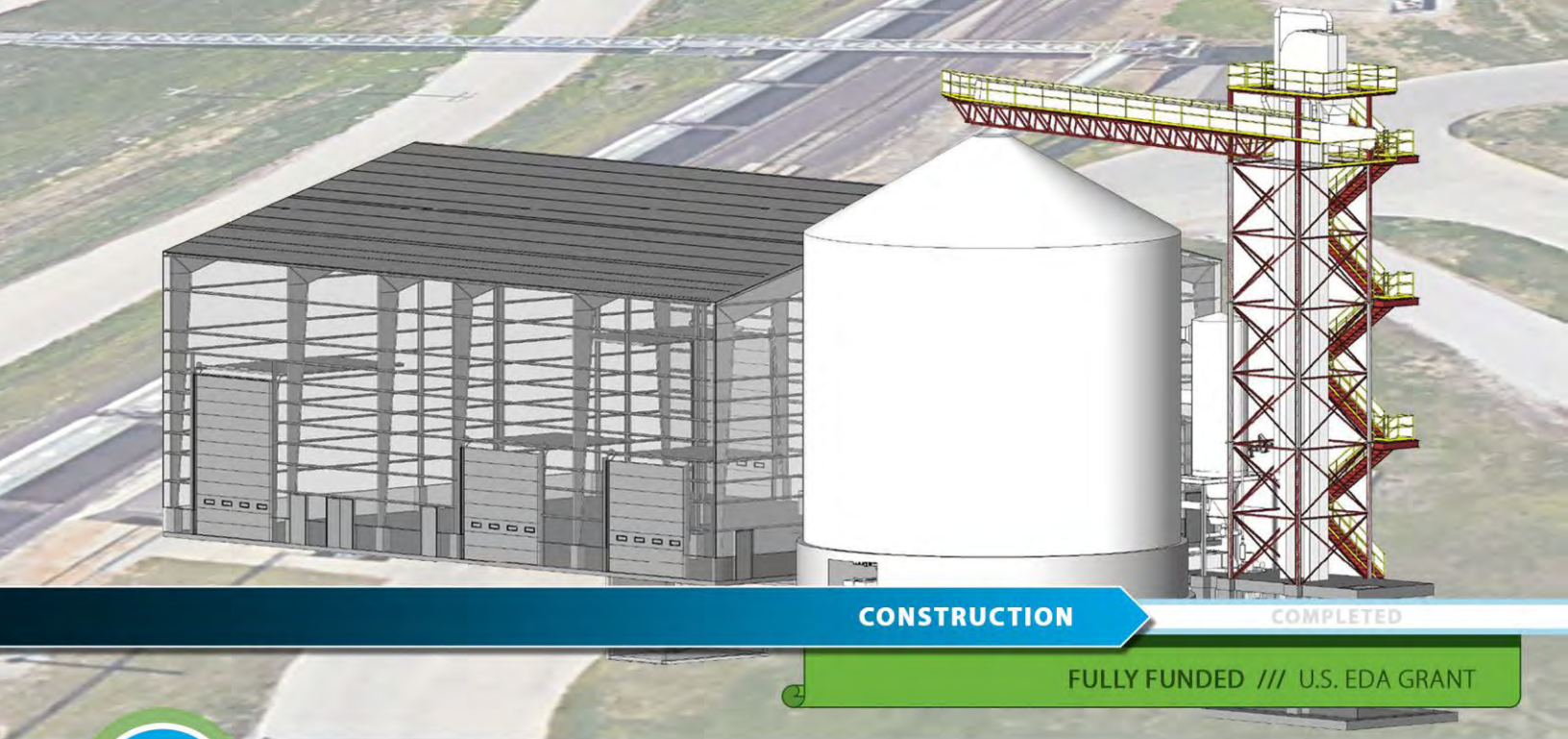
MADISON HARBOR SECURITY ACCESS GATES

Engineer's Estimate: \$2,000,000

The Madison Harbor at America's Central Port services two separate barge load-out facilities. One of these facilities is a general cargo dock which has the capacity to see hundreds of trucks per day. An effort to ensure that access is restricted to only those vehicles and trucks authorized at the harbor, the Port plans to install access control gates.

These gates will be located between the interface of the harbor with the Port's main industrial access roadway, Bissell Street. The gates will have the flexibility of being manned or remotely monitored depending on the facility's needs. Integration into the existing security monitoring system, as well as, nearby scales is an option that can be deployed.

It is anticipated that a port-wide security plan would be pursued under the Port Security Grant (PSG) program offered through the U.S. Department of Homeland Security. This plan would provide more details regarding location and functionality of security and access needs for all facilities.



MADISON HARBOR TERMINAL IMPROVEMENTS

Engineer's Estimate: \$5,500,000

This project is located adjacent to the Port's Madison Harbor along the Mississippi River just south of the Chain of Rocks Canal and Locks #27. Installation of a 90,000-bushel grain bin with expanded conveyor systems will enable simultaneous handling of railcars and trucks to maximize the full potential and capacity of this transfer facility. Currently trucks must idle while waiting for rail transfers to be completed before entering the shared facility. The upgrade will accommodate different commodities, if desired, to be handled by rail and truck at the same time.

The addition of a new bulk storage bin will provide the flexibility needed by the Port's operators to react quickly to market changes and demands. The additional storage capacity will provide for a more efficient means of transferring cargo between modes and will increase the effective capacity of the overall facility.

This project is fully funded between a grant from the U.S. Department of Commerce's Bureau of Economic Development Administration in the amount of \$3,800,000 and a local match provided by the Port's operator of the terminal. Construction is currently underway and the newly improved terminal is expected to be operational by Q3 of 2025.



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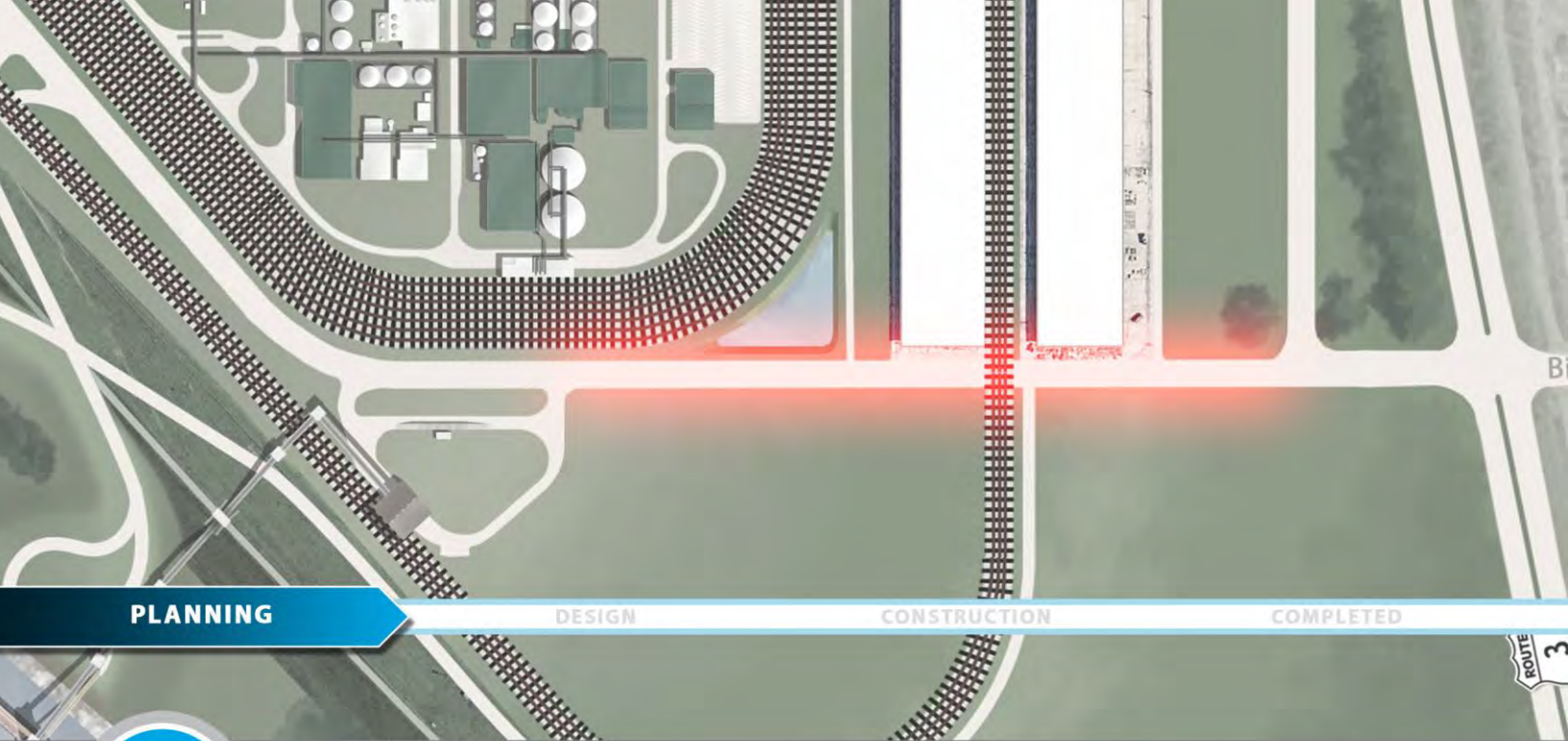
MADISON HARBOR DOCK STORAGE BUILDING

Engineer's Estimate: \$3,000,000

This project is to be located just off the main dock of the Madison Harbor along the Mississippi River just south of the Chain of Rocks Canal. There is growing demand by customers for covered storage space for goods; primarily steel coils.

A 40,000-sqft permanent steel structure covered in fabric is proposed to be located within the circle which services the main dock. This will provide the ability to ensure the product is protected from the weather as it is being stored prior to transport. A reinforced concrete floor will be installed which would allow for the stacking of coils up to three high.





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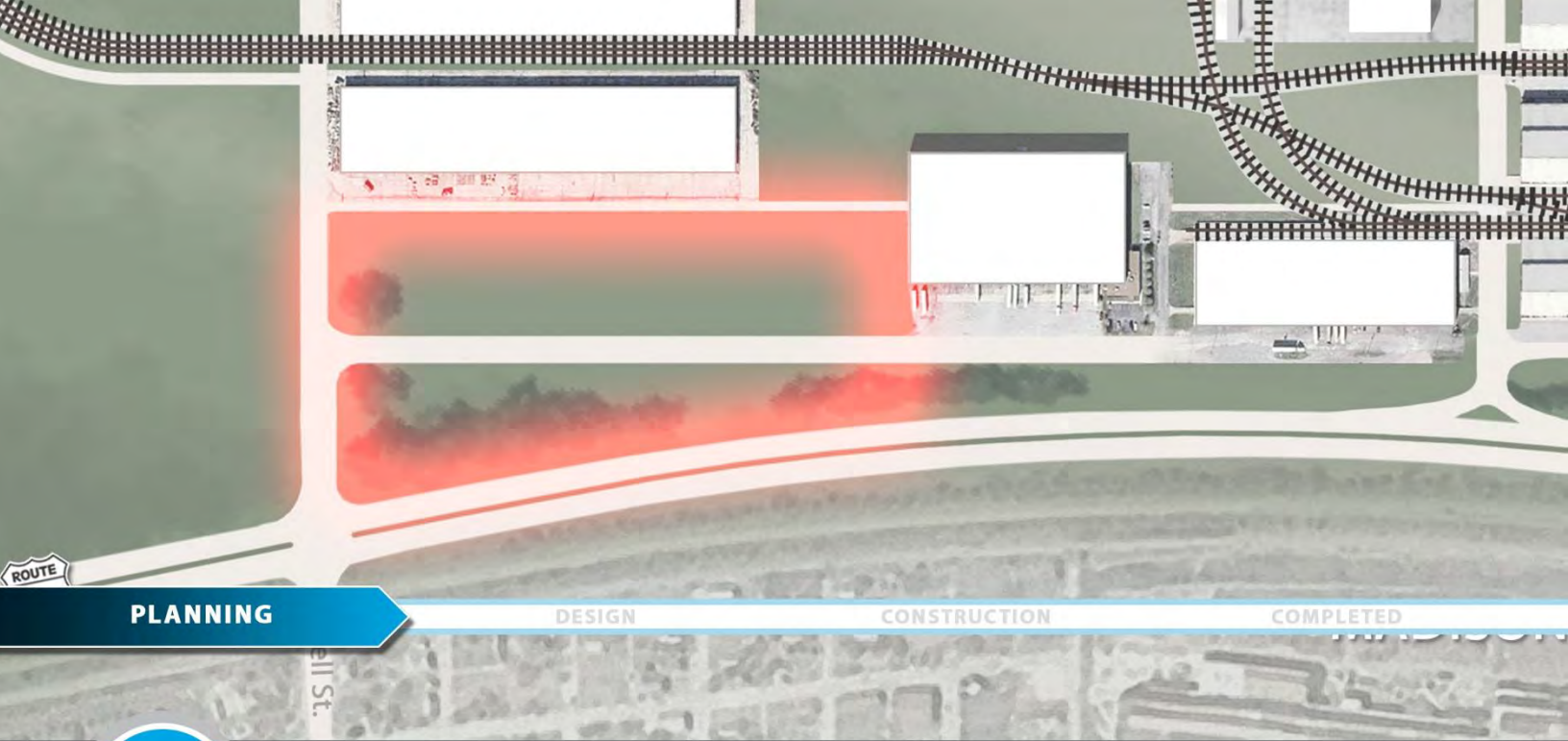
06

BISSELL STREET TRUCK QUEUING IMPROVEMENTS

Engineer's Estimate: \$2,500,000

The project will widen Bissell Street to expand freight capacity at the Madison Harbor. Today, inbound trucks queue along Bissell Street waiting for their turn at the Madison Harbor Terminal or for various other industrial tenants. The queue often stretches all the way to Illinois Route 3, which poses congestion and safety issues. Trucks will often use the shoulders of Bissell Street to queue, which tears up the roadway and again, poses congestion and safety issues. The Port is currently studying whether adding a queuing lane or westbound left-hand turn lane will best accommodate the truck queue; either scenario will entail the widening of Bissell Street with a reinforced concrete pavement section for a 0.25-mile stretch.

This project is important not only to meet current demand, but to also accommodate future demand: the operator of the Port's Madison Harbor is in the process of adding capacity to the Harbor. By expanding the capacity of Bissell Street, the Port will complement investment by others and enhance the local, state, and national asset that is the Harbor



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07

ACCESS ROAD DEVELOPMENT

Engineer's Estimate: \$800,000

This project is located off Bissell Street near its Illinois Rt.3 entrance. Access Road leads to two businesses within the Port; one being St. Louis Screw and Bolt, and the second being a warehouse owned by the Port and leased to The Delivery Network. St. Louis Screw and Bolt recently purchased the 8-acre parcel west of Access Boulevard with the intention of expanding their operations.

Access Boulevard is expected to be reconstructed with a standard highway concrete surface design which would handle truck loadings more effectively. Area drainage will also be improved at this time. These improvements will both address the access needs for the two existing businesses, as well as, provide new access to the corner development parcels at Bissell Street.

The Port intends to open up visibility to Access Boulevard by removing trees and vegetation and intends to more thoroughly look at development of the narrow strip of land east of Access Boulevard that will have great highway visibility.



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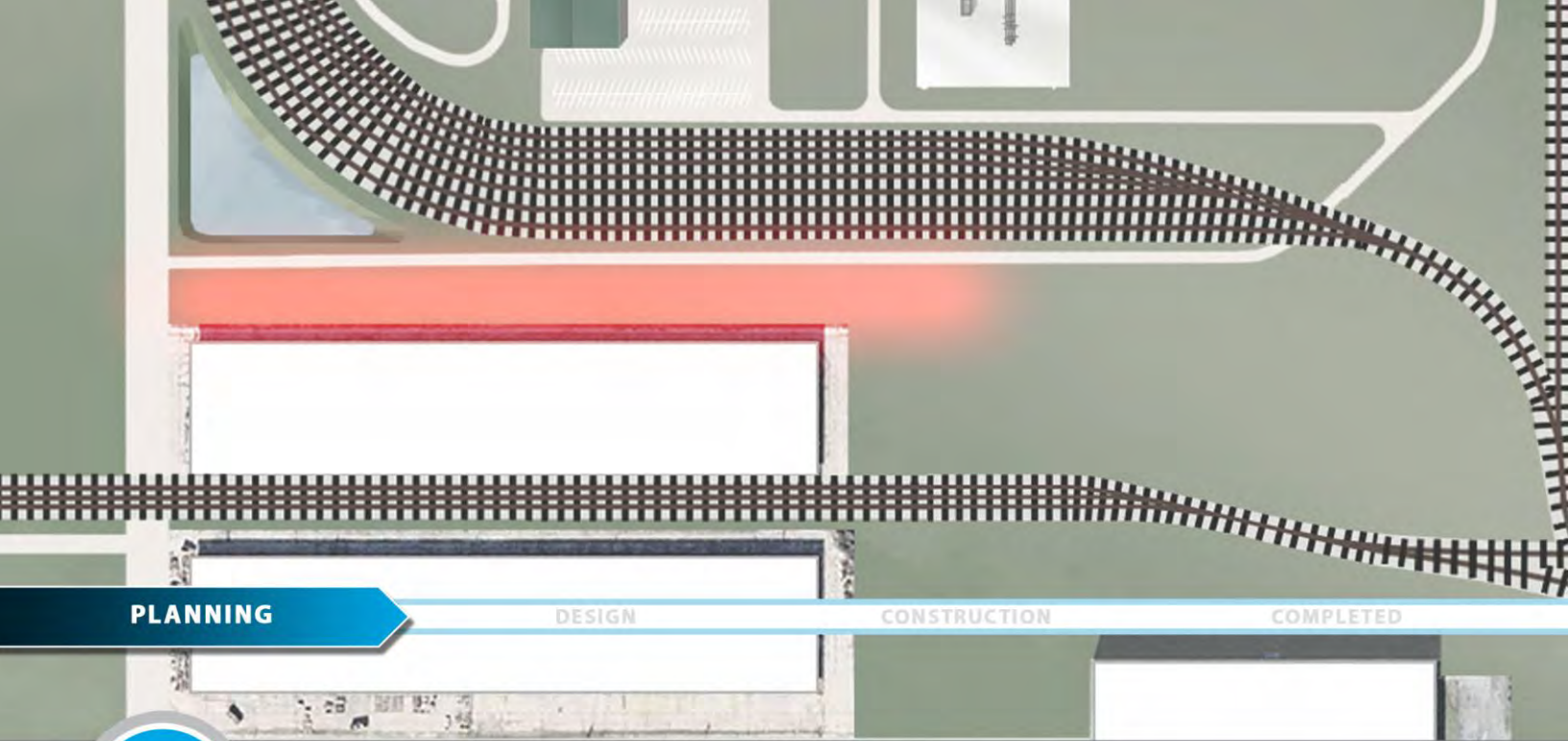
08

NEW BULK STORAGE (NORTH OF OPEN SHEDS)

Engineer's Estimate: \$4,000,000

There is growing demand for bulk storage buildings near the Madison Harbor and with access to Bissell Street. This project consists of constructing a new 50,000-sqft fabric bulk storage building north of the Open Sheds off Bissell Street. Reinforced concrete floors and foundation walls will be incorporated into this structure.

There is approximately 7.5-acres of available land north of the Open Sheds that could be developed to house this new warehouse, as well as, accommodate future expansion as the market demand continues to grow. The building could also take advantage of rail loading and unloading for any one of the nation's six Class I rail carriers since it is adjacent to the Port's South Rail Loops.



PLANNING

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09

NEW BULK STORAGE ACCESS ROAD

Engineer's Estimate: \$1,000,000

Access to the Open Sheds off Bissell Street is tight with the larger trucks arriving for transfer. This project will construct an approximate 1000-ft new reinforced concrete roadway just west of the buildings to provide more adequate truck access and a wider loading area on the west side of the sheds.

Additionally, this new roadway will provide access to the small parcel to the north which has been identified for development for a new bulk storage building. The new road could double as temporary truck queuing to alleviate congestion from Bissell Street during peak usage.



PLANNING

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10

REHABILITATION OF OPEN SHED ROADS

Engineer's Estimate: \$2,500,000

The existing access roads around the Bissell Street Open Sheds are in disrepair. Their construction dates to the 1940's. In order to better manage the flow of truck traffic which access these buildings, the roads need to be improved.

Each building has an approximate 1000-ft roadway on each side varying in width between one and two lanes. This project will rehabilitate the concrete apron roadways on the outer sides of each building with new reinforced concrete to handle the truck loading operations.

Additionally, area drainage will be improved for these roads and buildings to better address heavy rain events.



PLANNING

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11

FOREIGN TRADE ZONE WAREHOUSE RAIL ACCESS

Engineer's Estimate: \$2,500,000

The Port's warehouse at 1000 Access Boulevard has served the current tenant since the late 1980s. With an increase in rail-served warehouse demand, the extension of rail to this building would help to keep the building usable and marketable for years to come. The existing tenant has asked about potential rail service to this building to meet this demand.

This project would extend an approximate 1000-ft of rail track from Track 1 along West 2nd Street to the west side of the warehouse. This would provide additional flexibility with rail dock access to the warehouse with up to seven rail car loading/unloading spots.



PLANNING

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12

LIGHT INDUSTRIAL DEVELOPMENT WAREHOUSE

Engineer's Estimate: \$10,000,000

While the majority of America's Central Port's 1,200 acres is home to industrial users, including warehousing, industrial land, and harbor facilities, the central portion of the property contains a lighter intensity mix of uses. This area, formerly the administrative and residential portion of the Charles Melvin Price Support Center, now contains River's Edge Apartments, office space, and not-for-profit organization facilities.

This Mixed-Use District contains an open development site near its southern border, at the transition point to the warehouse district. This site is well-suited for light industrial development due to its location between low- and high-intensity uses. Additionally, whereas other open acreage in the Mixed-Use District is too small or bifurcated by utility lines, this site has sufficient area and depth to accommodate circulation and loading zones for small box trucks and vans.

There is room for an approximate 100,000-sqft warehouse with light truck access accommodations.



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13

NEW WAREHOUSE DEVELOPMENT (7TH & C STREET)

Engineer's Estimate: \$15,000,000

Warehouse space is in high demand at the Port. This project will construct a new concrete tilt-up warehouse building up to 160,000 square feet in size at the corner of West 7th Street and C Street.

This warehouse would have its own rail siding access along its southern half of the east wall which could hold up to five rail car spots. Multiple truck bays and a potential drive-in door would be the main features of this building to accommodate potential cross-dock operations.



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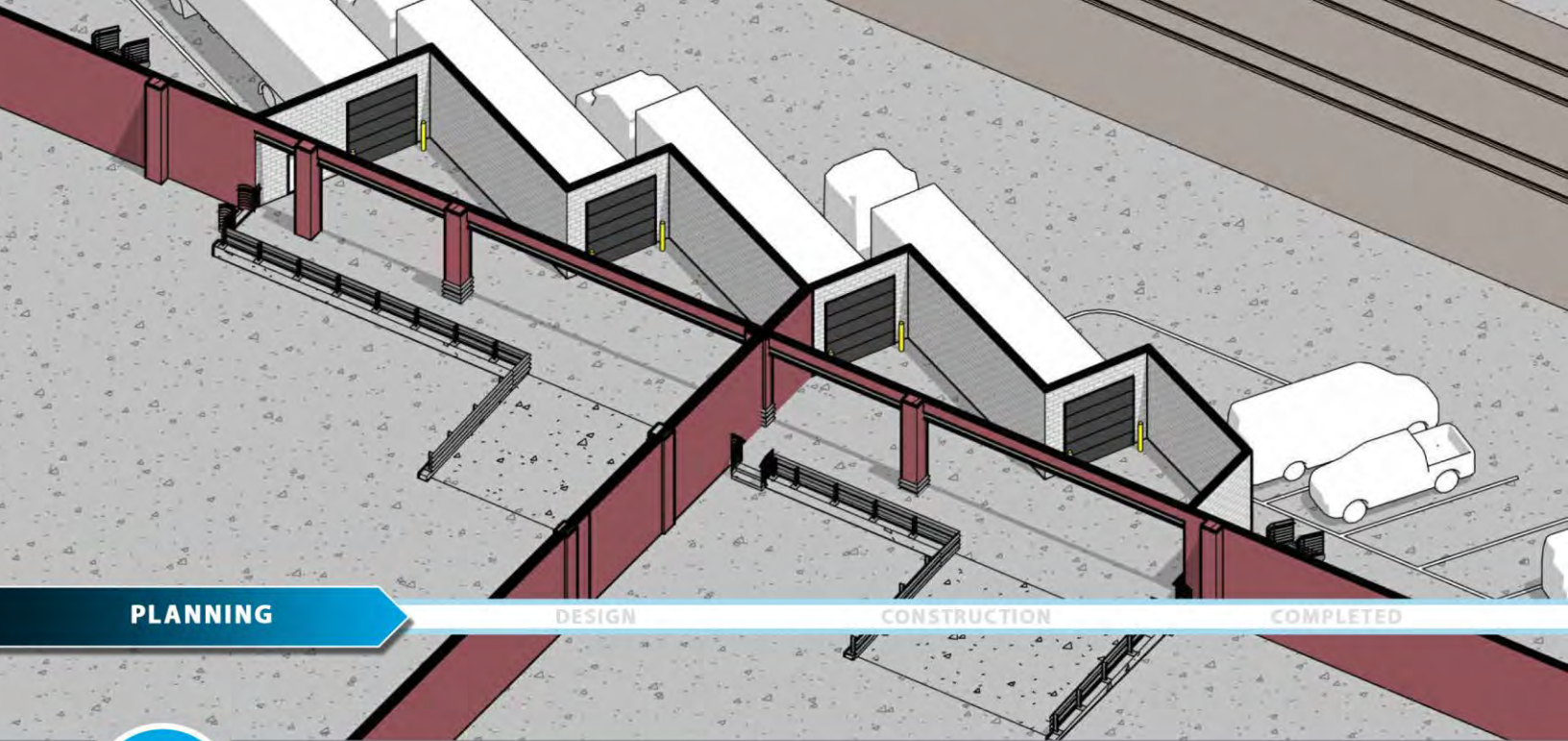
14

NEW WAREHOUSE DEVELOPMENT (HANGARS)

Engineer's Estimate: \$5,000,000

The Port has several hangar-style buildings which it inherited from the former military base. These hangars are located along West 4th Street with rail adjacent on the back (east) side of the buildings. Along this corridor, there is additional space available for the construction of more hangar-style buildings.

This project will construct a minimum of a 20,000-square-foot, new hangar for additional warehouse space that can offer either general manufacturing, or other operational uses, and can be rail served.



PLANNING

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15

WAREHOUSE 2 & 4 TRUCK DOCK MODIFICATIONS

Engineer's Estimate: \$9,000,000

The Port's industrial park features 2.1 million square feet of warehousing, the majority of which was built in the 1940's when the property was the Granite City U.S. Army Supply Depot. Due to the arrangement and spacing of warehouses, roads, utilities, and rail lines on property, semi-tractor trailers can't dock at certain warehouse buildings without obstructing the roadway.

This project will address the issue by constructing new angled truck docks in Warehouse 2 and 4. The Port is currently looking to pursue completion of this project through its annual Capital Improvements Program. A set of four docks would be completed each fiscal year over the next six years.

In a separate project, West 3rd Street will become a one-way southbound roadway. Combined, these changes will improve the safety and reliability of truck access to these warehouses.



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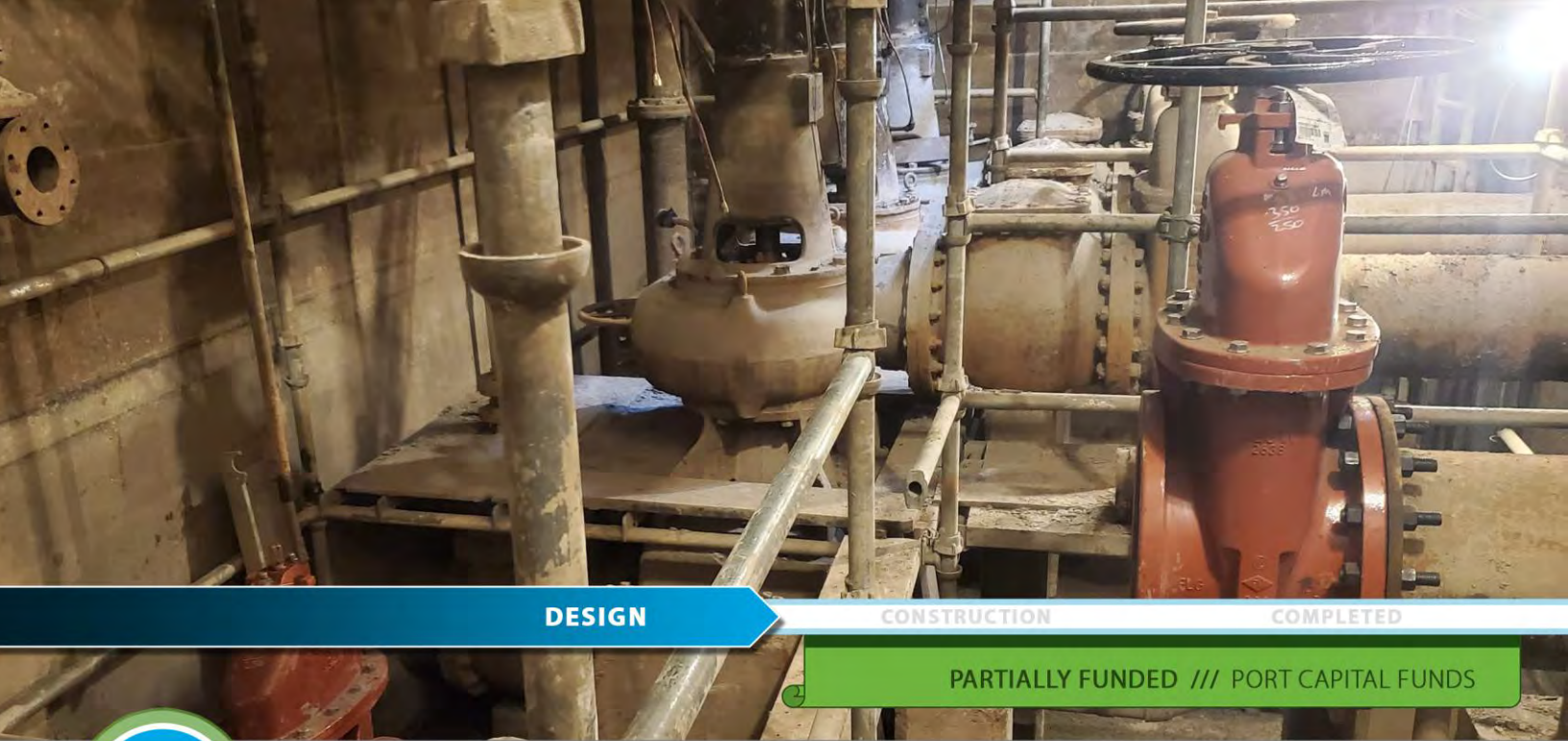
16

E STREET INDUSTRIAL DEVELOPMENT

Engineer's Estimate: \$5,000,000

This project will be looking at developing a light industrial warehouse and/or manufacturing facility north of E Street and south of the regional wastewater treatment plant. The location of this development is a short distance from the Madison Harbor which can be leveraged for flexible shipping needs.

Currently, there is an antiquated pistol range at this location that was a part of the WWII-era military base which the Port acquired from the federal government. This range is currently used by local law enforcement agencies for training and qualification purposes. In order to develop this property, new range and training facilities will need to be secured in order to continue to accommodate local law enforcement needs.



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PARTIALLY FUNDED /// PORT CAPITAL FUNDS

17

PUMP STATION 408 REHABILITATION

Engineer's Estimate: \$1,500,000

This project will rehabilitation a major pumping station for the Port. Pump Station 408 is responsible for draining the main industrial area and warehousing district of the Port's property via four large electrically driven pumps during high river level events, or through a 54-inch box culvert under the levee when the river is low. This asset was excluded from the sale of the wastewater treatment plant from a local municipality to a private utility company since it strictly handles storm water.

When this pump station reverted to Port ownership, it was determined that a significant number of repairs and rehabilitation would be needed throughout the entire facility. The Port expects to expend nearly \$500,000 of capital funds to address the miter gate repairs, replacement of two pumps and some various piping repairs. This will allow the pump station to be taken off of temporary portable pumps currently deployed to handle rain events.

Additional funds are being sought to address the remaining pump replacements, motor repairs and building structure rehabilitation.



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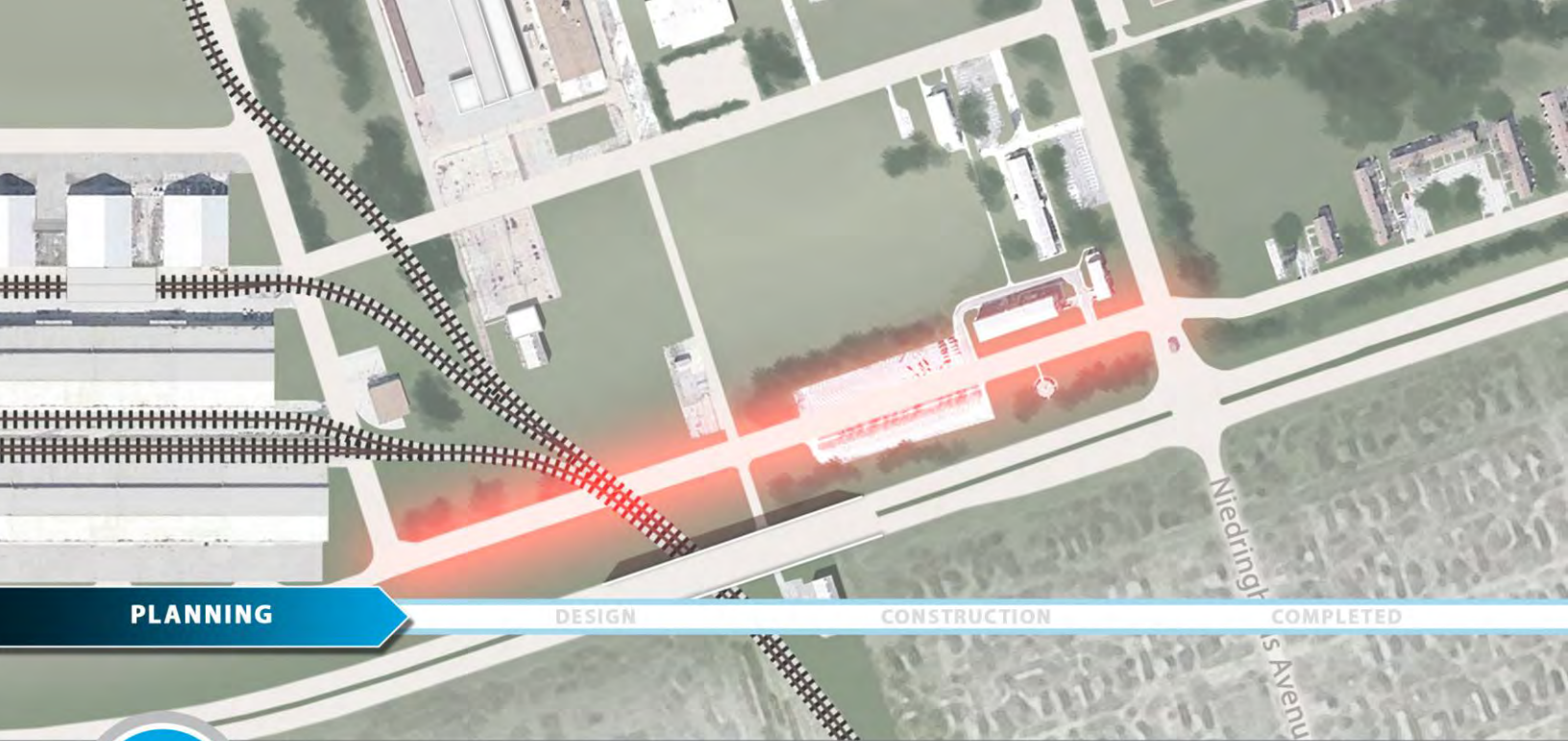
18

CARGO CONTAINER TILTER TERMINAL PAVING

Engineer's Estimate: \$1,500,000

The Port obtained a 20-ft Cargo Container Tilter unit through an America's Marine Highway Grant with the U.S. Department of Transportation's Maritime Administration. This equipment will allow shipping containers to be tilted to a position to be filled with bulk materials for export. The Port installed and tested this facility in 2023 and is ready to expand this terminal to accommodate additional truck access and laydown space for this development.

Improved access off of West 7th Street and a reinforced concrete lot will be constructed to handle the additional truck traffic and storage of cargo containers being processed through the terminal.



PLANNING

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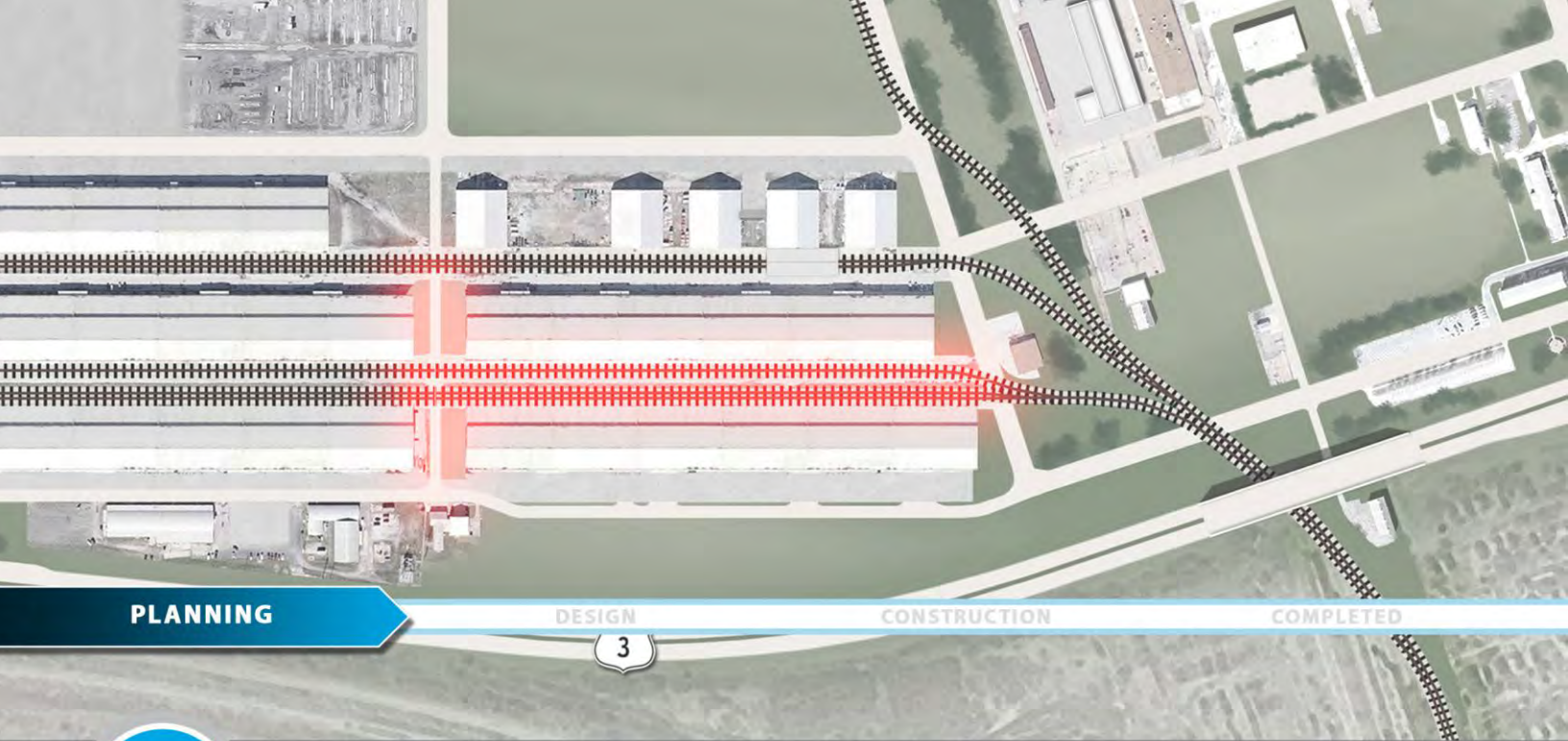
W. 1ST STREET RECONSTRUCTION (C TO NIEDRINGHAUS)

Engineer's Estimate: \$2,000,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

The stretch of West First Street between C Street and Niedringhaus Avenue is in deteriorating condition. Currently, freight trucks use this route as a secondary access route to the warehouse district. This project will reconstruct approximately 1800-ft of West First Street from C Street to Niedringhaus Avenue with a new reinforced concrete surface. Additionally, area drainage needs will be improved.



PLANNING

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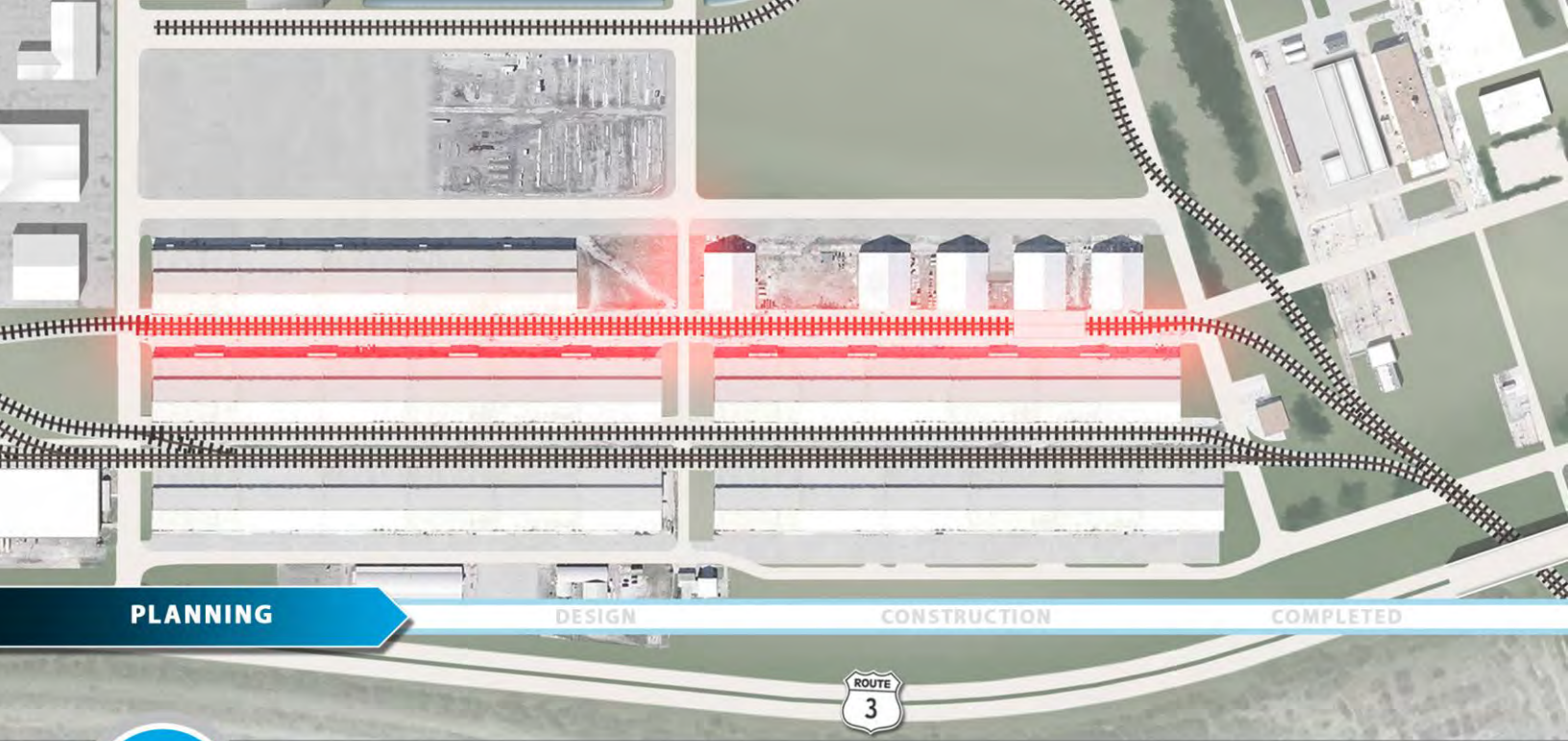
W. 2ND STREET RECONSTRUCTION (C TO D STREET)

Engineer's Estimate: \$1,500,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

This project will reconstruct an approximate 1600-ft stretch of West 2nd Street from C Street to D Street with a new reinforced concrete surface and address area drainage needs. Improvements will be made to the connecting legs of D Street and the reconstruction of two at-grade rail crossing surfaces.



PLANNING

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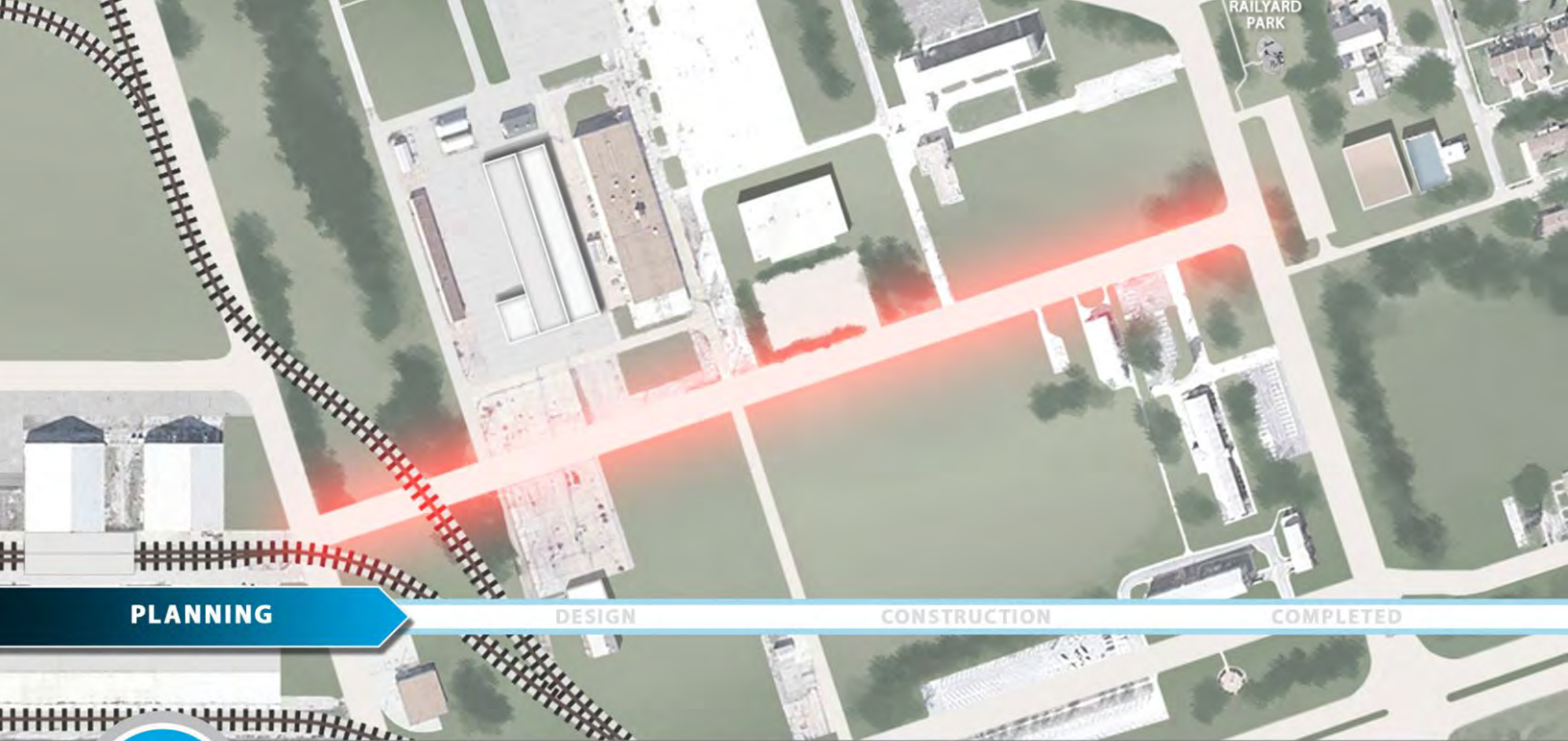
W. 3RD STREET RECONSTRUCTION (C TO E STREET)

Engineer's Estimate: \$2,500,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

This project will reconstruct an approximate 3000-ft stretch of West 3rd Street from C Street to E Street with a new concrete surface and address area drainage needs. As the adjacent Warehouse 2 and Warehouse 4 have their respective truck docks reconstructed as part of the Dock Modification project (see Project #15), this roadway will be turned into a one-way southbound roadway when that project is completed. These two projects will revitalize the truck access to over 500,000-sqft of warehouse at the Port.



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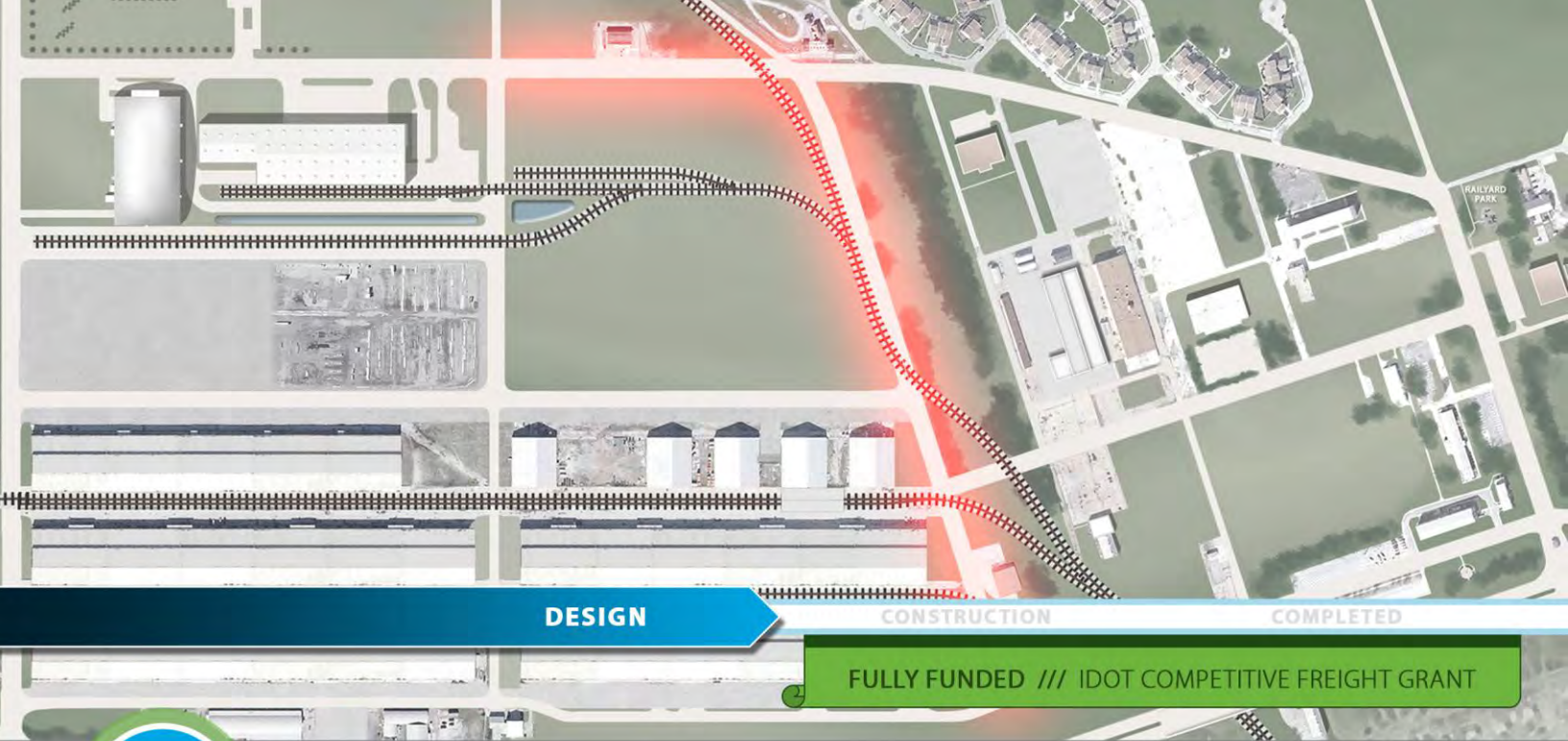
W. 3RD STREET RECONSTRUCTION (C TO NIEDRINGHAUS)

Engineer's Estimate: \$3,000,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

This project will reconstruct an approximate 1800-ft stretch of West 3rd Street from C Street to Niedringhaus Avenue with a new reinforced concrete surface and address area drainage needs. This route will serve as a secondary access between the Port's Warehouse District and Mixed-Use Campus.



WEST 7TH & C STREET RECONSTRUCTION

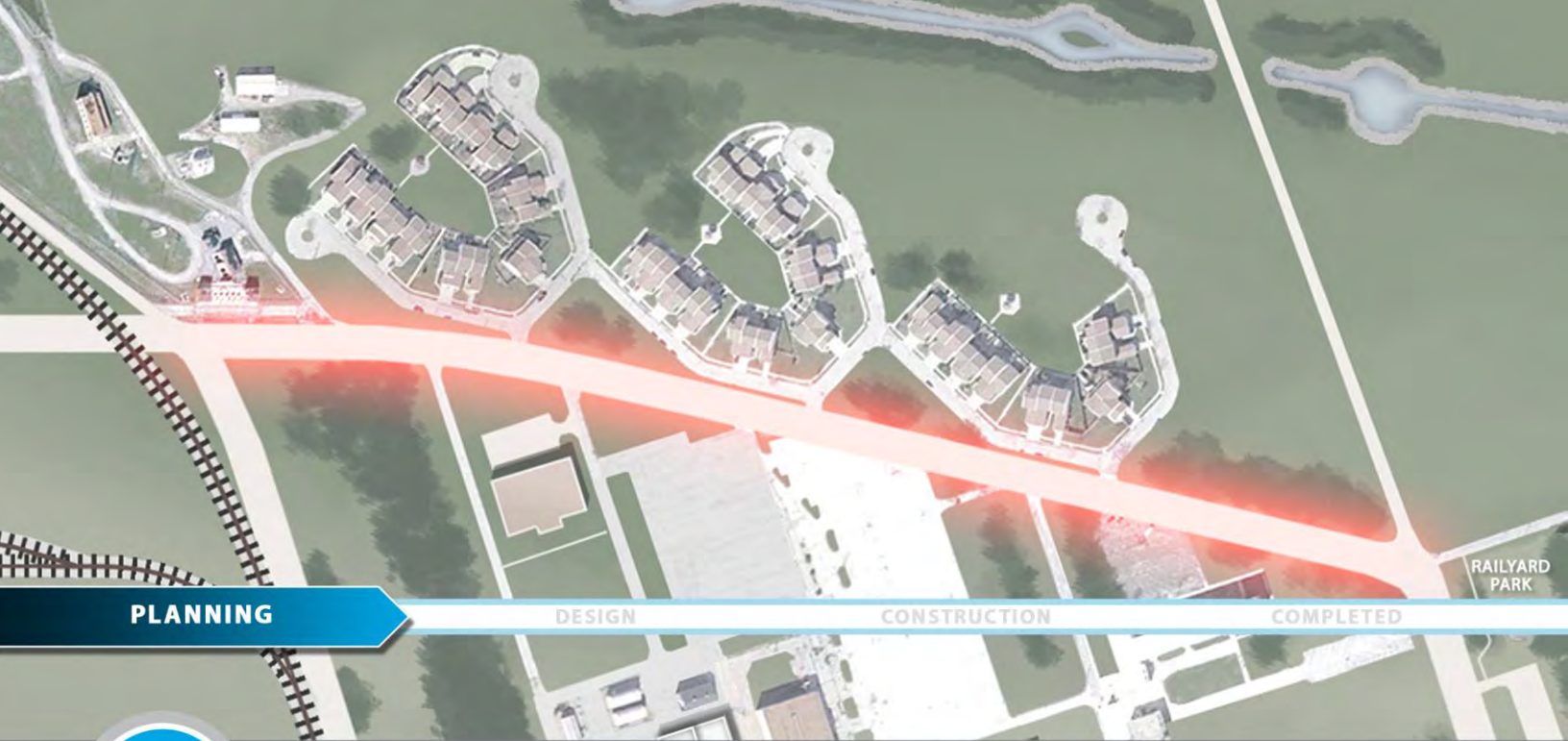
Engineer's Estimate: \$2,500,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

This project will reconstruct an approximate 950-ft stretch of roadway on West 7th Street from D Street to C Street. From there, an approximate 2200-ft stretch of C Street from West 7th Street to West First Street will also be reconstructed with a new reinforced concrete surface. Four at-grade rail crossings will be improved, as well as, area drainage through each roadway leg.

This project was funded through an Illinois Department of Transportation Competitive Freight Grant in the amount of \$2,500,000. The project is currently progressing through design and is expected to be under construction in 2026.



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W. 7TH STREET RECONSTRUCTION (C TO NIEDRINGHAUS)

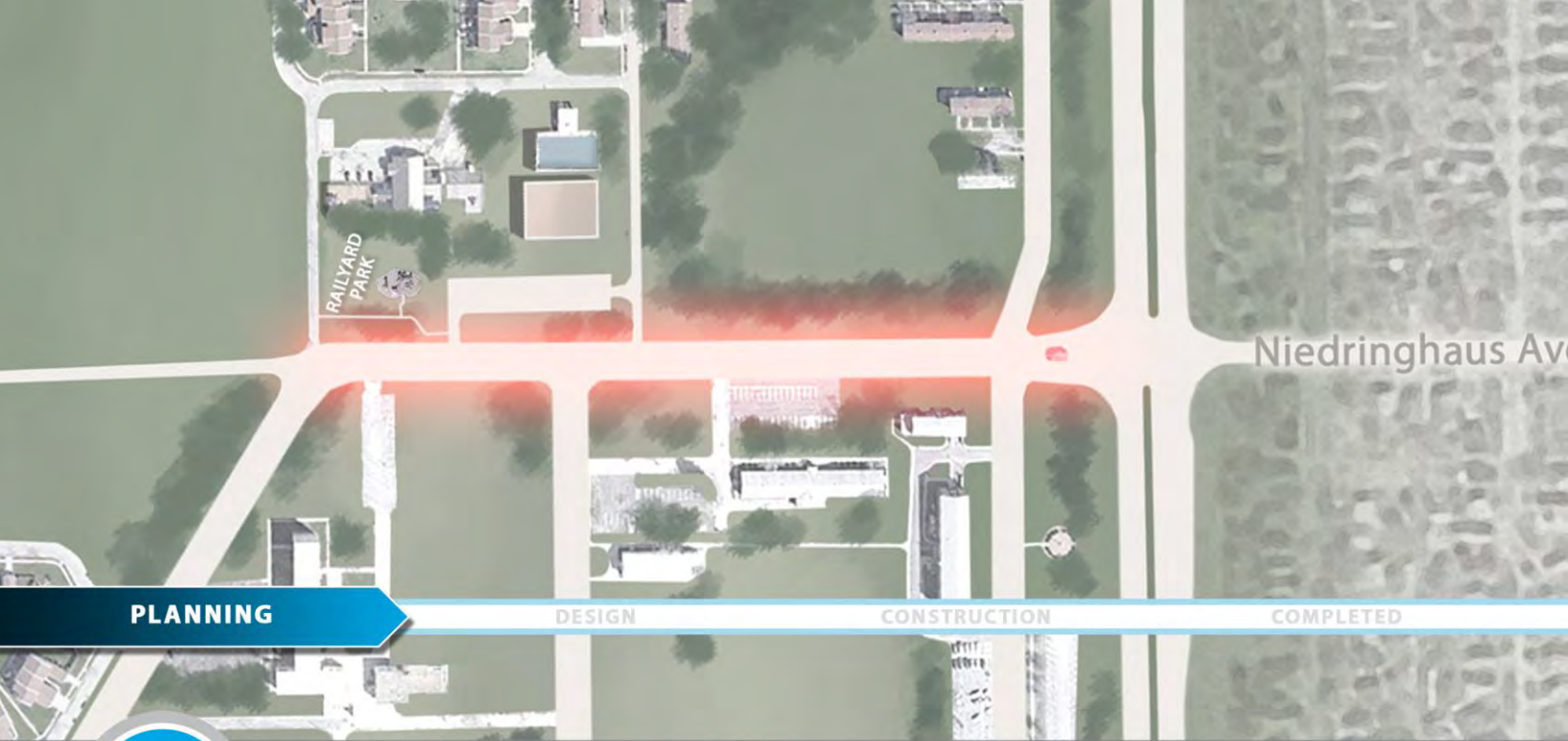
Engineer's Estimate: \$3,000,000

America's Central Port is seeking funding for the design and construction of approximately 2,150 feet of West 7th Street, from C Street to Niedringhaus Avenue. The proposed improvements include full-depth removal of the existing pavement structure and reconstruction with 10-inch thick reinforced concrete pavement in a two-lane configuration. New concrete curb and gutter will be installed on both sides of the roadway. Stormwater management will be addressed through the installation of a comprehensive storm sewer system, including manholes and inlets. The design also includes "Share the Road" signage to accommodate bicycles, as well as designated bus stop enhancements.

The existing roadway is in poor condition, having long outlived its intended service life. Currently, the roadway is a narrow two-lane street with no shoulders and limited curb and gutter infrastructure. Drainage is primarily managed by shallow roadside swales, which are inadequate for effective stormwater control. The asphalt surface is heavily deteriorated, with significant rutting and potholes, creating unsafe travel conditions.

The corridor not only moves goods and services to the Warehouse District of the property but also serves the residential district of the Port. In addition to the Port's industrial operations, it contains 193 market-rate residential rental units. The Port strives to improve quality of life for its residents, including providing a safe and functional roadway network. This roadway also serves Reservists accessing the US Army Reserve Center located on property. Nearly 200 reservists access the USAR Center on weekends providing military readiness and defense to our nation.

It serves multiple transportation functions, accommodating both on-road bicycle traffic and Madison County Transit bus stops. The project area lies on the Madison County Transit Confluence Trail, which switches from a dedicated trail north of the Port to an on-road path through the Port. This portion of West 7th Street is home to the #2 - Granite City Shuttle route of the Madison County Transit bus system. Preliminary design for this project is underway. Of the Port's applications for this funding opportunity, this project is the second highest priority.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

25

NIEDRINGHAUS RECONSTRUCTION (RT.3 TO 7TH STREET)

Engineer's Estimate: \$3,500,000

The Port experiences access issues for freight truck traffic due to the old roadways within the former WWII-era military base. Improvements have been made since the transfer of this facility to the Port to better accommodate the larger trucks operating on the road today. These improvements have begun to increase capacity and help facilitate the intermodal movement of cargo from truck to both the Madison Harbor and Granite City Harbor, as well as, cross dock access to the Port's rail infrastructure.

Several roadways have been identified to continue with these reconstruction efforts. The Port expects these additional improvements will further increase efficiency, reduce freight truck bottlenecks within the Port, enhance the intermodal connectivity of the Port, and help truck drivers stay within industrial areas that are better designed to handle freight traffic.

This project will reconstruct an approximate 1200-ft stretch of Niedringhaus Avenue from West 7th Street to Illinois Rt. 3 with a new reinforced concrete surface and address area drainage needs. Additionally, the intersection of Niedringhaus Avenue and West First Street will be reconstructed to better direct the flow of traffic between passenger vehicles and freight trucks accessing the Port's development.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

26

TRACK 2 RECONSTRUCTION

Engineer's Estimate: \$4,500,000

One of the most heavily used tracks within the Port is Track 2 located along West 2nd Street between the warehouses. The Port last rehabilitated this line nearly two decades ago when it first took over the former military base. Due to the increase in rail traffic coming into the Port for both the Madison Harbor and the larger tenant operations, this line is need of a new larger section of rail and new ties and roadbed.

This project will reconstruct all of Track 2 from C Street to the Rail Crossing Diamonds near the junction of the South and North Rail Loop. Additionally, all crossovers between Track 1 and Track 2 will be reconstructed and reversed in direction to provide improved efficiency in rail delivery to warehouse tenants. All the associated turnouts will be reconstructed that connect to Track 2.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

27

2ND STREET RAIL TRACK EXPANSION

Engineer's Estimate: \$4,000,000

With rail traffic increasing due to harbor operations and terminal expansions, additional rail track will be needed in order to handle the growing need for rail car classification and delivery and the larger train sets arriving at the Port. West 2nd Street has been identified as an area where a long run of rail track can be constructed which will provide nearly a half mile of additional track. This new expansion track will be adjacent to existing track which is used to reassemble unit trains within the Port and conduct the necessary FRA brake tests prior to interchange back to the Class I railroads.

This expansion track will be vital to the growth of the Port's freight network as markets increase shipping access across all modes of transportation.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

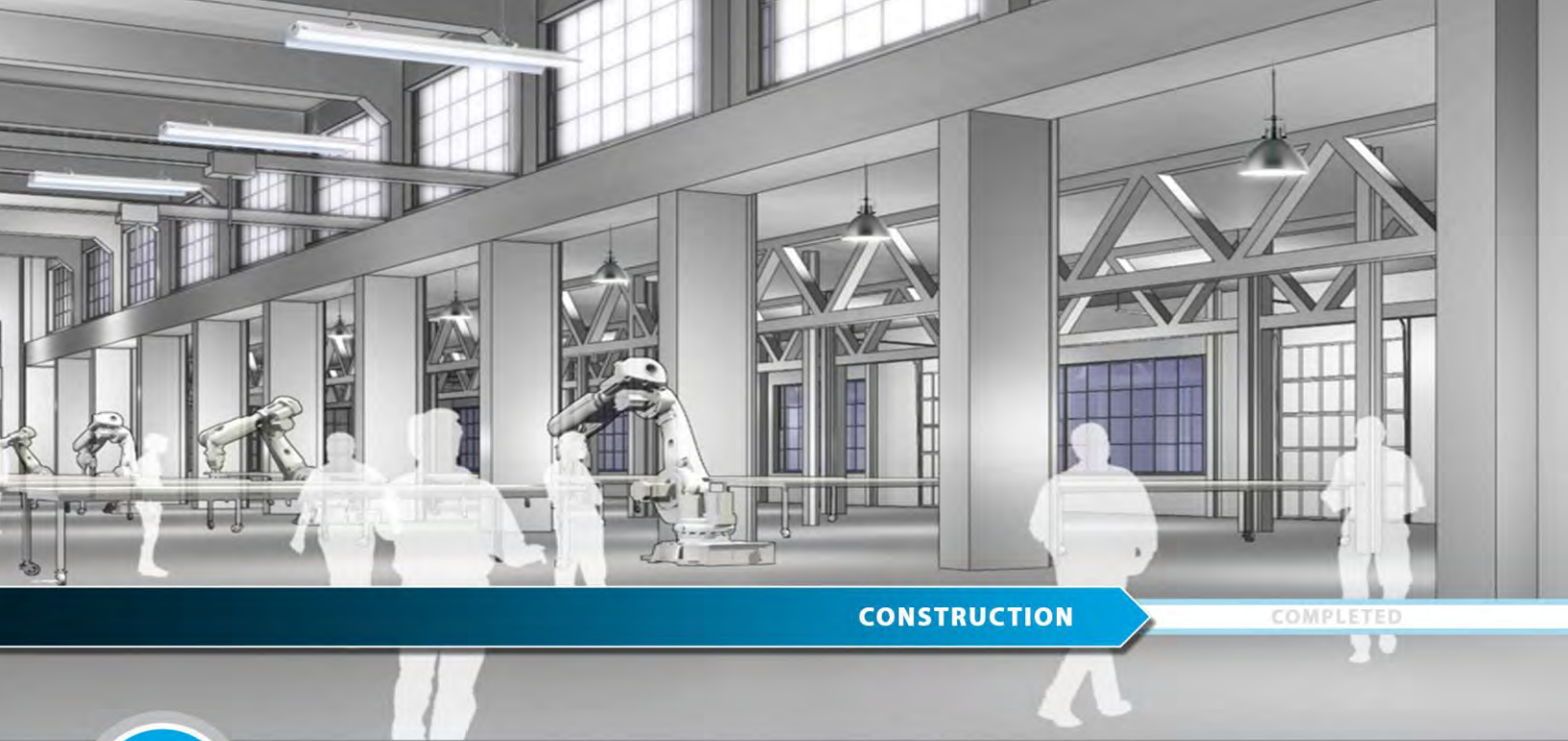
28

TRACKS 18 & 19 RECONSTRUCTION

Engineer's Estimate: \$3,500,000

The Port's main rail connection for all traffic leading to the Madison Harbor and other operations within the former military base runs through the A&K rail yard on Tracks 18 and 19. Both these tracks were last rehabilitated nearly two decades ago when the Port first took over the base. With the increase of rail traffic, both these lines need reconstruction with a heavier rail section and new ties and roadbed.

This project will reconstruct both Tracks 18 and 19 and all the adjoining turnouts to accommodate the increase in rail volume and larger rail cars which are frequenting the Port.



29

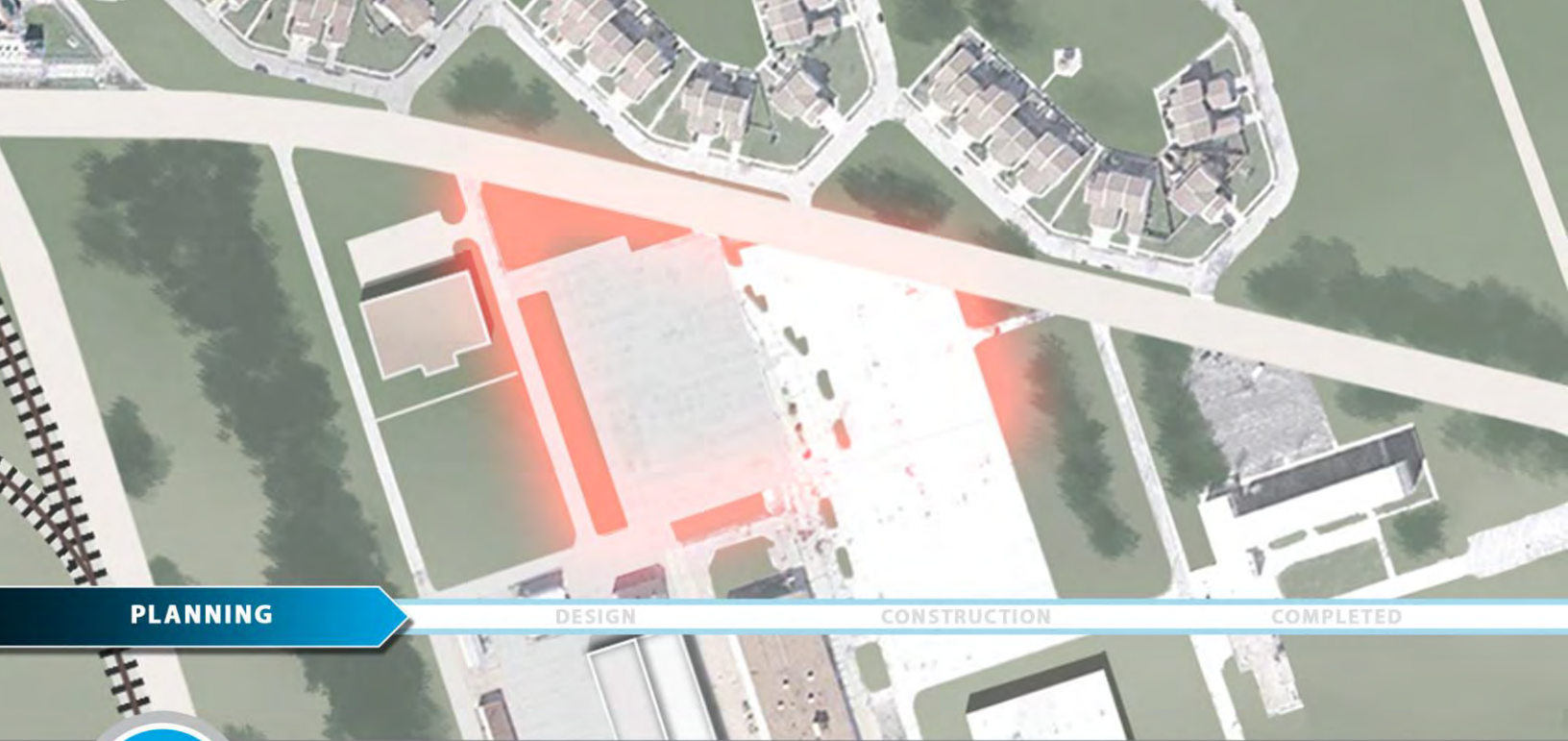
BUILDING 203 REDEVELOPMENT - PHASE II

Engineer's Estimate: \$3,000,000

Building 203, the former locomotive repair shop of the Army Depot, was one of the last buildings to be conveyed to America's Central Port. The building deteriorated significantly from the time of the base closure in the early 2000s until the conveyance of the building in 2016. The Port secured a grant from the Economic Development Administration in 2018 for Phase I of the building's restoration, which consisted of replacing the roof, selective demolition, and enclosing the building to protect it from the elements.

In order to attract a manufacturing tenant for the building, which has the greatest clear-height of the industrial buildings on the property, the Port is proceeded with a second phase of improvements. This phase connected utilities to the building, constructed a 10,000 square foot addition, installed lighting, and a fire suppression system, constructed an interior office and restrooms, installed new doors, windows, and HVAC in the office, constructed a new firewall between the office and rest of the building, replaced the clerestory windows, and other miscellaneous site improvements.

The remaining portion of this project will be the tenant improvements that will be necessary upon leasing of the space. This portion of the project will be completed by both Port maintenance staff, as well as, 3rd party contractors as needed.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

30

COMMISSARY SITE ACQUISITION AND REDEVELOPMENT

Engineer's Estimate: \$ 5,060,000

The 64,000-square-foot former Commissary building was demolished by the US Army in 2022 at a reported cost of \$1.8 million. There are numerous documents including the Finding of Suitability to Transfer that document the environmental issues with the property. Essentially, the building served first as a plating shop during wartime efforts and was later converted to a Commissary. A contaminant, TCE, leaked out of an underground storage tank and impacted the soil and groundwater beneath the building. With the building gone, the concrete slab is required to be maintained by the future site owner in order to allow it to serve as a cap for water infiltration that could potentially spread the contamination. The highest and best use likely is to use the building footprint area for fenced, outside storage, and utilize the parking lot for new building construction.

In July 2023, the Government stated they wanted to recoup as much as they can from the demolition, so they appraised the property and offered it to the Port for approximately \$60,000. Because of the expenditure of Government funds, the transfer will occur outside of the "normal" conveyance process. The Port is currently considering the purchase and how all the restrictions which will be put in place on the property would affect potential development.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

31

FLEX BUILDING REDEVELOPMENT (193, 221, 400)

Engineer's Estimate: \$ 3,000,000

The Port has identified three buildings which are in various need of redevelopment.

Building 193 is the former kitchen area of a second barracks building which was demolished several years ago. This approximate 4500-sqft of leasable space was saved due to its basement housing the boilers for the adjacent barracks building. The upper-level needs rehabilitation and can be used as office or light industrial use.

Building 221 is the former security building for the former military base with approximately 6500-sqft of leasable space. It is currently being used as space for the Port's summer trades internship program (Build Your Future). This would be an ideal space for some light manufacturing or small production warehouse use.

Building 400 is a small 3000-sqft building within the industrial campus off of West 7th Street. This building is perfect for light industrial use or industrial office space.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

32

COMMERCIAL WAREHOUSE ROOF REPLACEMENTS

Engineer's Estimate: \$15,000,000

The Port has over two million square feet of warehouse space. Nearly all these warehouses have a TPO commercial roof system which generally has a 20yr warrantied lifespan. These roofs were replaced in mass with new systems after the 2012 hail storm.

This project will be a multi-year program to bring all these roofs into a position to be replaced with new systems prior to them being past their anticipated lifespan and outside warranty. It is anticipated that this program will bring all the roofs back into compliance with being on a regular annual replacement program that can be accommodated within the Port's regular CIP program.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

33

DEMO 900s AREA HOUSING UNITS

Engineer's Estimate: \$1,500,000

As the Port plans for its intermodal resiliency needs between both its Granite City and Madison Harbors, it has been determined that an interconnecting rail line and roadway will be needed (see Projects #38 & #39). To facilitate the rail connection between the Granite City Harbor and the Madison Harbor, an interconnecting track will be constructed through the former golf course.

This new interconnecting rail track will need to run through an area currently occupied by some housing units just north of the regional wastewater treatment plant. This project will demolish the 900 series units to accommodate the new rail line. These units will need to be pre-planned for vacancy and removal prior to proceeding with construction of the interconnecting rail track.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

34

HOUSING BARRACKS IMPROVEMENTS

Engineer's Estimate: \$1,000,000

The former barracks building of the Charles Melvin Price Support Center consists of single-bedroom “studio-style” units with a common kitchen on each floor. While the lease out of this building under this model has been successful, the Port is still looking for ways to invest in the building and put it to its most productive use.

This could include upgrades to residential common areas, or renovating the former cafeteria for reuse. The latter would involve upgrades to make the space ADA accessible, which could include high costs. Additionally, the installation of an elevator is being evaluated, which would make all floors ADA accessible.

The Port continues to evaluate investment opportunities for the building, which evolve as needs for the space become apparent.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

35

INFILL APARTMENTS (700s, 800s, KENNEDY, EAST LANE)

Engineer's Estimate: \$15,000,000

Constructing new housing has been identified as a strategy on the Port property since the Port Facility Redevelopment Plan, which identified an opportunity for a private retirement community and private rental housing campus. At the time it was anticipated that this complex would be developed and managed by a separate entity. The Redevelopment Plan and subsequent Creating River's Edge plan identified the need to judge market suitability and issue an RFP. To date, no new housing has been constructed on the Port since the Charles Melvin Price Support Center conveyance, and in fact some sub-standard housing has been demolished. The Port employs a full-time Housing Manager to oversee its 193 units, rather than the private entity as planned.

However, the opportunity for additional housing remains; especially if current units are reduced in the future (see Project #33). The Port maintains a high occupancy rate of its rental units and housing currently accounts for approximately 20% of the Port's revenues. Recent comparable rental studies demonstrate that there is demand in the market for quality housing, and the Port's current stock is highly competitive in the market. The Port has room for infill houses on Kennedy Drive, and a sizeable amount of land for apartments or townhomes on East Lane. These lots are located in the Port's mixed-use district, which provides ample buffer from the industrial uses on the property.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

36

REDEVELOPMENT OF YMCA FITNESS BUILDING

Engineer's Estimate: \$750,000

The YMCA fitness building was constructed in the mid-2000s to provide a workout facility for the region and to take advantage of the existing outdoor swimming pool from the former military base. Over time, the YMCA has decided to stop operating the fitness center in this building.

This project will purchase and/or reconstruct the portions of the building's interior to allow for a reuse of the structure. Additionally, the pool facility will be addressed to either take it out of service or repair it should it still align with the redevelopment needs of the building. Located in the Port's mixed-use district, which provides ample buffer from the industrial uses on the property.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

37

RAIL INTERCHANGE YARD DEVELOPMENT

Engineer's Estimate: \$8,500,000

The Port is not only experiencing increased rail traffic to its various facilities, but it also anticipates steady growth into the future. In effort to accommodate the additional rail cars servicing the port, expansion tracks will be necessary to efficiently interchange between railroads and assist in the classification of deliveries.

Space has been identified within the central campus between both harbors adjacent to and north of C Street. This area will allow for several tracks, approximately 2000-ft in tangent length each, to be constructed to facilitate the breakdown of trains and the sorting of rail cars prior to delivery within the Port. This expansion yard would be connected to the North Rail Loop and the future Harbor Interconnect Track (see Project #38).



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

PARTIALLY FUNDED /// RAISE PLANNING GRANT

38

HARBOR INTERCONNECT TRACK DEVELOPMENT

Engineer's Estimate: \$22,500,000

The devastating U.S. Midwest drought of 2012 highlighted deficiencies in the U.S. transportation system including key points on the river system. Locks #27 in Granite City on the Mississippi River serves river barge traffic headed northbound or southbound. An unexpected closure of the Locks for a few weeks in 2012 backed up barge traffic for miles in each direction awaiting the reopening of the Locks. Despite low River water levels and a general poor year for barge traffic on the Mississippi River, America's Central Port District posted one of its busiest years that year when queued southbound barges pulled into the Granite City Harbor to offload their commodities and move it by rail. This underscored the importance of having a resilient system by having immediate access to an extensive rail network. Even more resilient would be the opportunity to bypass the Lock, if needed in time of national emergency, (e.g., Lock reconstruction, etc...) and put the product back on the river.

This project proposes the construction of an interconnection rail track that would link the Granite City Harbor rail track (north of Locks #27) to the Madison Harbor rail track south of Locks #27. This important link would allow both northbound and southbound barges to be unloaded before Locks #27, and reloaded to barge after the Locks, or to keep the product on rail to its final destination. This will greatly improve the resiliency of the transportation system and lessen the impact of a scheduled or unscheduled lock closure.

As part of the project, a "Y" interchange will be constructed on Port property that will allow unit trains to turn, assist with classification of deliveries and will give access to all six Class 1 railroads in the country. A levee closure structure will be constructed that will allow the rail to be routed through the levee and will allow the street overhead (West 20th Street) to be active for access to the Locks. A temporary levee and access road likely will need to be constructed to facilitate the new rail line and levee work.

This project currently has a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning Grant in the amount of \$550,000 through the U.S. Department of Transportation to study the feasibility and potential alignments of the track.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

39

HARBOR INTERCONNECT ROAD DEVELOPMENT

Engineer's Estimate: \$5,000,000

The tenants and operators within America's Central Port are in need of transferring shipments from either the Granite City or Madison Harbors to their facilities within the Port. At times, these shipments could be considered heavy loads. In effort to keep these movements on the Port's internal roadway system, a new interconnection roadway needs to be constructed to link the two harbors together. This Project would bring intermodal synergy to the future Harbor Interconnect Rail Development as well (see Project #38).

This project proposes the construction of an interconnection roadway between the Granite City Harbor at 20th Street and the Madison Harbor via West 7th Street. This new roadway will be a heavy-haul capable reinforced concrete construction. Additionally, it will be adjacent to the Port's new Truck Staging and Calling Center Development near 20th Street.



DESIGN

CONSTRUCTION

COMPLETED

FULLY FUNDED /// IDOT PORT FACILITIES GRANT

40

TRUCK STAGING AND CALLING CENTER DEVELOPMENT

Engineer's Estimate: \$5,500,000

This project will create a truck staging area on property owned by ACP. The staging area will be used to queue trucks for various facilities at the Port's Granite City Harbor. Trucks entering ACP will immediately go to the staging area, where drivers will be directed to queue according to their destination facility. Technology will be evaluated and incorporated to communicate with drivers, leading to more efficient processing. This project will eliminate many trucks using the shoulder of the road on 20th Street (and IL Rt. 3 during peak season) to queue, and eliminate confusion by drivers who do not know if there is a line or where it begins.

Funding was received from an Illinois Department of Transportation Port Facilities Grant as part of Rebuild Illinois. Design is currently underway to finalize the scope of the project and final budgetary numbers.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

41

COMMERCIAL CORNER DEVELOPMENT

Engineer's Estimate: \$3,000,000

While the Port Facility Redevelopment Plan included this corner with the Housing development area, more recent evaluations have targeted this site for commercial use. As identified in the 2020 Mixed-Use District Vision Report, its location on a hard corner of the heavily trafficked Illinois Route 3 and lack of nearby competition, make it appropriate for a retail user such as a diner, fast-casual restaurant, or convenience store. Additionally, proximity to housing, employment, and the Madison County Transit Park-and-Ride lot raise the opportunity for Transit Oriented Development (TOD).

Nearly 14,000 vehicles per day transit past this site. With over 300 trucks calling on the Port and accessing its harbors and businesses each day, having adequate facilities, food and convenience items are imperative. West Granite City would also access the site, giving them fast food or fast-casual options not available elsewhere. Construction of the commercial corner will help to further diversify the Port's income stream and provide a start to another economic development opportunity that could be pursued in other communities within the Port District's boundaries.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

42

20TH STREET INDUSTRIAL DEVELOPMENT

Engineer's Estimate: \$2,500,000

The Red Dock is an agricultural transfer facility serving the Granite City Harbor at America's Central Port. This facility brings in thousands of trucks during harvest season and needs a more efficient roadway layout to manage the peak flows utilizing this facility.

This project will construct a new roadway connecting the facility to 20th Street to better manage the flow of trucks into and out of this facility. In addition, this new roadway will be used to serve the development site just south of the facility.



DESIGN

CONSTRUCTION

COMPLETED

FULLY FUNDED /// U.S. DOT BUILD GRANT

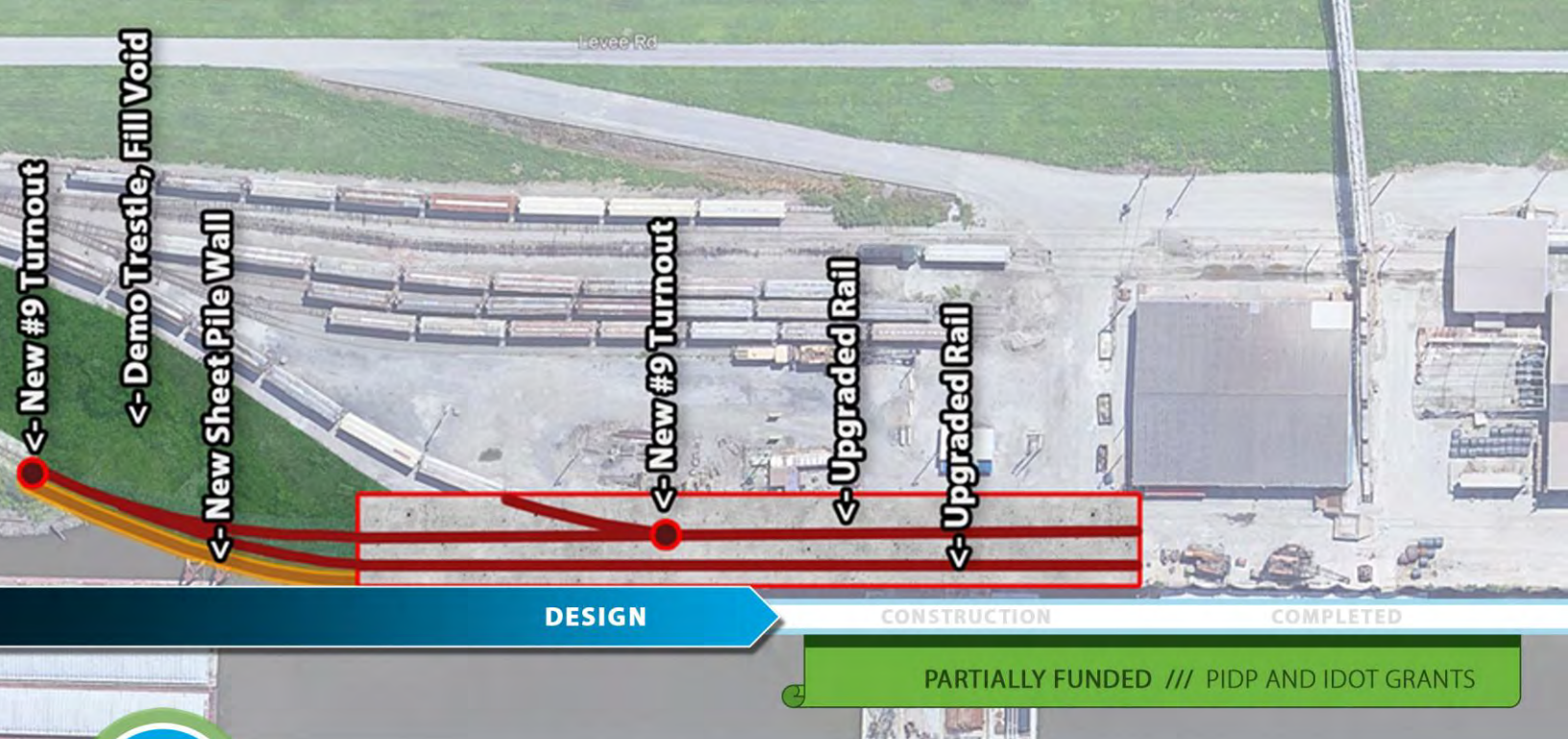
43

MIDCOAST RAIL YARD EXPANSION

Engineer's Estimate: \$3,000,000

The initial phase of this project added two new rail lines south of the Midcoast Dock as part of a U.S. Department of Commerce Economic Development Administration Grant. Additionally, funds were secured through a U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Grant to expand the rail yard capacity even further to accommodate the growing need for unit train deliveries to the Granite City Harbor. The local match for this project is being provided by the terminal operator.

This project is expected to be bid in the summer of 2025 with construction completed in 2026.



GRANITE CITY HARBOR DOCK REHABILITATION

Engineer's Estimate: \$10,000,000

This multi-component project will allow the facility to transform from handling one commodity (steel coils) today, to handling multiple commodities in the future, and increase the dock's thruput from approximately 20,000 tons to 200,000 tons annually.

The first component is partially funded with \$4.14-million by the U.S. Department of Transportation's Maritime Administration's Port Infrastructure Development Program (PIDP). This component will remove an old rail trestle bridge and extend the length of the harbor's sheet pile wall dock by nearly 30% (increasing handling capacity to six barges at once) and create nearly half an acre of additional working surface to support cargo dock operations. Construction of this new dock expansion will provide independent utility by including the installation of a sheet pile wall with drainage improvements and gravel-topped backfill for a new working surface. Construction is expected to begin in 2025.

The second component is partially funded with \$3.636-million by the Illinois Department of Transportation's Competitive Freight Program. This component will further enhance the new dock expansion by providing the installation and extension of the rail track serving the dock and a new heavy reinforced concrete surface to service the barges as they are berthed.

Each of these independent projects will work together to bring this aging portion of the Granite City Harbor's General Cargo Dock into a new era where the Port and its operators will be able to pursue new business for the region.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

45

GRANITE CITY HARBOR SECURITY ACCESS GATES

Engineer's Estimate: \$1,500,000

The Granite City Harbor at America's Central Port services several separate barge load-out facilities. One of these facilities is a general cargo dock which has the capacity to see hundreds of trucks per day. In order to ensure that access is restricted to only those vehicles and trucks authorized at the harbor, the Port plans to install access control gates.

These gates will be located between the interface of the harbor with the Port's main industrial access roadways at 20th Street, Rock Road and North Street. The gates will have the flexibility of being manned or remotely monitored depending on the facilities' needs. Integration into the existing security monitoring system, as well as, nearby scales are options that can be deployed.

It is anticipated that a port-wide security plan would be pursued under the Port Security Grant (PSG) program offered through the U.S. Department of Homeland Security. This plan would provide more details regarding location and functionality of security and access needs for all facilities.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

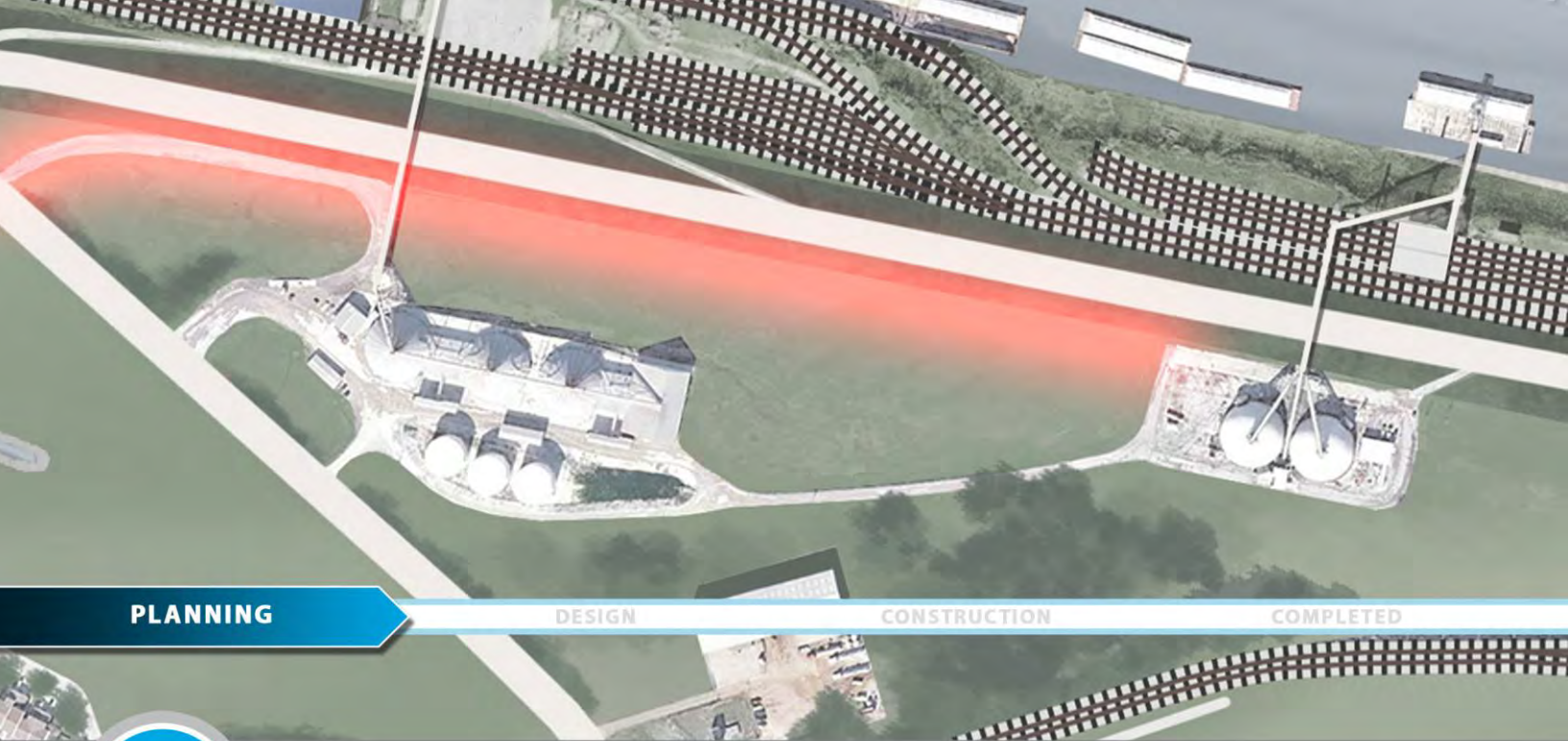
46

LEVEE ROAD REHABILITATION

Engineer's Estimate: \$6,000,000

Levee Road is the main roadway serving the terminals and facilities within the Granite City Harbor at America's Central Port. The road is currently a light asphalt roadway and needs a full rehabilitation.

This project is expected to upgrade the approximately 6000-ft roadway to a reinforced concrete surface to better accommodate the heavy loading of trucks. Additionally, it will reestablish the full two lanes of roadway and add some shoulders.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

47

RECONSTRUCT ROADWAY BETWEEN SCF & GCT

Engineer's Estimate: \$2,000,000

This project will construct a new roadway approximately 2000-ft in length at the base of the levee from 20th Street to the storage domes of the White Dock. This will allow for a safer and more efficient traffic flow of trucks being serviced at the laydown area in the south and the trucks being serviced by the White Dock domes. It will also separate traffic from the White Dock Terminal with the traffic being serviced by the Granite City Terminal fertilizer facility.

This roadway will be constructed of an asphalt surface and will improve area drainage along the roadway alignment as well.



DESIGN

CONSTRUCTION

COMPLETED

FULLY FUNDED /// TERMINAL OPERATOR

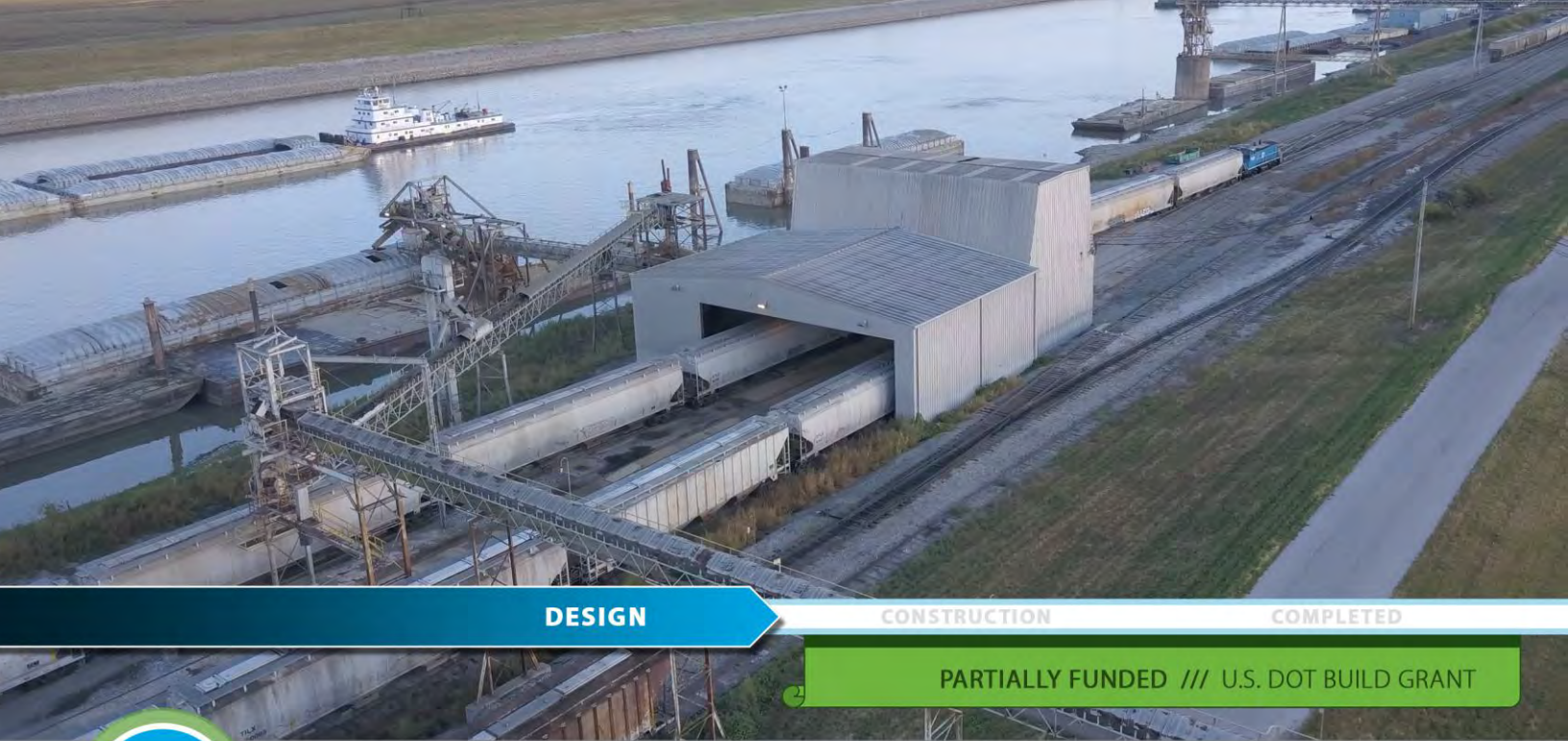
48

WHITE DOCK RAIL YARD EXPANSION

Engineer's Estimate: \$3,000,000

This project will connect the southern rail tracks exiting the rail dump of the White Dock Terminal to the newly expanded general cargo dock of the Granite City Harbor (see Project #44). This connection will allow the terminal to process larger unit trains more which are currently being shipped via the Norfolk Southern.

This project is funded by the terminal operator.



DESIGN

CONSTRUCTION

COMPLETED

PARTIALLY FUNDED /// U.S. DOT BUILD GRANT

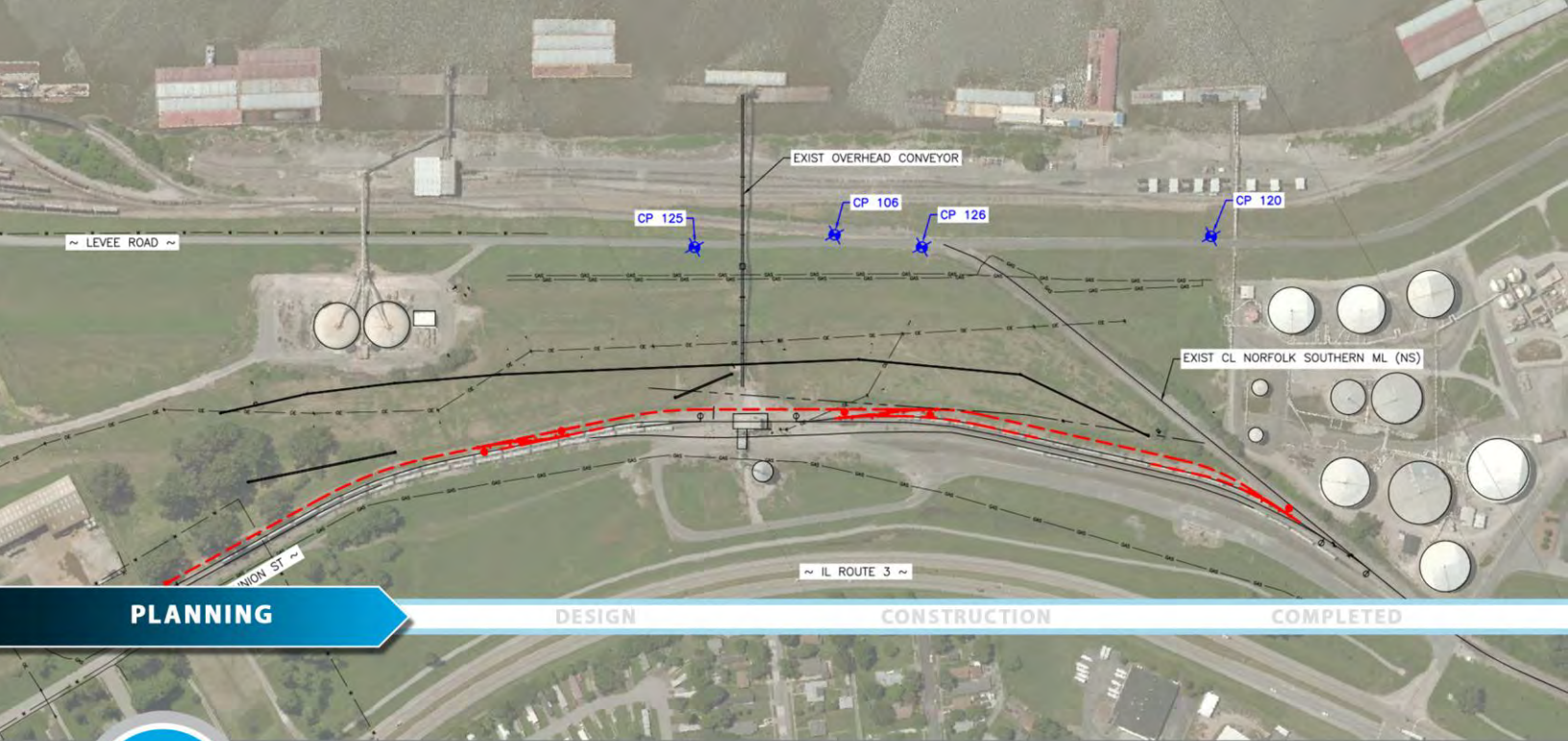
49

WHITE DOCK TERMINAL RECONSTRUCTION

Engineer's Estimate: \$4,000,000

This project will demolish and reconstruct the existing 1970s-era rail and truck terminal that transloads to barge. Processed agricultural commodities are handled at this location. The building, conveyor, barge loadout, deck barges; essentially every aspect of the terminal, need replacement.

The building has served the Port and its operator well for many years, but it has become difficult to continue to operate in a failing facility. A 2020 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Grant was secured to invest in an initial phase of reconstructing this facility. The project will replace nearly every aspect of the terminal, but rising construction and material costs may dictate that the Port pursues other funding sources to ensure total replacement of all facilities. The terminal operator is providing the local match for the BUILD Grant scope.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

50

RED DOCK RAIL TRACK EXPANSION

Engineer's Estimate: \$3,000,000

The Red Dock at America's Central Port, serving the Granite City Harbor, is a bulk agricultural facility which transfers material from rail and truck to barge. This decade-old facility was built during an era where trains ran a significantly smaller set of cars than what is common on the roads today.

This project will construct approximately 2900-ft of additional rail track to existing track so larger train sets can be handled effectively. Once complete, this facility is expected to be able to handle the minimum 110-car agricultural train (in cuts).



DESIGN

CONSTRUCTION

COMPLETED

PARTIALLY FUNDED /// U.S. DOT BUILD GRANT

51

RED DOCK TERMINAL RECONSTRUCTION

Engineer's Estimate: \$7,000,000

The Red Dock is a bulk agricultural transfer facility located within the Granite City Harbor of America's Central Port. This facility is capable of transferring agricultural product from rail and truck to barge.

This project consists of several phases of upgrades to the decades old facility. The first phase is currently funded by a 2020 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Grant and will upgrade the dust management system at the rail and truck pits. The remaining phases will upgrade the conveyor system leading out to the harbor, overall control systems and barge transfer spout. Additionally, the mooring structures at the barge loadout will be upgraded to better facilitate and secure the barges being processed. The terminal operator will be providing the local match funding for this project.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

52

ROCK ROAD RECONSTRUCTION

Engineer's Estimate: \$1,500,000

Rock Road is one of the two main industrial entrances to the Granite City Harbor at America's Central Port. This roadway needs rehabilitation to accommodate the heavier loaded trucks using the facilities at the Port. The existing asphalt roadway, approximately 1500-ft in length, will be reconstructed with a reinforced concrete pavement from the railroad grade crossing near Illinois Route 3 to Levee Road.

Additionally, this project will also elevate the roadway at the main drainage ditch crossing in effort to avoid water over roadway during high river extended events.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

53

NEW WAREHOUSE DEVELOPMENT (ROCK ROAD)

Engineer's Estimate: \$13,000,000

North of the Apex Oil tank farm, and accessible from Old Rock Road in Granite City lies a parcel adjacent to the Chain of Rocks Canal that is ripe for development. The site was previously considered for a biodiesel plant, but unfortunate timing in the biodiesel industry, caused this prospective opportunity to disappear. This approximate 6.5-acre site would be ideal for small warehouse, distribution, or river-served development. Nearby businesses cite the need for storage of raw materials or products used in their production processes.

The site would accommodate a 100,000+ sq ft warehouse with adequate space for truck docks, parking, etc. The land is owned by the US Army Corps of Engineers, and the Port is familiar with them in terms of approvals, etc. The site is difficult to attract an outside developer due to the Corps' restrictions on the Lease Agreement including the right of the Corps to take the land for any reason without compensation. This one stipulation alone has been an impediment to outside development. Short of a river-related industry building a plant on this site, it will be up to the Port District to construct a leasable building here to attract a tenant or other use.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

54

GRANITE CITY HARBOR MARINA & CRUISE TERMINAL

Engineer's Estimate: \$15,000,000

America's Central Port is strategically located in the heart of the U.S. on the Mississippi River and minutes from downtown Metropolitan St. Louis, MO.

This project will construct a new harbor north of the existing Granite City Harbor located within the Chain-of-Rocks Canal. It will maintain space for river cruise ships, a marina and other recreational uses. A large, secure and elevated platform on the landside at levee height will be constructed for parking and access.

With the construction of this project, the Port would maintain its mission to provide maritime access for our region while leveraging the endless entertainment opportunities the St. Louis Metropolitan region has to offer.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

55

NEW WAREHOUSE DEVELOPMENT (OLD ROCK ROAD)

Engineer's Estimate: \$20,000,000

North of the Friedman Steel Processing Building, and accessible from the access road serving Friedman, is an approximate 16-acre site. It is protected by a Corps of Engineers 500-year flood levee and there is potential for a connection to Norfolk Southern rail track. Due to restrictions in the Corps of Engineers' land lease to the Port, the property is difficult to develop from a private company's perspective. To further complicate matters, the site contains wetlands which would either need to be mitigated or avoided in the construction of any building.

Though this is a somewhat difficult site to develop, its access to the river, the potential for rail, and near-immediate access to Illinois Route 3, make it a great opportunity for warehouse, distribution or other industrial development. Given the many challenges, it is likely that it will never be developed if the Port doesn't take on this project.

The site could accommodate a 100,000+ sq ft building and serve as another generator of jobs along Old Rock Road. Clearing the trees adjacent to Route 3 and north of North Street will help to create visibility to this new building from 14,000 motorists daily.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

56

GRANITE CITY HARBOR RAIL STORAGE YARD EXPANSION

Engineer's Estimate: \$8,000,000

The Port recently purchased a small portion of rail track from Norfolk Southern east of Old Rock Road. This has opened the possibility of the Port constructing new track to the north that could provide rail staging for the Granite City Harbor, or the potential for future rail car storage.

Rail car storage is in high demand, particularly with many of the Class I rail carriers determining that they do not want to utilize their own rail yards for rail storage. The additional track could allow for increased operational capacity of several of the Granite City Harbor tenants, thereby increasing throughput at the Harbor.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

57

AMERICA'S RAIL CENTER (ARC) DEVELOPMENT

Engineer's Estimate: \$900,000,000+

Through the execution of an Option Agreement with Ameren Development Corporation in late 2021, America's Central Port District (ACP) has secured a portion of the critical land necessary to construct America's Rail Center. The Rail Center will become a hub of rail activity handling primarily 20- and 40-foot sea containers. Connectivity to the interstate system and waterways is a short drive via truck. First phase funding has been secured in the amount of \$10 million to purchase the initial property. Options on the remaining property will be necessary to secure the nearly 2,000 acres necessary to create the Rail Center. The project is crucial to increasing the timeliness of product deliveries in an ever-growing market.

This project is a golden opportunity to solidify Illinois' stronghold on rail and to ensure that this State capitalizes on freight movement across the country. Perfectly positioned for connectivity and freight flow, southwestern Illinois will bring about a new era of rail freight flow by allowing multiple Class I rail lines to operate in ONE rail yard. Coupled with an incredible highway network, and located near the river system, consider this landmark opportunity as the Union Station for rail, highway and water-borne freight.

At an absolute minimum, securing the property and extending rail track will provide incredible rail development opportunities for companies pursuing megasite parcels. These manufacturers tend to employ a lot of people and create an economic boom. This is the Port District's future growth and development opportunity.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

58

REGIONAL INDUSTRIAL WAREHOUSE DEVELOPMENT

Engineer's Estimate: \$20,000,000

In late 2021, America's Central Port District (ACP) purchased land from Ameren as part of the initial land acquisition for the America's Rail Center Development (see project #57). This purchase included 280-acres west of Illinois Route 3 which is not capable of being rail served.

The Port is positioning this property to develop into industrial warehouse space. It has great access to I-270 and is adjacent to necessary utilities.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

59

GRAFTON PASSENGER CRUISE TERMINAL

Engineer's Estimate: \$4,500,000

The project will take place on the Mississippi River in Grafton, IL adjacent to The Loading Dock, a restaurant directly on the river.

Grafton has been the weekend and summer tourist draw for Southwestern Illinois and the St. Louis metropolitan area for decades. This project enhances the ability to attract additional river boat tourists and those traveling the waters from states to the north, as well as Canada. Tourism attraction is a major focus of the State of Illinois, and Grafton is a unique gem with incredible opportunities to highlight talented artisans and the diverse spectrum of small business which Illinois offers.

Grafton relies on tourism, and providing a new de-boarding experience for the first-time visitor will raise the likelihood that the tourists will return or will let others know of their experience. The new sheet pile wall will secure vessels more safely and attract new cruise lines. Deriving sales tax from tourists and providing them an excellent experience in Illinois are the main drivers for this project. The experience provided, with new tourists and visitors, brings everyone closer to the river to gain a greater understanding of barge transportation/navigation, recreation and the river's many other benefits.

This project will install a new sheet pile wall in the Mississippi River in Grafton, IL that will allow passenger vessels a place to board and de-board their passengers safely. A new walkway will be constructed to get passengers (tourists) to and from the vessel(s). The new sheet pile wall is planned to be up to 450 feet in length to accommodate riverboat cruise lines.



PLANNING

DESIGN

CONSTRUCTION

COMPLETED

60

REGIONAL PASSENGER FERRIES DEVELOPMENT

Engineer's Estimate: \$ TBD

America's Central Port District has undertaken a planning study for the Grafton Ferry and several other vehicle ferries in the State of Illinois. The planning study was funded by an Illinois Statewide Planning and Research (SPR) grant and will document improvements to the ferry system that need to be made in an effort to continue to attract tourists.

The difficulty of operating a private ferry system is that there is no mechanism for grants and no funding stream to pay for major improvements to the landings. In many cases, gravel lots and sub-par facilities are in place because of this.

This project will utilize the Ferry Study to see if an opportunity exists for the Port to partner on facility improvements at the landings while recouping its investment.



2050 MASTER PLAN

PROJECT LIST

01	Madison Harbor Sedimentation Reduction	\$ 20,000,000
02	Madison Harbor Security Access Gates	\$ 2,000,000
03	Madison Harbor Terminal Improvements	\$ 5,500,000
04	Madison Harbor Dock Storage Building	\$ 3,000,000
05	Madison Harbor Terminal Expansion	\$ 22,000,000
06	Bissell Street Truck Queuing Improvements	\$ 2,500,000
07	Access Road Development	\$ 800,000
08	New Bulk Storage (North of Open Sheds)	\$ 4,000,000
09	New Bulk Storage Access Road	\$ 1,000,000
10	Rehabilitation of Open Shed Roads	\$ 2,500,000
11	Foreign Trade Zone Warehouse Rail Access	\$ 2,500,000
12	Light Industrial Development Warehouse	\$ 10,000,000
13	New Warehouse Development (7 th and C Street)	\$ 15,000,000
14	New Warehouse Development (Hangers)	\$ 5,000,000
15	Warehouse 2 & 4 Truck Dock Modifications	\$ 9,000,000
16	E Street Industrial Development	\$ 5,000,000
17	Pump Station 408 Rehabilitation	\$ 1,500,000
18	Cargo Container Tilter Terminal Paving	\$ 1,500,000
19	W. 1 st Street Reconstruction (C to Niedringhaus)	\$ 2,000,000
20	W. 2 nd Street Reconstruction (C to D Street)	\$ 1,500,000
21	W. 3 rd Street Reconstruction (C to E Street)	\$ 2,500,000
22	W. 3 rd Street Reconstruction (C to Niedringhaus)	\$ 3,000,000
23	W. 7 th and C Street Reconstruction	\$ 2,500,000
24	W. 7 th Street Reconstruction (C to Niedringhaus)	\$ 3,000,000
25	Niedringhaus Reconstruction (Rt.3 to 7 th Street)	\$ 3,500,000
26	Track 2 Reconstruction	\$ 4,500,000
27	2 nd Street Rail Track Expansion	\$ 4,000,000
28	Tracks 18 & 19 Reconstruction	\$ 3,500,000
29	Building 203 Redevelopment - Phase II	\$ 3,000,000
30	Commissary Site Acquisition and Redevelopment	\$ 5,060,000
31	FLEX Building Redevelopment (193, 221, 400)	\$ 3,000,000
32	Commercial Warehouse Roof Replacements	\$ 15,000,000
33	Demo 900s Area Housing Units	\$ 1,500,000
34	Housing Barracks Improvements	\$ 1,000,000
35	Infill Apartments (700s, 800s, Kennedy, East Lane)	\$ 15,000,000
36	Redevelopment of YMCA Fitness Building	\$ 750,000
37	Rail Interchange Yard Development	\$ 8,500,000
38	Harbor Interconnect Track Development	\$ 22,500,000
39	Harbor Interconnect Road Development	\$ 5,000,000
40	Truck Staging and Calling Center Development	\$ 5,500,000
41	Commercial Corner Development	\$ 3,000,000
42	20 th Street Industrial Development	\$ 2,500,000
43	Midcoast Rail Yard Expansion	\$ 3,000,000
44	Granite City Harbor Dock Rehabilitation	\$ 10,000,000
45	Granite City Harbor Security Access Gates	\$ 1,500,000
46	Levee Road Rehabilitation	\$ 6,000,000
47	Reconstruct Roadway Between SCF & GCT	\$ 2,000,000
48	White Dock Rail Yard Expansion	\$ 3,000,000
49	White Dock Terminal Reconstruction	\$ 4,000,000
50	Red Dock Rail Track Expansion	\$ 3,000,000
51	Red Dock Terminal Reconstruction	\$ 7,000,000
52	Rock Road Reconstruction	\$ 1,500,000
53	New Warehouse Development (Rock Road)	\$ 13,000,000
54	Granite City Harbor Marina & Cruise Terminal	\$ 15,000,000
55	New Warehouse Development (Old Rock Road)	\$ 20,000,000
56	Granite City Harbor Rail Storage Yard Expansion	\$ 8,000,000
57	America's Rail Center (ARC) Development	\$ 900,000,000
58	Regional Industrial Warehouse Development	\$ 20,000,000
59	Grafton Passenger Cruise Terminal	\$ 4,500,000
60	Regional Passenger Ferries Development	\$ TBD

TOTAL PROJECT INVESTMENT BY 2050

*excludes Project ARC Development costs

\$355,610,000



APPENDIX B

Industry Trends

1

Through constant dialogue with tenants and operators and attendance at industry events, the staff at America's Central Port closely follows trends that affect the operation and success of its property. Though keeping up with these trends is a daunting task, the Port has identified four core themes to guide its investments in a way that is responsive to changing dynamics while also being durable over time.

Adaptable.

Global trends have a local impact at America's Central Port. Perhaps the best example of this is how trade policy affects the flow of commodities through the Port's harbors. Illinois is a top producer of corn and soybeans, and the cost-effective export of these commodities through the waterways improves the state's competitiveness in global markets.

Historically, China has been a major purchaser of soybeans from the United States, but in recent years has increasingly sought alternative suppliers to reduce dependence driven by China's long-term strategic goals. Tariffs have accelerated this shift, raising the risk of a permanent market share loss to competing exporters.

Should other exporters become a more appealing option for China, industry in the United States must be prepared to adapt. At America's Central Port, that means building facilities that can accommodate a variety of commodities. Examples in the 2050 Master Plan include **Project #03: Madison Harbor Terminal Improvements** and **Project #04: Madison Harbor Dock Storage Building**. Both of these projects expand storage capacity and are suitable for multiple commodity types.

Resilient.

The freight transportation system now more than ever must be resilient in the face of system disruptions, whether due to increased severe weather occurrences or the rising need to repair and replace aging infrastructure. The Port is working to make each piece of infrastructure more resilient to natural and man-made hazards while also building redundancy into the system. For example, **Project #28: Tracks 18 and 19 Reconstruction** will construct new rail tracks that can carry heavier cars and withstand extreme weather to reduce the risk of derailment. **Project #38: Harbor Interconnect Track** and **Project #39: Harbor Interconnect Road** both provide a freight link between the Port's two harbors in the event Locks 27 is closed, whether due to low river levels or maintenance needs.

Modern.

Infill development of industrial sites means retrofitting aging facilities to meet modern needs. The Port must be innovative in order to be competitive with greenfield developments that have the advantage of starting with a blank slate. **Project #15: Warehouse 2 and 4 Truck Dock Modifications** highlights this need by modifying existing structures to better accommodate 53-foot tractor trailers without blocking any roadways. The 2050 Master Plan also includes several rail yard expansion projects (Project #27, #37, #43, #48, #50, and #56) that help the Port accept and process the larger unit trains that have become increasingly common. The Port is constantly thinking strategically to retrofit existing infrastructure and find opportunities for expansion in order to keep up with modern demands.

Mission-Oriented.

The Port is not just another industrial real estate developer and manager. Since its creation in 1959, the Port has carried out its mission of promoting economic development and multi-modal transportation. To carry out this mission, it seeks to attract tenants that will offer quality jobs accessible to local workers and who will utilize the multimodal infrastructure at the Port. Attracting these tenants requires infrastructure investment, like those contained in the 2050 Master Plan. Several new warehouse projects would accommodate manufacturers in order to generate greater economic activity than warehousing alone. Every investment in rail and harbor facilities is made to improve operations in a way that will attract users, whether on-property or passing through. The Port's mission is therefore interwoven throughout this Plan.

Stakeholder Engagement Survey Results

America's Central Port Surveys: Results

Survey Timeline:

- Opened: March 5th, 2025
- Closed: Friday, April 4th, 2025

River's Edge Apartments Residents Survey Results

- **33 responses**

Demographics/Information on Respondents

- Most respondents....
 - Were between 30 and 49 years of age
 - Have lived in River's Edge Apartments for 1-5 years
 - Have an annual income between \$51K and \$100K
 - Were Black females
 - Travel by personal vehicle

Findings on Transportation

- Both bike/pedestrian infrastructure and roadway infrastructure were rated "fair"
- Public transportation access was rated "good"
- Respondents identified the following as the biggest issues on roadways:
 - Poor roadway condition/maintenance
 - Most roadway concerns, including potholes, are on Niedringhaus Ave, W 7th St, Kennedy Dr., and at the corner of Justice Ct and Sullivan Dr
 - Desire for gravel roadways to be made into paved roadways
 - Lack of walking/biking facilities
 - Respondents also feel that many of the existing walking facilities are in poor condition and feel unsafe due to poor lighting, especially on Niedringhaus Ave in front of Railyard Park
- Electric vehicle (EV) charging opportunities are not a priority for residents
- One resident calls for numbered parking spaces

Findings on Housing/Amenities

- The biggest factors contributing to respondents' decision to live in River's Edge Apartments were:
 - Quality of housing
 - Safety

Stakeholder Engagement Survey Results

- Proximity to work
- Respondents identified the following as top priorities for River's Edge Apartments to either maintain or improve:
 - Safety and security
 - Respondents call for better building security
 - Access to and upkeep of green spaces, fitness opportunities, and recreational spaces (the park, the pool, the YMCA, etc.)
 - The need for better lighting in the park is specifically mentioned
 - Well-kept, attractive building
 - Residents want apartments to be updated and better maintained (concern with paint, windows, floors, etc. in disrepair)

Findings on Engagement

- Residents desire more engaging community meetings at convenient times
- Residents prefer to receive newsletters through email for updates on River's Edge Apartments

America's Central Port Industrial and Commercial Tenants Survey Results

- **7 responses**

Findings on Transportation

- Most respondents report feeling very satisfied or neutral with transportation infrastructure in America's Central Port
- Improved transportation infrastructure (roads, rail, barge) is selected by tenants as most important for improving business operations
- Respondents use highways and local roadways most, and only some report using railroads
 - The highways specifically used by tenants are I-70, I-55, I-44, I-64, I-270, and Hwy 3
 - All railways are used equally by those who reported using railroads
- Tenants report that potholes and poor road conditions are damaging to customer cars and work vehicles, especially on Access Rd and 7th St
 - Other roadway improvements that are desired include better storm water drainage and better snow removal
- Tenants report that many railroad tracks need repair and that railways often block roads, which creates difficulties

Stakeholder Engagement Survey Results

Findings on Amenities

- Location and size of space were the main factors contributing to respondents' choice to locate their business in America's Central Port
 - Other factors contributing were cost and rail access
- The top challenge identified by tenants is lack of support services/amenities (dining, lodging, retail, professional services, etc.)
 - A truck stop and restaurant in the Port are desired by tenants
- Other challenges identified by tenants were high transportation costs, workforce availability/training, utility costs/reliability, and safety/security
 - Tenants would like to see better lawn care services
 - Tenants would like to see security systems in buildings that prevent access to certain floors
 - Tenants say the cost of space is too high to get space for receiving deliveries
- Tenants would also like improved access to financing/grants
- Respondents are mostly very optimistic or somewhat optimistic about the future of the port as a business hub

Findings on Engagement

- Tenants would like regular updates on infrastructure projects in America's Central Port