



KRPD#2 PORT MASTER PLAN

EXECUTIVE SUMMARY 5/14/2020

KASKASKIA REGIONAL
PORT DISTRICT
336 North Main Street
Red Bud, IL 62278
618.828.3807



CONSULTING ENGINEER

THOUVENOT, WADE & MOERCHEN, INC.

ILLINOIS PROFESSIONAL DESIGN FIRM

LICENSE NO. 184-001220 (IL)

4940 Old Collinsville Road

Swansea, IL 62226

618.624.4488

cbrauer@twm-inc.com

KRPD#2 Port Master Plan Executive Summary

1. Introduction and Purpose

The Kaskaskia Regional Port District (KRPD) is located in Southwestern Illinois and includes all of Monroe and Randolph counties and the southern two-thirds of St. Clair County as shown in **Exhibit 1-1**. KRPD was chartered in 1965 by an act of the Illinois Legislature and currently operates five river terminals, four on the Kaskaskia River and one on the Mississippi River, with long range plans for developing additional facilities. The purpose of the Port Master Plan is to address existing conditions, future needs and future strategic capital developments at one of those locations, KRPD#2.

As business at KRPD#2 has increased, on-site traffic conflicts, periodic congestion and operational issues have arisen. The Plan considers past port activities and potential future port activities and makes recommendations for a phased capital investment program. The scope of work for the Plan consists of five major elements: (a) documentation and confirmation of existing conditions and issues, (b) general assessment and characterization of potential markets; (c) development of planning criteria; (d) formulation and evaluation of viable alternatives; and (e) presentation of the recommended plan for strategic capital development.

Regarding existing conditions at KRPD#2, the Master Plan includes relevant descriptions of:

- major freight transportation connectors including highways, railroads and waterways,
- existing port conditions and existing facilities,
- land ownership,
- soils and geotechnical information,
- river conditions,
- topography,
- floodplain elevations,
- environmental conditions,
- summaries of current and past business activities, and
- traffic flow patterns observed from on-site visits and meetings with KRPD#2 tenants.

A brief assessment of waterborne commerce trends is presented to provide further context for KRPD#2 based on data for the US inland waterway system, Upper Mississippi River and Kaskaskia River. In addition to waterborne commerce information, economic and demographic research is used along with field observations and interviews to form opinions regarding potential future business for KRPD#2 relevant to developing planning criteria.

KRPD#2 Port Master Plan Executive Summary

Alternative plans for future capital investments are presented considering existing conditions and responsive to goals described in the planning criteria. General areas addressed include:

- Road access and on-site roadway improvements
- Rail access and on-site rail improvements
- River access and on-site river terminal improvements
- Preparation of pad-ready site for future tenants which will use KRPD#2 facilities
- Site development activities related to all of the above
- Policies, operations and other non-structural options

Advantages and disadvantages of viable options are discussed and a recommended plan for strategic capital development is presented along with a plan for phased implementation. The Master Plan includes a general site plan to show strategic placement of facilities based on functional relationships, and indicates the general scale and location of features. It does not include detailed design, nor does it include engineering and construction contract documents.

KRPD is an important contributor to the economic development efforts of the region. The underlying purpose of its existence is to improve the economic health of the area by providing river port access to industrial, agricultural and other users. It is, therefore, appropriate and important for KRPD, as a good steward of its facilities, to plan for efficient and productive long-term use of KRPD#2. The master planning document will be used not only for guidance and strategic direction, but also as a communications tool in sharing KRPD's vision with key community leaders, other government entities, investors and potential tenants and customers.

KRPD selected Thouvenot, Wade and Moerchen, Inc. (TWM), to prepare the KRPD#2 Port Master Plan, with W. R. Coles and Associates as a subconsultant to TWM. The project is funded by KRPD and a grant from the Illinois Department of Transportation State Planning and Research Program. This Executive Summary presents a condensed version of important points contained in the Master Plan.

2. Characteristics of Inland Waterway Transportation

In the early history of the United States, the network of waterways was the primary means of interstate commerce and transportation of goods, as well as people. As a result, most large metropolitan areas and population centers are located on coastal and navigable waterways.

KRPD#2 Port Master Plan Executive Summary

The Inland Waterways System is made up of nearly 12,000 miles of federally maintained navigable waterways on rivers, lakes, and coastal bays, touching 38 of our 48 contiguous states and handling shipments to/from the 38 states. The system has 240 lock sites that incorporate 275 lock chambers. The Kaskaskia River, on which KPD#2 is located, is a part of this system.

The 9,000-mile Mississippi River System (the Mississippi and its tributaries) stretches from Minneapolis, Minnesota, to New Orleans, Louisiana, and from Tulsa, Oklahoma, to Pittsburgh, Pennsylvania. The Kaskaskia River System is a 36 mile navigable waterway, with a single lock, known as the Jerry F. Costello Lock and Dam, at Kaskaskia River Mile (KRM) 0.8.

The Inland Waterways System facilitates the cost-effective and environmentally friendly movement of liquid and dry bulk commodities, as well as heavy manufactured goods, such as steel and aluminum. Approximately fifteen percent of all the goods moving around the country move on the waterways, according to the Waterways Council, Inc. The Inland Waterway system moves that fifteen percent of freight for under three percent of our nation's cost of moving freight.

Barge transportation helps relieve highway congestion and generates far less air and noise pollution, per ton of freight moved, than truck or rail. Waterborne commerce is good for the national economy, supporting family-wage jobs and providing the consumer with lower costs for food, electricity, heavy manufactured products, salt for de-icing roads, building materials and other goods.

3. Modal Connectivity to KRPD#2

Access to/from KRPD#2 by water, rail and road has been examined.

Waterway Access. The US Inland Waterway System provides access between KRPD#2 and both domestic and global markets. The Jerry F. Costello Lock and Dam is located at KRM 0.8. Southern Illinois Transfer, Inc. (SITCO) provides barge towing and fleet service on the Mississippi and Kaskaskia Rivers. Typical one-way transit time between the SITCO fleet on the Mississippi River and KRPD#2 (KRM 18.5) is 4 to 6 hours, or 8 to 12 hours for a round trip. SITCO has several towboats and serves all KRPD river terminals.

KRPD#2 Port Master Plan Executive Summary

According to the USACE St. Louis District, the Kaskaskia River is normally operated to sustain a pool elevation of 368.8. Prolonged high water disrupted navigation to KRPD#2 in the spring of 2019. The 100-year flood elevation is reported to be 392 (NAVD 88) as cited in the November 2008 flood insurance rate map (FIRM) for Randolph County, but before any surveying, design or construction project it is important to verify the vertical datum on which elevations are based, especially when relating river elevations to land-side developments. KRPD leaders have approached USACE regarding the benefits of increased navigation depth to more closely align maximum barge drafts (and barge capacities) of the Kaskaskia River with those of the Lower Mississippi River. Discussions are ongoing.

Rail Access. Rail service to KRPD#2 is provided by the Canadian National Railroad (CN) to a track north of Illinois SR 154. A KRPD switch engine operated by SITCO moves rail cars to/from this staging track, across SR 154 to the river terminal where rail car loading/unloading operations currently take place. CN provides service to KRPD#2 once or twice a week, depending on demand, from its yard in Centralia, Illinois. CN traffic between KRPD#2 and Centralia primarily transits CN trackage, but must also utilize a small segment of Union Pacific (UP) rail lines. Rail capacity at KRPD#2 is limited in part by the length and configuration of the siding on which CN delivers and picks up rail cars.

Highway Access. Access to the main KRPD#2 entrance roadway is provided from SR 154. No off-site truck traffic issues were noted in observations and none were reported in interviews with users. There is a grade change on the small hill west of the main truck entrance to KRPD#2 which could influence considerations of alternative truck access points in the future.

4. Existing Facilities and Operations

KRPD#2 operations began in 1985. Facilities at that time included the bulk dock, mooring structures and access road. Major KRPD improvements since the initial construction include:

- 1997 - the Stanley L. Reeble Dock Facility (consisting of new mooring structures, the overhead bridge crane and building)
- 2003 - rail access
- 2016 - road repairs and improvements

KRPD#2 Port Master Plan Executive Summary

Operations at KRPD#2 currently include Gateway FS, involving fertilizer distribution and related services; The Material Works (TMW), which processes steel coils and ships the processed steel to a variety of users in automotive, appliance and other industries; Southern Illinois Transfer Company (SITCO), which operates the river terminal; and Kaskaskia Shipyard, which builds towboats in the SITCO Facility. **Exhibit 4-1** is an aerial view of KRPD#2. Existing operations and activities occupy most of the developed acreage.

5. Land Ownership and Physical Features

As of August 2019, much of the developable land owned by KRPD is used for current operations, divided into relatively small pieces, or is below the 100-year flood elevation. Some land owned by KRPD south of the bulk dock is occupied by leaseholders. Gateway FS owns approximately 17.7 acres near the SR 154 truck entrance. TMW leases its land parcel from KRPD under a long-term agreement. The overhead bridge crane superstructure is owned by KRPD, while the building originally constructed as part of the Stanley L. Reeble Dock Facility, along with a small tract of land south of the building, were purchased by SITCO from KRPD. North of SR154, KRPD owns approximately 18 acres between the highway and the railroad tracks. According to Randolph County tax maps, adjacent lands of potential interest are owned by others.

Soils in and around KRPD#2 are generally classified as silt loams by the United States Department of Agriculture Natural Resources Conservation Service (NRCS) with slopes ranging from 0-2% to as steep as 35 to 60%. The degree and kind of soil limitations that affect shallow excavations, commercial buildings, and local roads and streets are discussed in the full report.

Other building site development restrictions include wetlands of various types and the previously recorded Conservation Easements and Riparian Corridor. Additional wetland delineation will be required prior to starting any building activities.

6. On-site Barge, Rail, Truck and Crane Operations

As with many river terminals, external factors drive the timing of product movements. There are periods of intense activity with a variety of products and activities which can cause traffic congestion and reduce

KRPD#2 Port Master Plan Executive Summary

efficiencies for all operations. Understanding traffic patterns is an important step in identifying causes for the periodic congestion and thence to the formulation of alternatives for improvements to enhance efficiencies.

Barge Access and Operations. Barges are pushed from the main Kaskaskia River channel into the KRPD#2 harbor area. The distance between the two docks is sufficient and no conflicts with barge movements at the docks has been reported. Periodic dredging is required to maintain access.

Rail Access and Operations. The CN provides rail service to KRPD#2 once or twice a week from its Centralia yard. A coordinated series of moving the rail cars forward and holding in place is required to accomplish unloading under the overhead bridge crane. Capacity is limited to approximately ten cars.

Truck Traffic Patterns and Operations. There are both inbound and outbound truck movements at KRPD#2. Market demand drives the timing for the diverse array of products and commodities. On days when multiple products are moving, significant traffic conflicts have been reported.

Overhead Bridge Crane Operations. When the bridge crane is moving objects across the road, there is potential for a conflict between the bridge crane object and any traffic passing beneath. Also, when two different outbound products need to be moved at the same time, the road under the bridge crane must be closed for extended periods of time, creating congestion and confusion for truck traffic.

7. Assessment of Relevant Waterborne Commerce Trends and Data

Understanding trends in waterborne commerce traffic data is one of several tools providing context for assessing potential for waterborne commerce at KRPD#2. Considering national, regional and local trends in waterborne commerce, some important observations include:

- The decline in national waterborne commerce during the past few years is primarily due to declining use of coal to generate electrical power in the US.
- Upper Mississippi River tonnage data shows a steady trend because the predominant cargo is grain rather than coal.
- On the Upper Mississippi, the predominant cargo is downbound grain, and the most significant upbound cargo is chemicals.

KRPD#2 Port Master Plan Executive Summary

- Tonnage volumes are important because ton-miles of cargo is one metric USACE uses to allocate funds for operations and maintenance of individual river systems within the inland waterway system.
- Kaskaskia River tonnage is largely supported by two overarching commodity groups: power plant input materials and agricultural products. Steel and steel products, however, are critical for supporting employers which have significant impact on the economic health of the region.
- KRPD#2 on-site barge users provide great support to the regional economy.
- Gateway FS helps keep fertilizer prices reasonable, and thus farming more profitable, by using waterways transportation to receive its fertilizers.
- TMW provides a large number of family-wage jobs and is supported by barge and rail shipments of steel to KRPD#2.
- Outbound dry bulk cargo business is captured at KRPD#2 because it has the capability to efficiently transload from truck to barge, except on days when on-site traffic congestion hinders efficiencies.

The viability of Kaskaskia River navigation and improvements to the system are important for the long-term productivity of KRPD#2. Strategic recruitment and location of barge and rail users at or near KRPD#2 is important for sustained future growth.

8. Primary Market Area for KRPD#2

Existing on-site operations at Gateway FS and TMW support much of the cargo moving through KRPD#2. All of the Gateway FS and TMW cargo is inbound, meaning barges are unloaded at KRPD#2. Outbound cargo in recent years has been limited to loading dry bulk materials.

The agricultural economy within the primary market area is robust, and there is strong demand for nitrogenous fertilizer products. Gateway FS provides dry bulk fertilizers, including custom blends, ammonium nitrate and UAN. Some UAN solution is trucked in to the Gateway FS complex, stored in tanks, and loaded into customer trucks. UAN often moves on the inland waterway system in liquid tank barges. There may be opportunities for moving bulk liquids at KRPD#2. Quantities of UAN to be purchased and methods of delivery are issues which must be addressed by Gateway FS to advance the discussion of feasibility, and continuing discussions are underway.

Demand for barge loads and rail car loads of steel is strong and should increase over the next few years due to work at TMW. KRPD marketing efforts could aim at regional steel producers, with a goal of

KRPD#2 Port Master Plan Executive Summary

making KRPD#2 a raw steel storage and distribution center. Development of hardstand and efficient truck movement roadways are important for providing service to future hot band customers.

Transload shipments of dry bulk materials such as fly ash, slag, limestone, frac sand etc., have generated good business volumes at KRPD#2, and have also led to periodic traffic congestion. Maintaining and improving dry bulk transload efficiencies at KRPD#2 are important factors in nurturing the growth of this business, much of which is opportunistic.

One strategy for growth is to create opportunities by developing pad-ready industrial sites at and near KRPD#2, and recruiting high-wage barge-using or rail-using industries to locate there. Attracting new industrial investments and jobs is consistent with the overall KRPD mission and will enhance economic growth in the area.

9. Development of Responsive Planning Criteria

River port master planning criteria is developed from an understanding of existing conditions, an assessment of market conditions and understanding the goals and objectives of KRPD.

Considerations for River Access. River improvements require significant lead time for planning and permitting. Two major components include maintaining and improving access via the Kaskaskia River navigation system and on-site improvements at KRPD#2.

Challenges for river access:

- (a) Acknowledge and understand the USACE process for funding, and
- (b) Obtaining funding in context of limited resources and national priorities.

Challenges for on-site improvements:

- (a) Existing infrastructure, land uses and land-side traffic patterns,
- (b) Terrain and possibly property ownerships, and
- (c) Lack of hydrographic survey and geotechnical information.

Opportunities:

- (a) Improve reliability for river access,
- (b) Improve capability to support local agricultural productivity,
- (c) Relieve internal roadway congestion during busy periods, and
- (d) Create capacity for future dry bulk transfer opportunities.

KRPD#2 Port Master Plan Executive Summary

Considerations for Rail Access. Daily rail capacity at KRPD#2 is limited by the length of track between the CN switch and SR 154. CN provides service from its Centralia yard only once or twice per week. Planning criteria includes increasing capacity for the volume of rail cars that can be delivered in each switch, improving the efficiency of rail movements after cars are delivered, and reducing conflicts with trucks and other port operations.

Challenges for rail improvements:

- (a) existing traffic patterns,
- (b) location of existing rail infrastructure relative to other structures, and
- (c) terrain and property ownerships.

Opportunities:

- (a) improved operational efficiencies,
- (b) improved rail capacity, and
- (c) providing opportunities for future business.

Considerations for Road Access. Issues have been noted due to traffic patterns and surges in business volumes. Planning criteria includes improving traffic flow, reducing congestion during surges in business, providing truck queueing areas for TMW which do not hinder other operations, providing access to future industrial sites at or near KRPD#2, and providing alternative access to SR 154.

Challenges for roadway improvements:

- (a) Locations of existing buildings and infrastructure,
- (b) Terrain, site and property ownerships,
- (c) Existing traffic patterns,
- (d) Efficiently serving needs of diverse tenants, and
- (e) Site distances due to grades on SR 154.

Opportunities for roadway improvements:

- (a) Improving efficiencies for all KRPD#2 users,
- (b) Increasing KRPD#2 capacities and capabilities, and
- (c) Contributing to development of sites for new industries.

Considerations for Other Improvements. Additional planning criteria responsive to markets and KRPD objectives includes providing strategies for long term solutions to drainage and environmental mitigation and providing readily developable sites for future industries and KRPD#2 users.

Challenges for other site improvements:

- (a) Property ownerships,
- (b) Existing land uses, and

KRPD#2 Port Master Plan Executive Summary

(c) Environmental, terrain and site conditions.

Opportunities:

- (a) Benefits to the local and regional economies and
- (b) Create opportunities for future business at KRPD#2.

10. Alternatives for Future Development

Alternatives for future development include consideration of navigable access to KRPD#2, development of a new barge dock, rail improvement options, roadway improvement options, on-site port operations improvements, and development of sites for new port users.

Navigable Access to KRPD#2. During 2019, sustained periods of above average rainfall resulted in flooding throughout much of the US and also caused disruptions in river traffic, including a temporary navigation shutdown. KRPD worked with the USACE St. Louis District to reduce the number of days the Kaskaskia River was closed. Nurturing this close cooperative relationship between KRPD and USACE St. Louis should result in improved operating procedures aimed at lessening future delays. Additionally, KRPD may consider working with its congressional delegation to request funding for a USACE study to evaluate the feasibility for increasing the authorized navigable depth of the Kaskaskia River.

Development of a New Barge Dock. Two alternative locations for liquid bulk transfer include Alternative River-1, which is upstream from the overhead bridge crane, and Alternative River-2, which is downstream from the existing bulk dock. In comparing the two options, River-2 is the better location based on factors such as barge access, truck access, long range potential, versatility, constructability and environmental challenges have been considered.

Rail Improvement Options. Rail capacity at KRPD-2 is limited by the configuration of existing rail infrastructure as well as frequency of service by CN. Rail volumes are expected to increase based on demand for steel, fertilizers and other commodities. Rail options are developed considering existing track geometry, CN requirements and criteria, existing infrastructure at KRPD#2, ongoing port operations, and terrain.

Roadway Improvement Options. Truck traffic congestion reduces efficiency of port operations for KRPD#2 occupants and customers. The recommended alternative, Road Option A, includes a deceleration lane along SR 154 and a new on-site road near the western boundary of the Gateway FS

KRPD#2 Port Master Plan Executive Summary

property, connecting with the existing loop road near the northwest corner of the TMW site. Road Option A provides truck access to TMW from this new roadway, and traffic signage would direct trucks to exit the KRPD#2 site via the existing connection to SR 154. Truck access to/from Gateway FS would not change. Trucks transporting dry bulk to SITCO for transfer to barge would enter via the new road and thence along the existing loop road to the existing bulk transfer dock or to the third dock south of the rail tracks. Passage under the bridge crane would be restricted to crane operations.

Other On-Site Port Operations Improvements. Operations areas adjacent to barge transfer locations are needed to stage and possibly store cargo. The area south of the TMW and SITCO operations is the only viable location for near-term development of a new port operations area. Site improvements would be required to address grades, drainage and geotechnical conditions and to provide a suitable wearing surface for heavy equipment. Future development of other facilities at KRPD#2 should consider a proposed location for truck scales and scale house so the potential is not accidentally limited.

Development of Sites for New Port Users. Opportunities for ready-to-build economic development sites include areas owned by KRPD west of Gateway FS and TMW, areas north of SR 154 and south of the rail corridor, and sites now owned by IDNR that are north of the rail corridor. These would provide approximately 111 acres for developing a site(s) for new barge- and rail-using industries, potentially adding jobs and tax base to the local economy as well as providing new customers for KRPD services. Other options have also been considered along Griggs Road south of SR 154, but are not as readily developable.

11. Strategic Capital Development Plan Recommendations

The Strategic Capital Development Plan recommendations are responsive to criteria identified earlier in this report, and have been formulated after careful consideration of data gathered, analyses and discussions with KRPD and key stakeholders.

Primary Features of the Plan and Implementation Strategies. Priorities are based on information available at this time and may change depending on future events, opportunities, or availability of funding for specific types of projects. The recommended prioritization provides a framework for

KRPD#2 Port Master Plan Executive Summary

progress and investment at KRPD#2, and periodic updates and revisions are typical and to be expected as the work proceeds and more information becomes available:

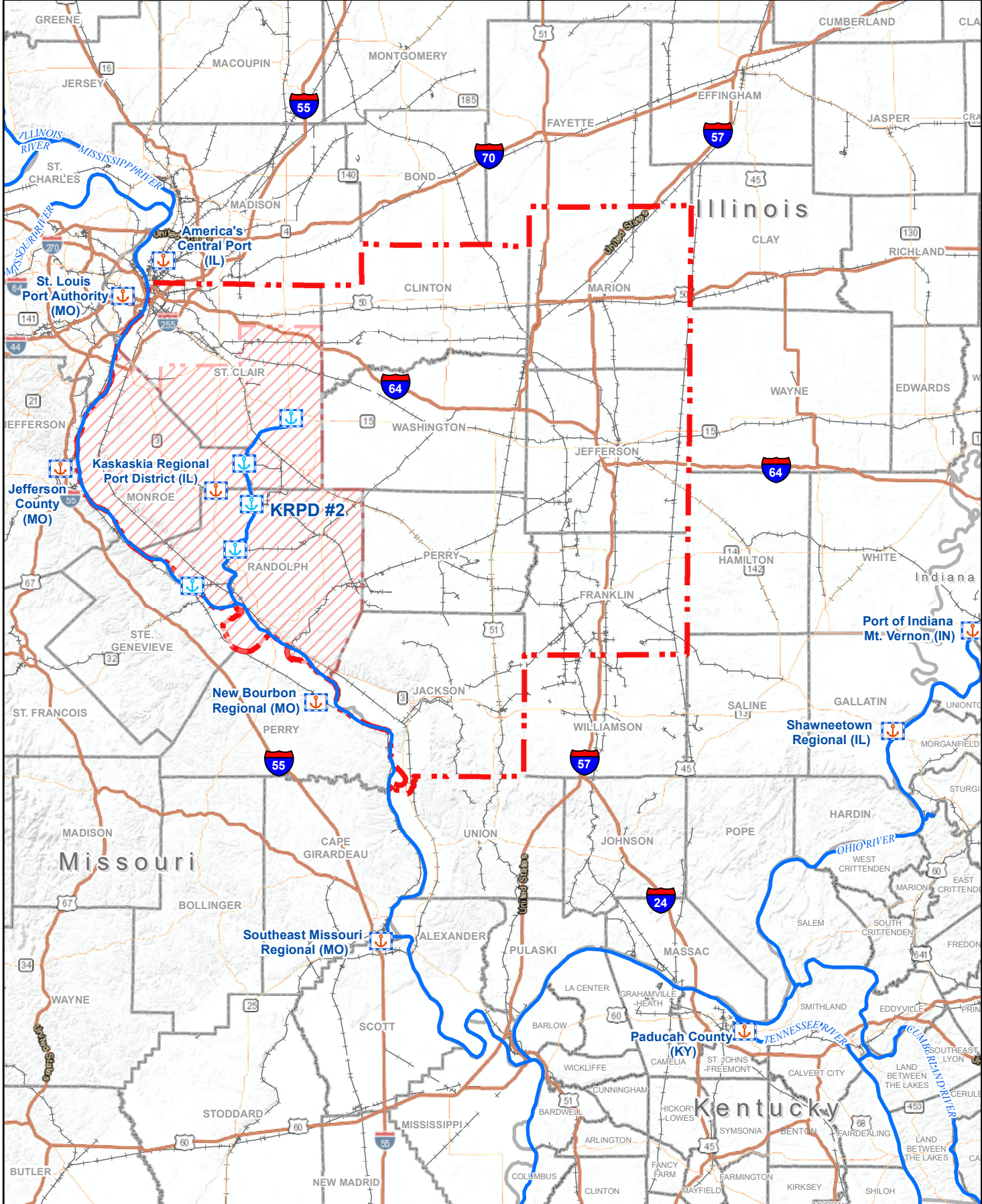
- 1) **Navigation Access.** Acknowledging the process for authorizing new missions or projects on the inland waterway, and for the purpose of improving navigation reliability during high water periods, it is recommended that KRPD work with its congressional representatives and USACE toward the goal of installing new lock arms and making related improvements. Similarly, it is recommended that KRPD work with its congressional representatives and USACE to fund a feasibility study for increasing the navigable depth of the Kaskaskia River from 9 feet to 12 feet.
- 2) **New Barge Dock.** The recommended location and arrangement for a third dock, shown in *Exhibit 11-1*, are responsive to planning criteria and provide a versatile facility and long-term value. An immediate recommendation is to recognize the limited options for providing truck access to this area south of the rail loop, and to preserve land required for future access roads. Additional information is needed to refine the barge dock concept. Since the process often requires 10-18 months, recommended action items include proceeding with hydrographic survey, refining details regarding the precise location and orientation, conducting appropriate geotechnical investigations, conducting appropriate environmental investigations, and applying for state and federal construction permits. This will allow KRPD to proceed with final design and construction in a timely manner, once business arrangements and funding are in place.
- 3) **Rail Improvements.** Recommended rail improvements are shown in *Exhibit 11-2*. An immediate recommendation is to recognize the relative inflexibility of railroad geometry and to preserve the land required for the improvements. Action items include field surveys, identifying and resolving environmental concerns, and adding the required boundaries as set-aside areas on the overall KRPD#2 site mapping. Ongoing communication with CN representatives and with rail users at KRPD#2 are also recommended. Based on current information, the first priority is for construction of two tracks in the proposed rail yard north of SR 154: the run-around track and one additional track for operations, as well as the required connecting tail track, as shown in *Exhibit 11-6*. KRPD should retain ownership and control of land needed for build-out of the rail yard.
- 4) **Roadway Improvements.** Provision of an alternative access road into KRPD#2 is a top priority. Option A (west boundary of Gateway FS) as shown on *Exhibit 11-3* is recommended. Land required for Option A is owned by KRPD, with the exception of portions of the deceleration lane on state highway right-of-way. Recommendations for immediate action include site surveying, further discussions with IDOT, environmental investigations, geotechnical investigations, and preliminary engineering design, along with an updated opinion of cost for the new access road.
- 5) **Other Site Improvements.** KRPD#2 currently lacks an efficient port operations laydown area. The only viable option is the land south of TMW and SITCO and north of the loop road as shown in *Exhibit 11-4*. We recommend proceeding immediately with any required surveying, geotechnical and environmental work, and engineering design and construction. Another top priority is to develop sites for future industries which require barge and/or rail transportation, and which will enhance the local economy by providing jobs and increasing the tax base. Sites recommended for development are shown in *Exhibits 11-5* and *11-7*.

KRPD#2 Port Master Plan Executive Summary

Opinions of Budget Requirements for Strategic Capital Investments. Preliminary opinions of cost for the various components are included in the table called Site and Facility Requirements. These are based on the limited information available at this time and will likely change once actual survey, geotechnical and environmental information is available, along with possible adjustments to the conceptual plans. It would be advantageous and cost-effective for KRPD to conduct certain activities such as surveying and environmental studies on a site-wide basis. This will aid in providing information for refinement of conceptual planning details.

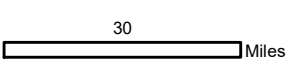
Closing. A summary and prioritization of recommended action items is shown below. Strategic capital development plan recommendations are shown in a high-level summary view in **Exhibit 11-8**. Actual timing may vary and priorities may change over time due to market demands, opportunities, availability of funding for specific types of projects and other conditions which are unforeseen at this time.

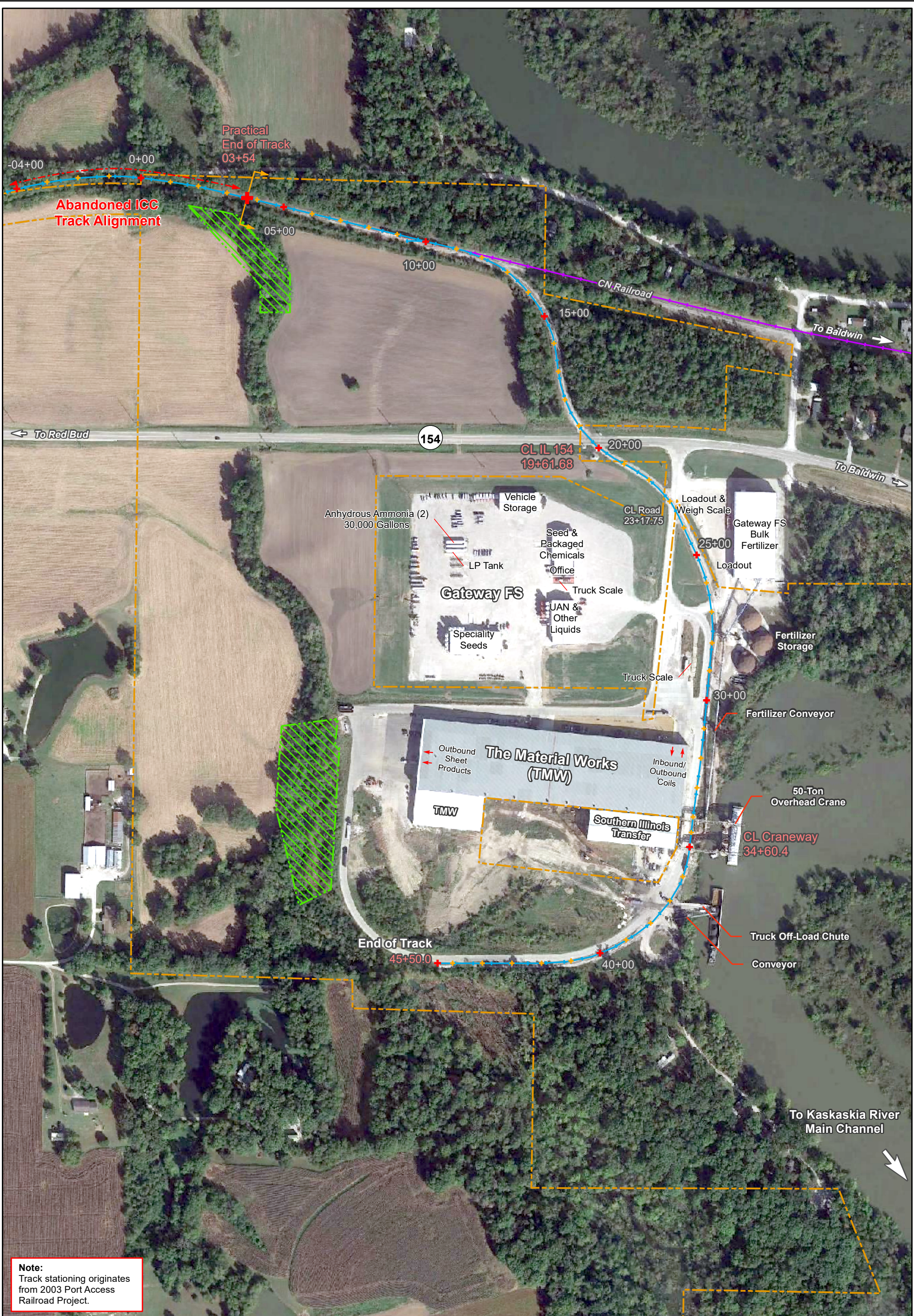
| Site and Facility Requirements | | | |
|--|--------------------------------|--|--|
| PW = Preliminary Work | | • ED&C+C = Engineering Design & Construction + Contingencies | |
| Recommendations | Priority A 0-5Years | Priority B 5-10 Years | Priority C 10-20 Years |
| New Access Road | PW ED&C+C \$785,000 | | |
| New Port Operations Area | PW ED&C+C \$892,500 | | |
| Sites C,D,E & F | PW ED&C+C \$247,500 | | |
| Sites A & B | PW \$67,000 | ED&C+C \$1,805,000 | |
| North Rail Yard Improvements | PW \$60,000 | Phase 1 ED&C+C \$2,435,000 | Future Phases ED&C+C \$2,710,000 |
| South Rail Yard Improvement | | PW \$55,000 | ED&C+C \$1,570,000 |
| New Barge Dock | PW ED&C+C \$8,300,000 | | |
| Sites G & H New Roadway, if needed | | PW \$52,000 | ED&C+C \$628,000 |
| Total | \$10,285,000 | \$4,347,000 | \$4,908,000 |
| <p>Priorities shown herein are based on current understanding of needs, markets and external factors. It is normal that adjustments in timing will be made during the coming years as conditions change and other opportunities arise. The plan provides definitive guidance, but also allows flexibility in the sequence of implementation in response to changes in markets and external conditions. This implementation schedule should be reviewed and revised periodically.</p> | | | |



- Boundary
- State
- County
- KRPD Market
- KRPD Boundary
- Port Authority
- KRPD Facilities
- Railroad
- Navigable Waterway

EXHIBIT 1-1:
KASKASKIA REGIONAL PORT DISTRICT
Market Area of KRPD in Southern Illinois

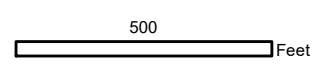




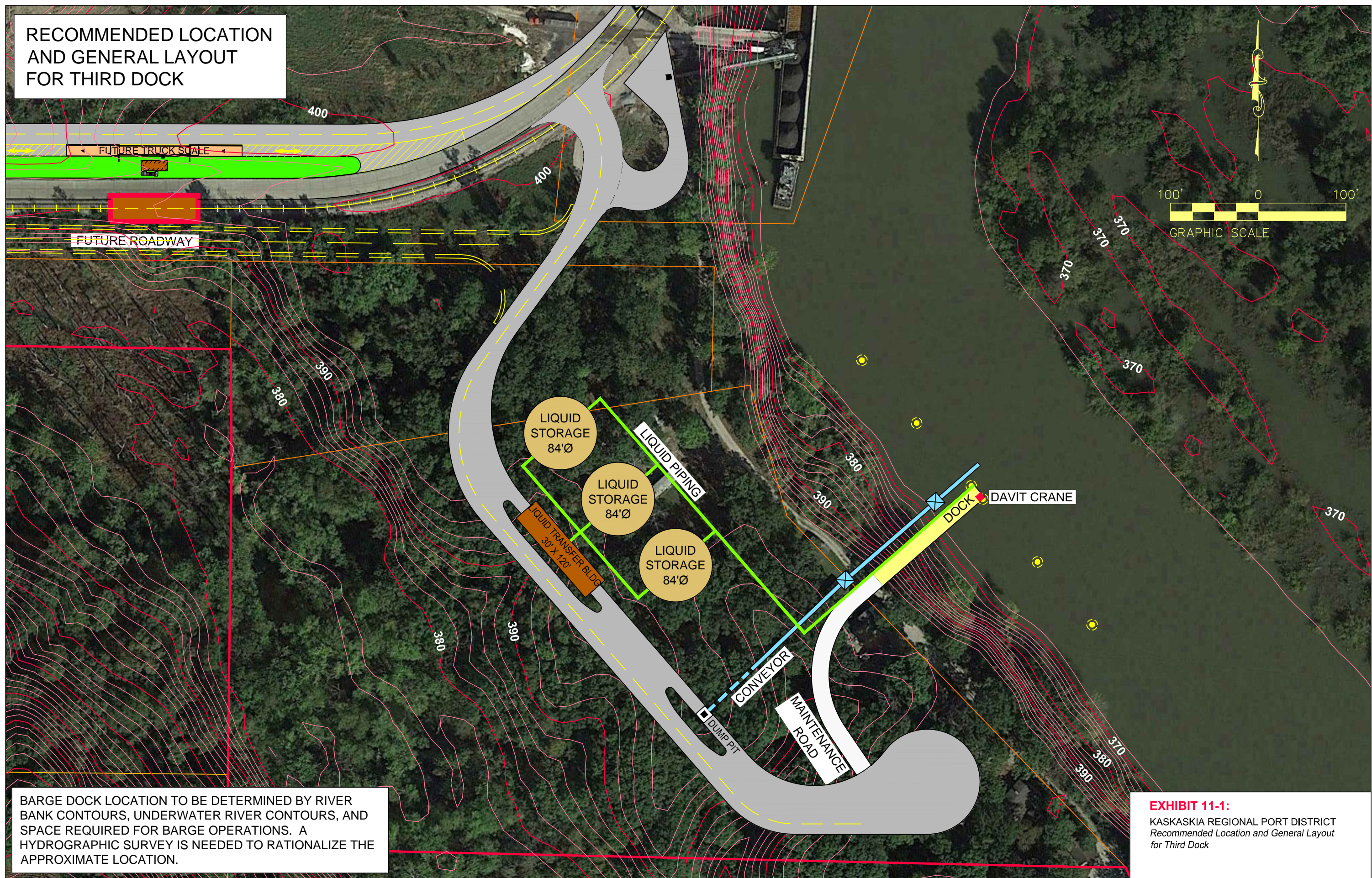
Note:
Track stationing originates from 2003 Port Access Railroad Project.

- ✦ Stationing - Rail
- ✦ Stationing - Rail 500ft
- CN Railroad
- KRPD Rail Spur
- ▨ Conservation Easement
- ▨ KRPD-Owned Property

EXHIBIT 4-1:
KASKASKIA REGIONAL PORT DISTRICT
Major Facilities and Operations at KRPD #2



**RECOMMENDED LOCATION
AND GENERAL LAYOUT
FOR THIRD DOCK**



BARGE DOCK LOCATION TO BE DETERMINED BY RIVER BANK CONTOURS, UNDERWATER RIVER CONTOURS, AND SPACE REQUIRED FOR BARGE OPERATIONS. A HYDROGRAPHIC SURVEY IS NEEDED TO RATIONALIZE THE APPROXIMATE LOCATION.

EXHIBIT 11-1:
KASKASKIA REGIONAL PORT DISTRICT
Recommended Location and General Layout
for Third Dock

OVERVIEW OF ALL RAIL IMPROVEMENTS

PROPOSED NORTH RAIL YARD

RIPARIAN CORRIDOR

SITE F
13.5± AC.

SITE E
10.9± AC.

SITE D
11.3± AC.

SITE C
5.3± AC.

SITE A
14.8± AC.

CONSERVATION EASEMENT

SITE B
8.9± AC.

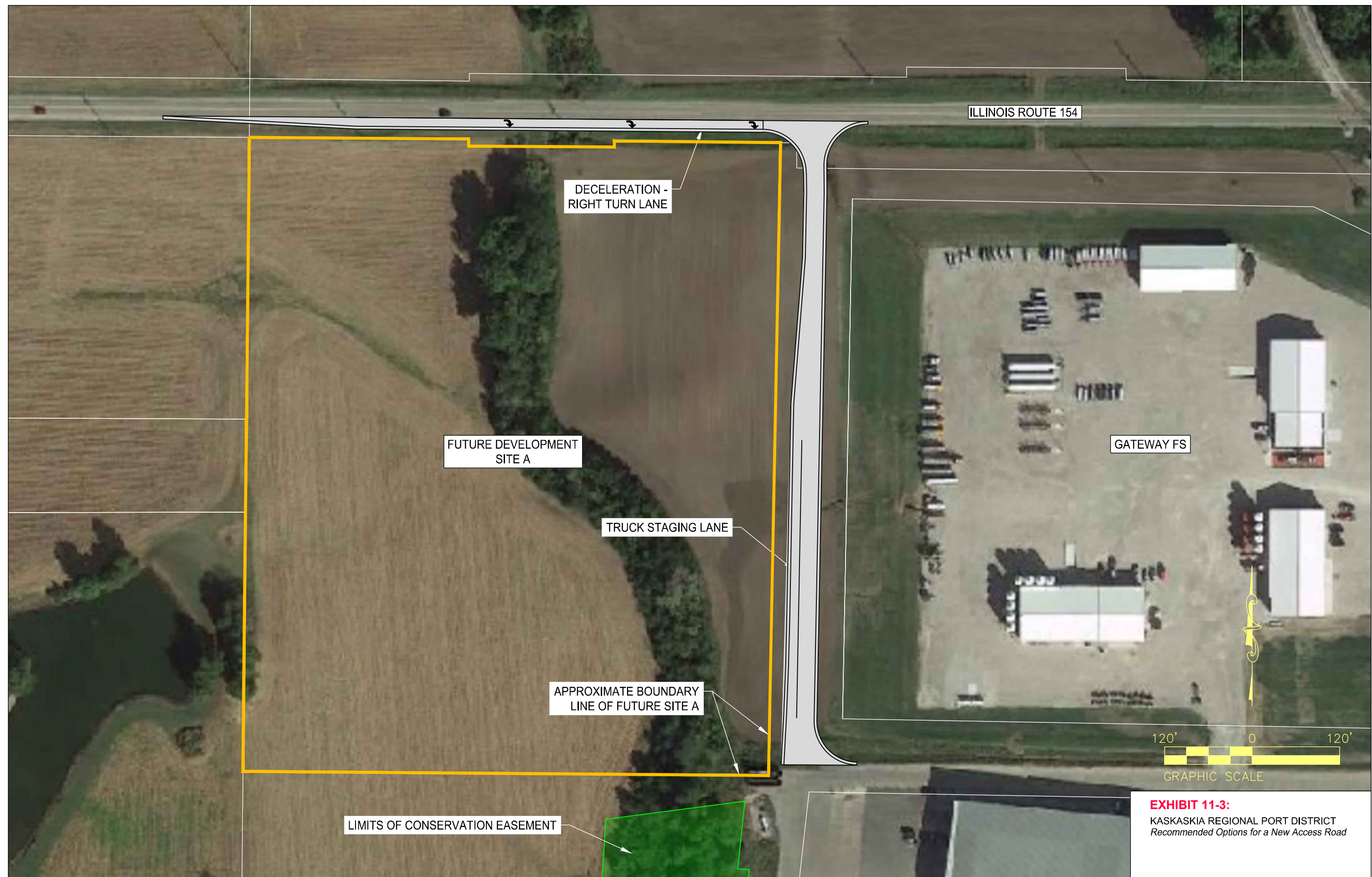
PROPOSED SOUTH RAIL YARD

LEGEND

- NEW YARD TRACK CONSTRUCTION
- EXISTING TRACKS
- FUTURE RAIL SPUR BY OTHERS
- EXISTING PROPERTY LINES (APPROX.)
- RECOMMENDED DEVELOPMENT SITES
- EXISTING KRPD BOUNDARY



EXHIBIT 11-2:
KASKASKIA REGIONAL PORT DISTRICT
Overview of All Rail Improvements



ILLINOIS ROUTE 154

DECELERATION -
RIGHT TURN LANE

FUTURE DEVELOPMENT
SITE A

TRUCK STAGING LANE

APPROXIMATE BOUNDARY
LINE OF FUTURE SITE A

GATEWAY FS

LIMITS OF CONSERVATION EASEMENT

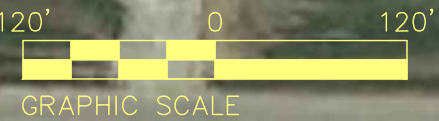
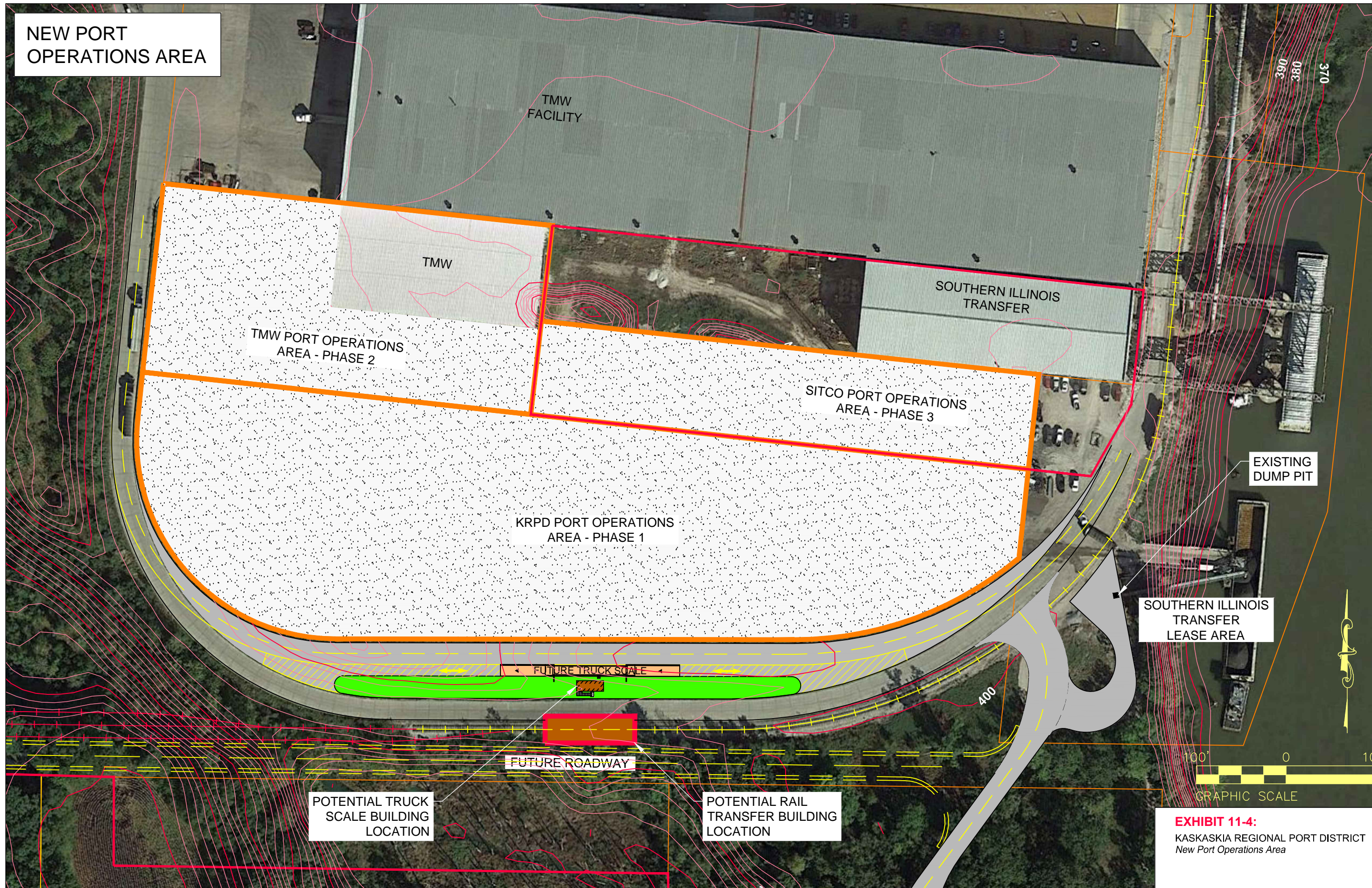


EXHIBIT 11-3:
KASKASKIA REGIONAL PORT DISTRICT
Recommended Options for a New Access Road

NEW PORT OPERATIONS AREA



EXISTING DUMP PIT

SOUTHERN ILLINOIS TRANSFER LEASE AREA

FUTURE TRUCK SCALE

FUTURE ROADWAY

POTENTIAL TRUCK SCALE BUILDING LOCATION

POTENTIAL RAIL TRANSFER BUILDING LOCATION



EXHIBIT 11-4:
KASKASKIA REGIONAL PORT DISTRICT
New Port Operations Area

POTENTIAL SITES
A, B, C, D, E AND F



LEGEND

- NEW YARD TRACK CONSTRUCTION
- EXISTING TRACKS
- - - FUTURE RAIL SPUR BY OTHERS
- EXISTING PROPERTY LINES (APPROX.)
- RECOMMENDED DEVELOPMENT SITES
- EXISTING KRPD BOUNDARY



EXHIBIT 11-5:
KASKASKIA REGIONAL PORT DISTRICT
Potential Sites A, B, C, D, E and F

SITE G
24.9± AC.

SITE H
21.2± AC.

GOETTING
FARMS

IDNR
NORTHWEST
PROPERTY

IDNR
NORTHEAST
PROPERTY

STORAGE TRACK NO. 1

SPUR TO FUTURE TENANT TRACK

NEW BARRY
ROAD CROSSING



BARRY ROAD

SPUR TO FUTURE TENANT TRACK

SPUR TO FUTURE TENANT TRACK

FUTURE TRACK CONSTRUCTION

LADDER/RUNAROUND TRACK

0.98 ACRES+/-
100' WIDE
RIPARIAN CORRIDOR

SPUR TO FUTURE TENANT TRACK

TO BALDWIN, IL

EXISTING
TRACK

19 ACRES+/-
GOETTING FARMS PROPERTY

18 ACRES+/-
KASKASKIA PORT DISTRICT PROPERTY

SITE F
13.5± AC.

SITE E
10.9± AC.

SITE D
11.3± AC.

SITE C
5.3± AC.

CHIGGS ROAD

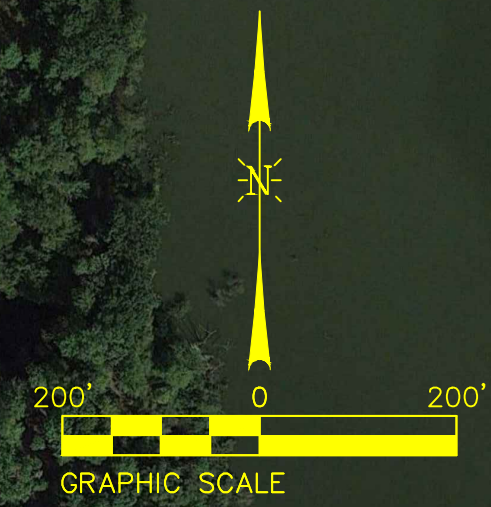
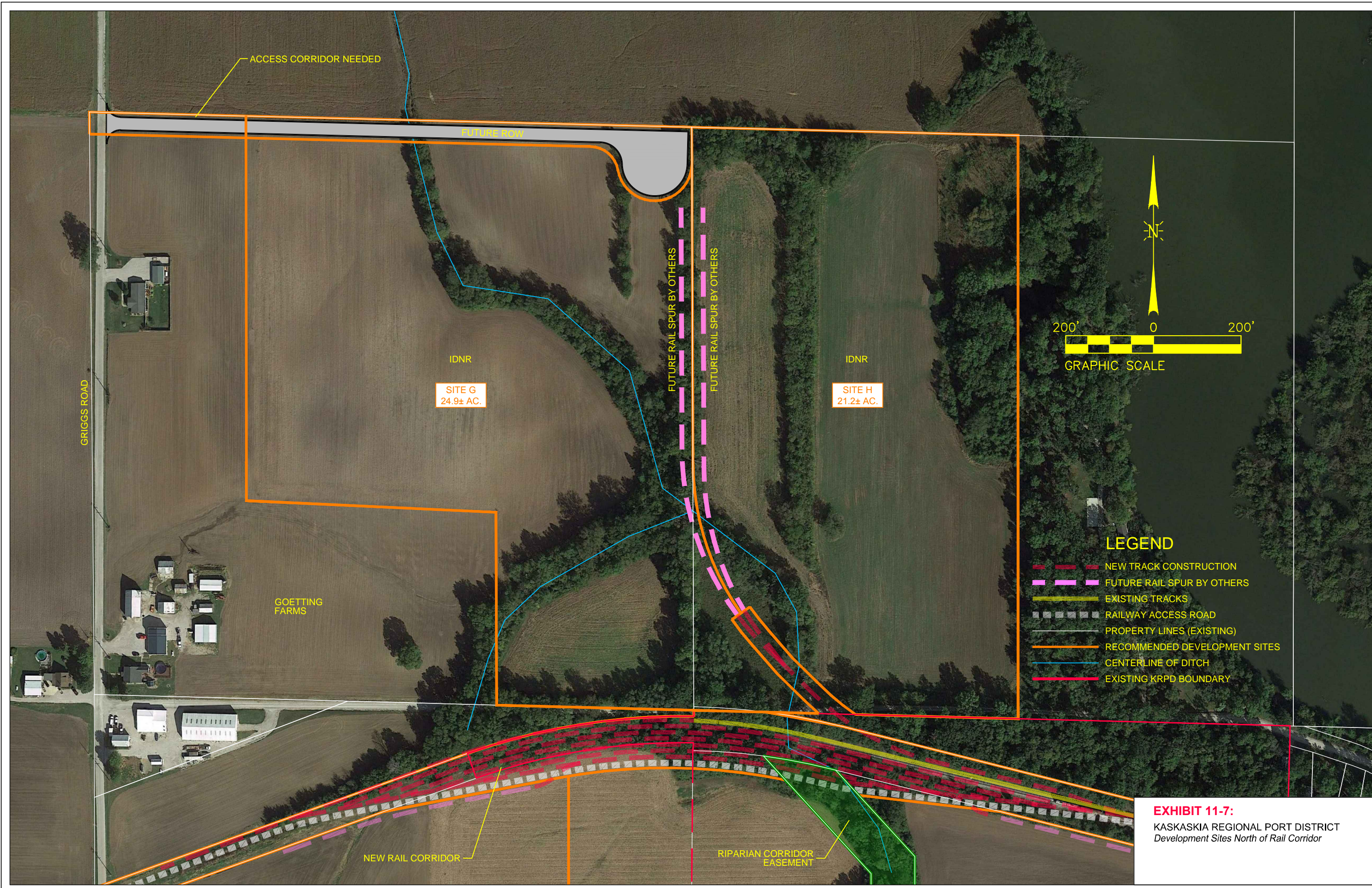
IL HIGHWAY 154

TO LOADING
& UNLOADING
FACILITIES

LEGEND

-  RECOMMENDED YARD TRACK CONSTRUCTION
-  FUTURE YARD TRACK CONSTRUCTION
-  EXISTING TRACKS
-  RAILWAY ACCESS ROAD
-  PROPERTY LINES (EXISTING)
-  RECOMMENDED DEVELOPMENT SITES
-  CENTERLINE OF DITCH
-  EXISTING KRPD BOUNDARY

EXHIBIT 11-6:
KASKASKIA REGIONAL PORT DISTRICT
North Rail Yard Improvements



LEGEND

- NEW TRACK CONSTRUCTION
- FUTURE RAIL SPUR BY OTHERS
- EXISTING TRACKS
- RAILWAY ACCESS ROAD
- PROPERTY LINES (EXISTING)
- RECOMMENDED DEVELOPMENT SITES
- CENTERLINE OF DITCH
- EXISTING KRPD BOUNDARY

EXHIBIT 11-7:
 KASKASKIA REGIONAL PORT DISTRICT
 Development Sites North of Rail Corridor

OVERVIEW OF MASTER
PLAN RECOMMENDATIONS

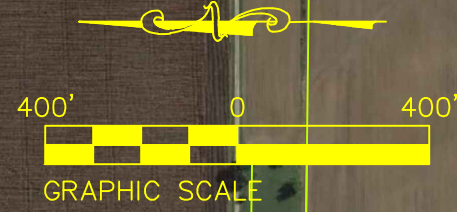
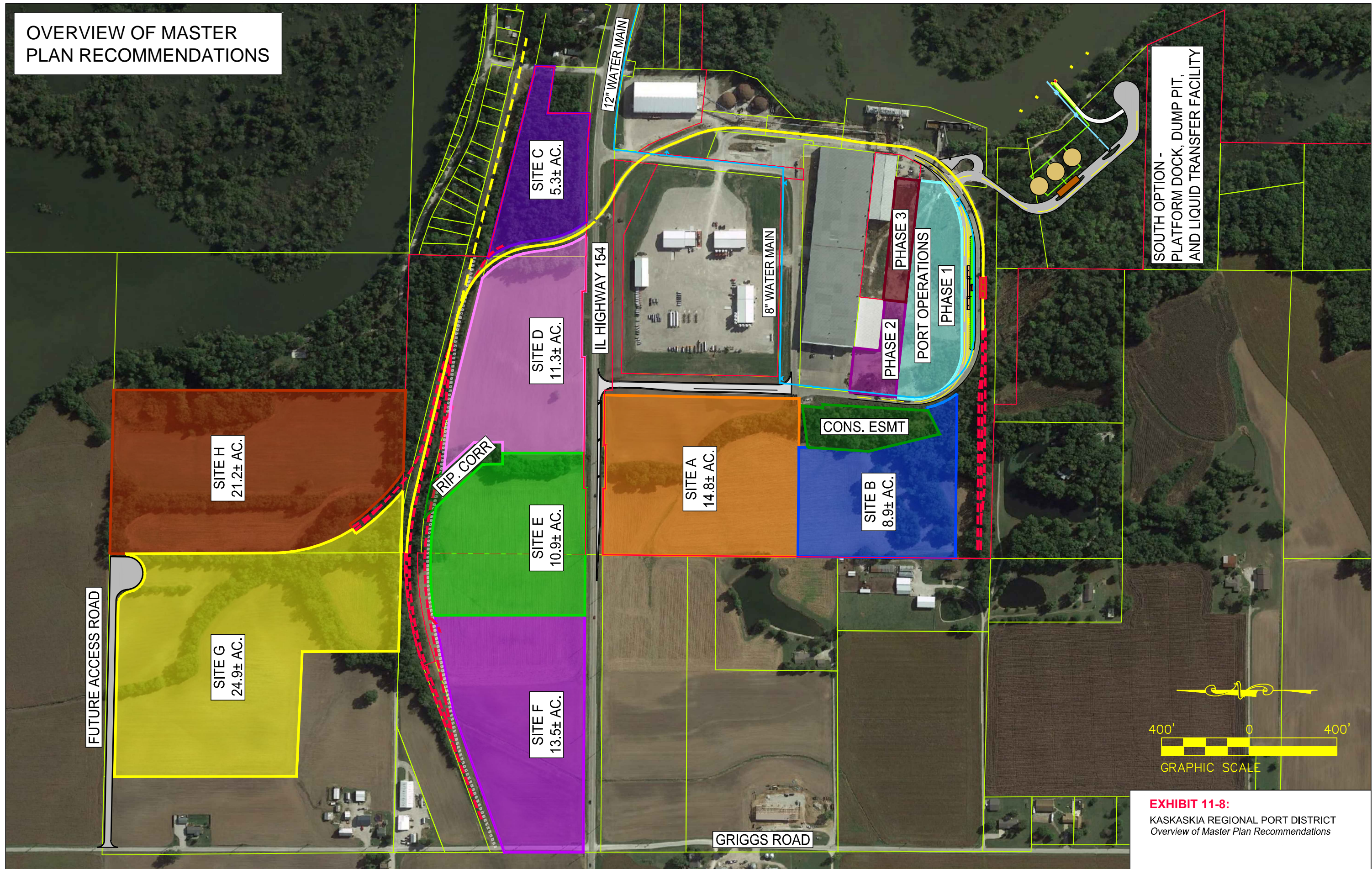


EXHIBIT 11-8:
KASKASKIA REGIONAL PORT DISTRICT
Overview of Master Plan Recommendations