

Inventory of Public & Private Port Facilities, Infrastructure, and Intermodal Connectors on the Missouri River

DRAFT

November 22, 2010

Missouri River Freight Corridor Assessment
& Development Plan
Missouri Department of Transportation

The accompanying Task 2 Inventory Report and Site Visit Report (Report) is part of the foundation of base information upon which the Missouri River Freight Corridor Assessment & Freight Development Plan (Project) will continue to develop. The attempt to update specific inventory content from various sources, many of which were somewhat dated in the published resources available, was done within the 3-month time scheduled for Task 2. Those published resources are listed within the body of the Report. The Project team utilized additional resources and information, including personal communication and site visits, to develop the information and content within this document. The Report and the supporting information will be modified, as necessary, to reflect pertinent findings during the course of the Project before the final report is completed in the summer of 2011.

It is the goal of the Project to provide current inventory information where available. In support of this goal, it is the request of the Project team that Missouri River freight stakeholders convey any updates or corrections regarding facilities for which they have specific information. Information received in a timely fashion can be incorporated into the final documents produced in 2011, which will be available to the public. Please send any corrections or updates to:

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Section 2.0

Inventory Report



2.0 Inventory Report

2.1 Introduction

This Inventory Report includes:

- Compilation of the data sources used and for which elements the sources were used.
- GIS maps and data for public and private ports, rail and highway transportation, on the Missouri River. The inventory is predominantly focused on those infrastructure elements within the state of Missouri, but do include some elements in other states where information was readily available.
- Tables of public and private port facilities and infrastructure including load, unload, and transload capabilities and known commodities served presently or historically
- Preliminary evaluation of existing infrastructure as it relates to its apparent suitability and sufficiency to facilitate and support the successful implementation of freight growth strategies
- In cases where the existing infrastructure is either insufficient or unsuited to support the level or type of freight flows anticipated, there are preliminary recommendations provided for needed improvements. Specific recommendations for necessary infrastructure will be developed in Study Task 4.
- Preliminary planning-level opinions of cost to address apparent infrastructure needs identified during this task.
- Evaluation of existing operational support elements required to service freight growth.

2.1.1 Data sources

The following data sources were utilized to generate the specific items indicated in the maps, figures, and tables included in the inventory:

Bing Maps :

Aerial photo background
(based on a license that Hanson maintains)

Bowen Engineering & Surveying:

Missouri River Mooring Facility Areas
Missouri River Dolphins

Canal Barge Line Facility Index, 2001

River Facilities and capabilities - historic

Google Earth and Google Maps

Secondary Source for River Facilities, Rail and Roadway connections

Inland River Guide, 2009

River Facilities & operational support capabilities

MapQuest (<http://www.mapquest.com>)

Secondary Source for River Facilities, Rail and Roadway connections

Missouri Department of Transportation

Missouri Public Port Authorities: Assessment of Importance and Needs, 2006

Update of Missouri Port Authority Assessment, 2007

Public Ports

Missouri Spatial Data Information Service (www.msdis.missouri.edu):

Above Ground Tanks

Floodplains

Katy Trail

Levee Areas

Mine Locations

Missouri Dept. Conservation Lands

Missouri DNR Lands

Missouri River Facilities

Pipelines

Port and Terminal Locations (also checked with USDOT NTAD 2010 and Google Earth)

Power Plants (also checked with USDOT Google Earth)

Transfer Stations

StreetMap USA (part of the Arcmap package):

Cities

Roadways

Minor Waterways

University of Nebraska-Lincoln

(<http://snr.unl.edu/data/geographygis/NebrGISdata.asp>):

Nebraska Mine Locations

USACE (Omaha and St. Louis Districts):

Missouri River Bulkheads

Missouri River Mile Markers

Missouri River Moored Vessel Areas

Missouri River Dikes

Lock & Dams

Omaha Pedestrian Bridge

USACE Navigation Data Center, Port Series Report #68, 2000

(<http://www.ndc.iwr.usace.army.mil/ports/pdf/ps/ps68.pdf>):

Secondary Source for River Facilities and Freight Capabilities

USDOT NTAD 2010:

County Boundaries

Freight Terminals

Major Waterways

Port and Terminal Locations (As well as Missouri Spatial Data Information Service and Google Earth visible locations)

Rail Lines

State Boundaries

US Geological Survey:

Iowa Mine Locations

Kansas Mine Locations

Site Visits:

Many of the river facilities were visited (and others attempted to be visited) by Hanson personnel. The data and observations collected during those visits were used to update or modify the information obtained from the other sources listed above.

The inventory information presented here includes storage volume or capacity information for some facilities. The reported volume or storage information was gathered from previous USACE documents and has generally not been independently verified in this inventory.

2.1.2 Condition Assessment Categories

A preliminary evaluation of the reported or apparent current condition of the water facilities was made during site visits, or during interviews, or while reviewing collected data. The following six categories were used to describe the condition of the infrastructure for the waterways facilities included in the inventory:

1. Structures or Equipment appear functional or are in use with no major deficiencies reported or observed
2. Structures or Equipment are on site, but appear or are reported to require minor upgrade or maintenance
3. Structures or Equipment are on site, but appear or are reported to require significant upgrade or maintenance
4. Structures or Equipment appear or are reported to be on site, but no assessment of their condition was made
5. Necessary Structures or Equipment are apparently or reportedly missing
6. No information was obtained about Structures or Equipment

The specific condition assessment category derived for each facility is presented in the Main Inventory Table (Section 2.5 of this document). Each assessment value is based on one of the following:

- a. A review of the facilities on site
- b. A review of the facilities via online aerial photography or satellite imagery
- c. Comments received from interviews with personnel on site
- d. Comments received from phone interviews
- e. In the case of a category 6 determination, none of the above elements was readily accessible

2.2 Inventory Summary

The Main Inventory Table in Section 2.6 lists the public and private port facilities for the portion of the Missouri River shown in Section 2.3. The inventory was derived from GIS data, U.S. Army Corps data, navigational charts, Inland River Guide, previous studies, interviews and site visits. A preliminary evaluation of each facility’s infrastructure was conducted for a number of the facilities to ascertain its apparent suitability and sufficiency to facilitate and support freight growth strategies.

The main inventory table consists of 79 facilities that exhibit some sort of port infrastructure along the Missouri River. Of these 79 facilities, 29 are active conducting some sort of freight activity; 30 are inactive, and 20 are classified as unknown, whereby the operational status was unable to be determined at the time of the inventory.

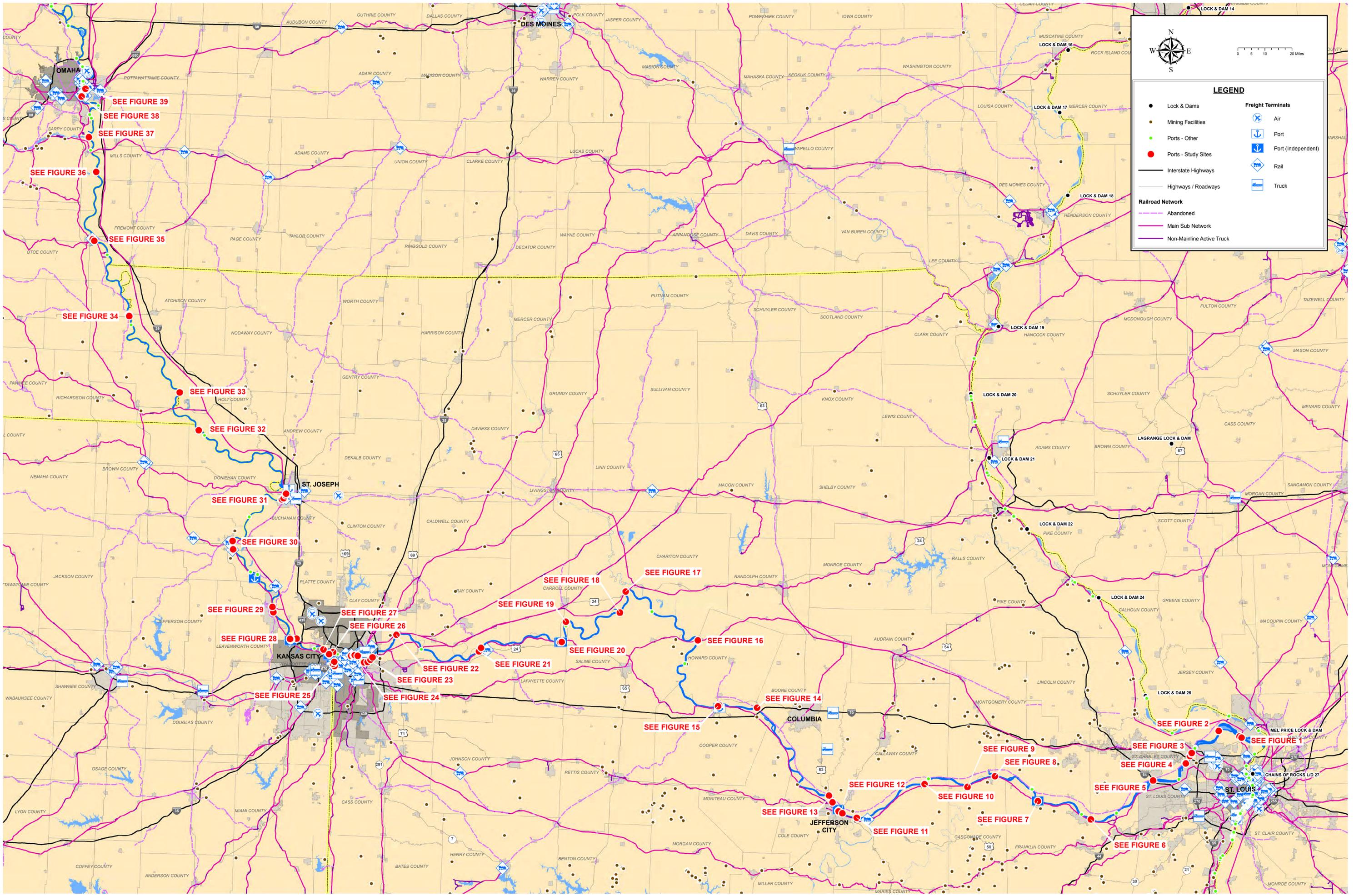
Main Inventory Fast Facts

Condition Number	No. of Facilities (Active & Inactive)
1	27
2	7
3	10
4	4
5	4
6	27

Note: Condition assessment categories are defined in Section 2.1.2.

Cargo Handling	No. of Facilities (Active Only)
Petroleum & Petroleum Products	2
Manufactured Goods	1
Chemicals	5
Crude Materials	21
Food & Farm	3
Manufactured Equipment	1

Of the 29 active facilities, 17 receive sand as their primary cargo. Eight of the remaining 12 active facilities are special purpose facilities built to move a specific commodity, while four have the capability to handle more than one cargo. Only two fleeting areas and one fueling service were present amongst the active facilities.



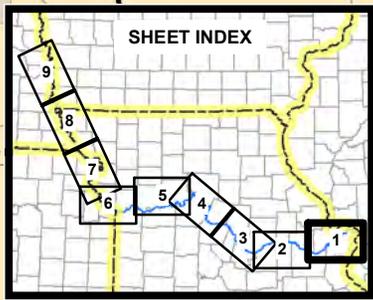
LEGEND

● Lock & Dams	✈ Air
● Mining Facilities	⚓ Port
● Ports - Other	⚓ Port (Independent)
● Ports - Study Sites	🚂 Rail
— Interstate Highways	🚛 Truck
— Highways / Roadways	
Railroad Network	
— Abandoned	
— Main Sub Network	
— Non-Mainline Active Truck	

SEE FIGURE 39
SEE FIGURE 38
SEE FIGURE 37
SEE FIGURE 36
SEE FIGURE 35
SEE FIGURE 34
SEE FIGURE 33
SEE FIGURE 32
SEE FIGURE 31
SEE FIGURE 30
SEE FIGURE 29
SEE FIGURE 28
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SEE FIGURE 14
SEE FIGURE 13
SEE FIGURE 12
SEE FIGURE 11
SEE FIGURE 10
SEE FIGURE 9
SEE FIGURE 8
SEE FIGURE 7
SEE FIGURE 6
SEE FIGURE 5
SEE FIGURE 4
SEE FIGURE 3
SEE FIGURE 2

LOCK & DAM 14
LOCK & DAM 16
LOCK & DAM 17
LOCK & DAM 18
LOCK & DAM 19
LOCK & DAM 20
LOCK & DAM 21
LOCK & DAM 22
LOCK & DAM 24
LOCK & DAM 25
LAGRANGE LOCK & DAM
MEL PRICE LOCK & DAM
CHAINS OF ROCKS LID 27

OMAHA
DES MOINES
ST. JOSEPH
KANSAS CITY
COLUMBIA
JEFFERSON CITY
ST. LOUIS



LEGEND

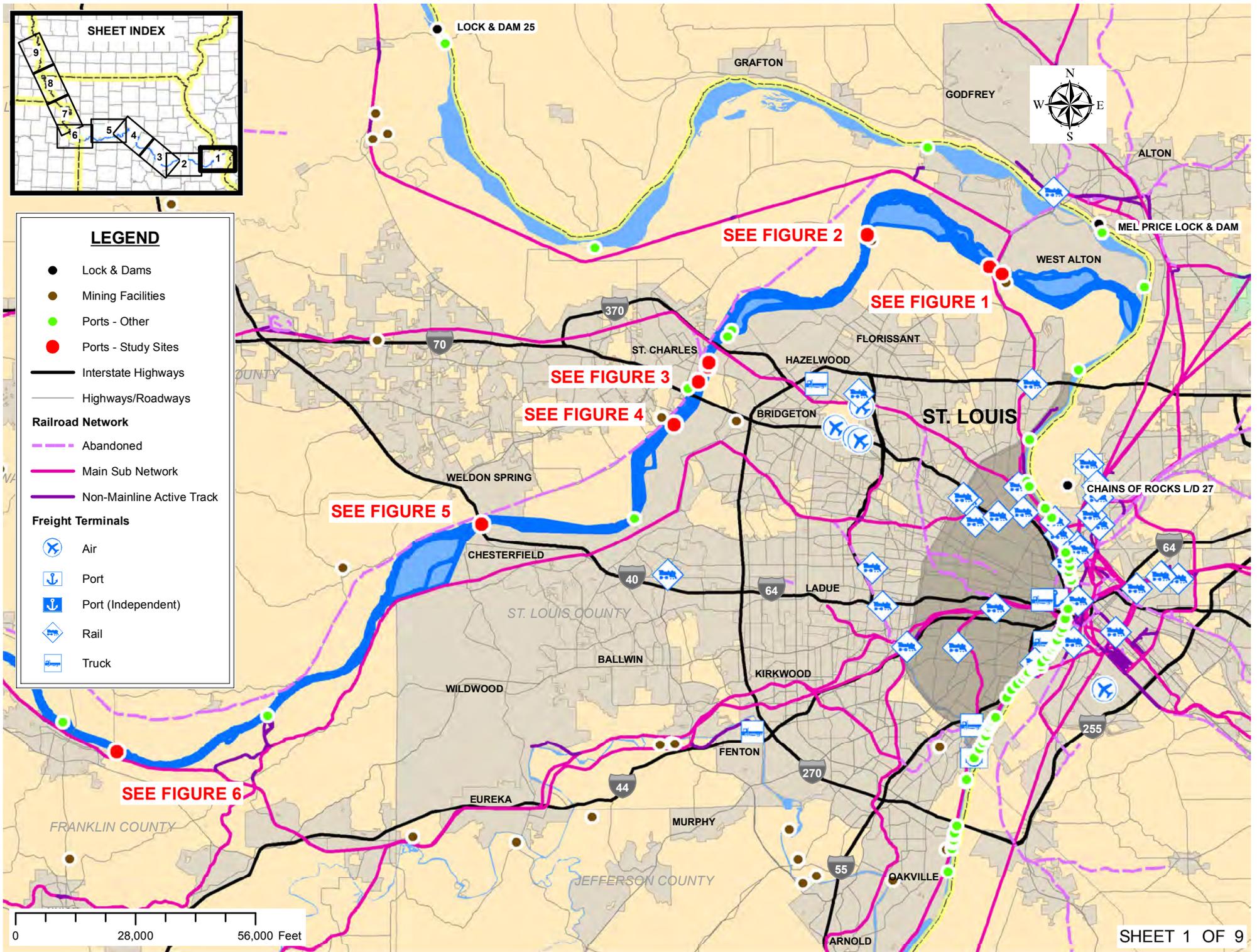
- Lock & Dams
- Mining Facilities
- Ports - Other
- Ports - Study Sites
- Interstate Highways
- Highways/Roadways

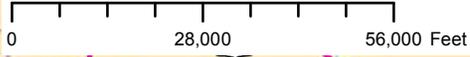
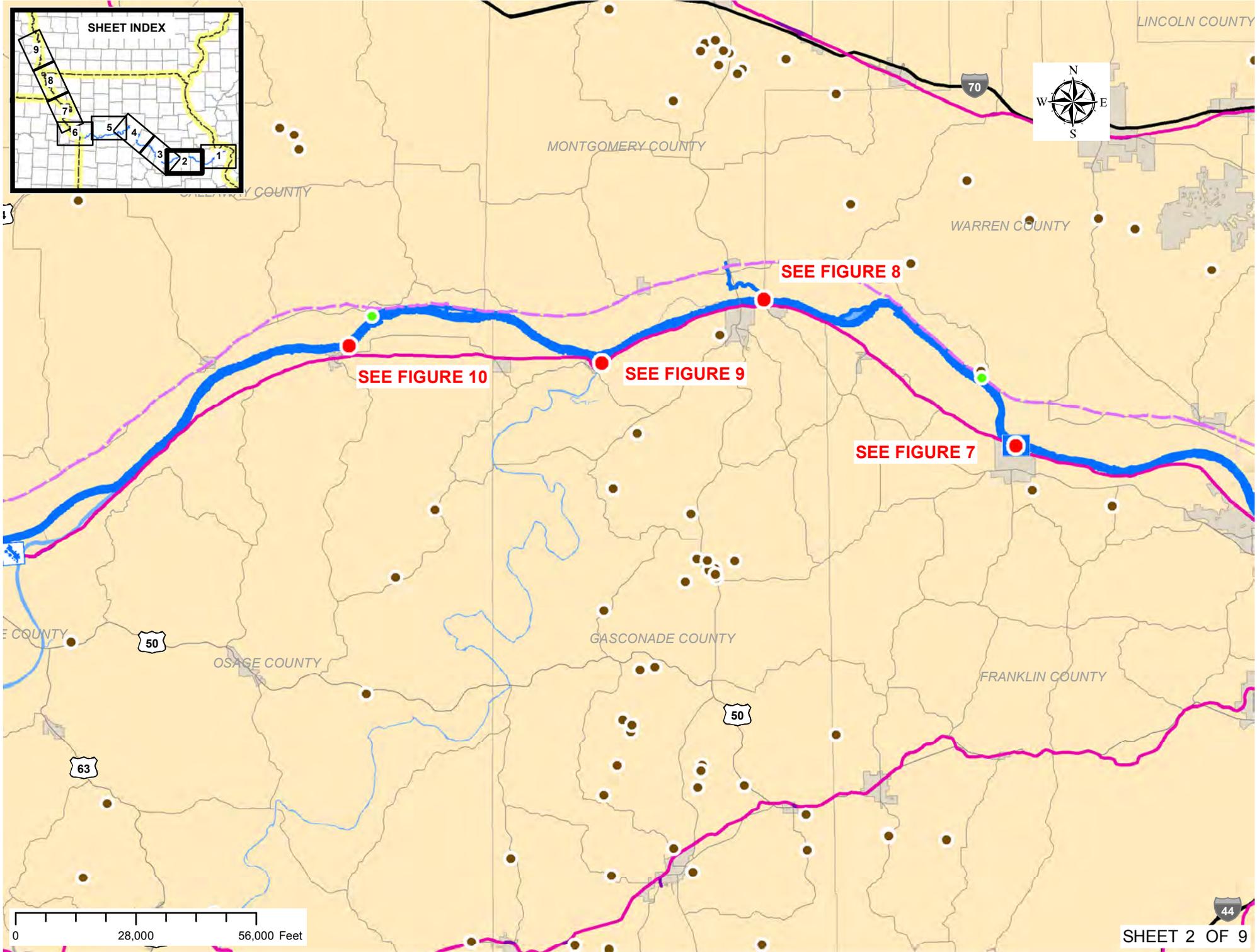
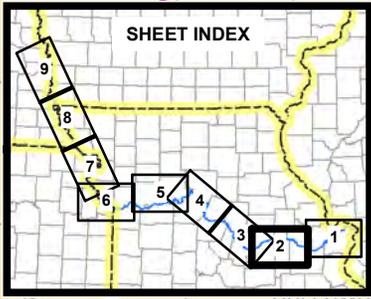
Railroad Network

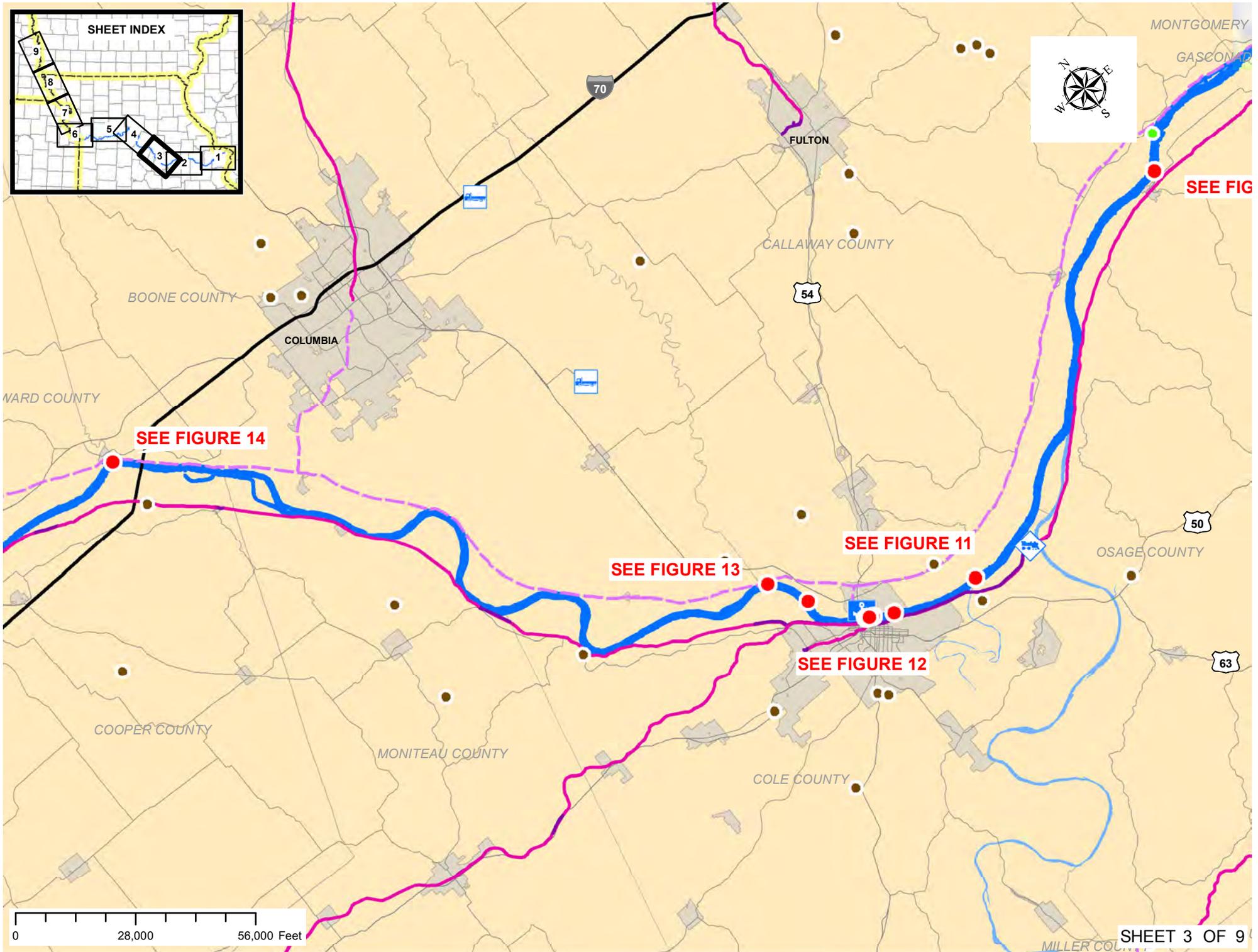
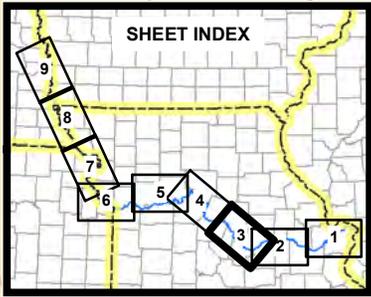
- Abandoned
- Main Sub Network
- Non-Mainline Active Track

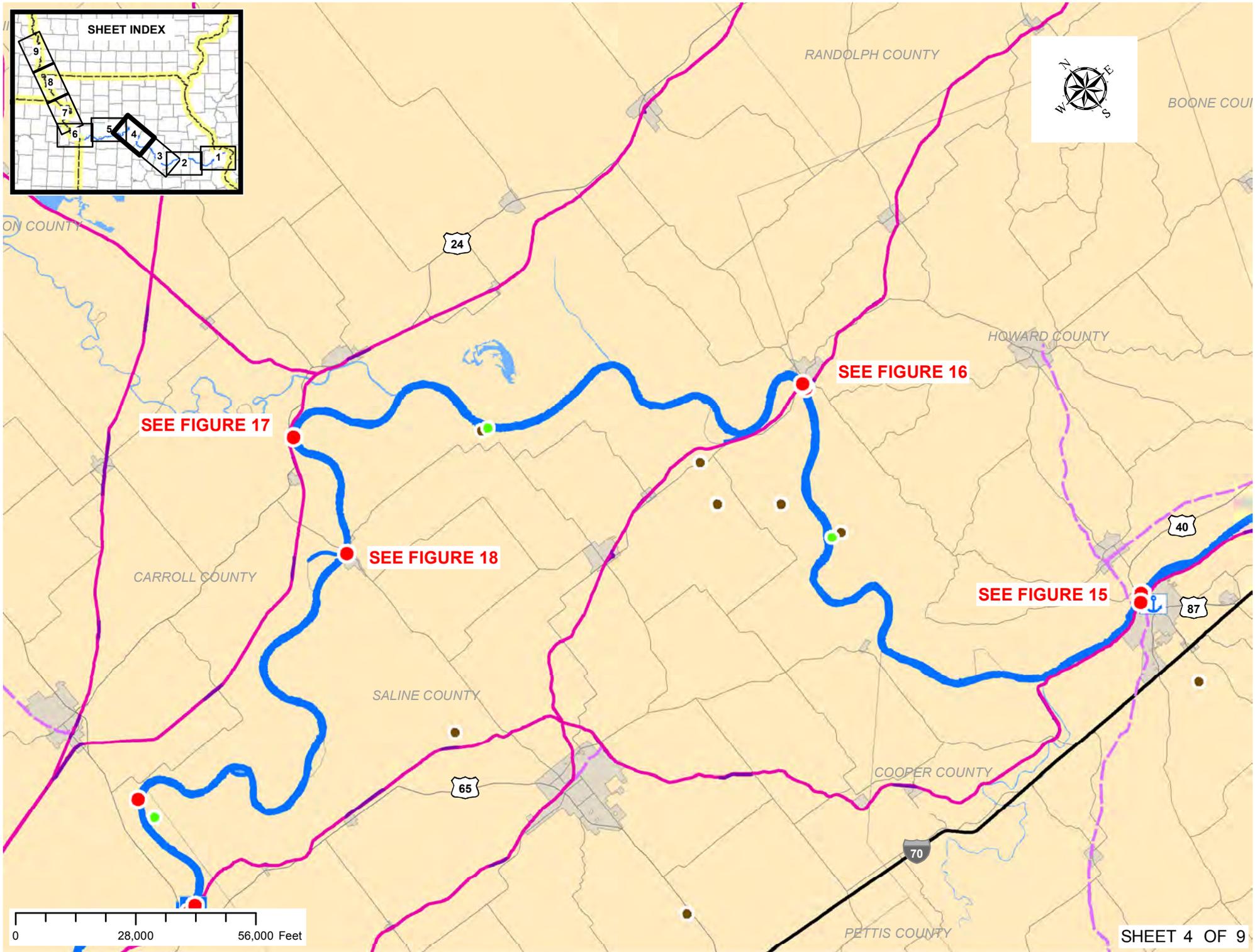
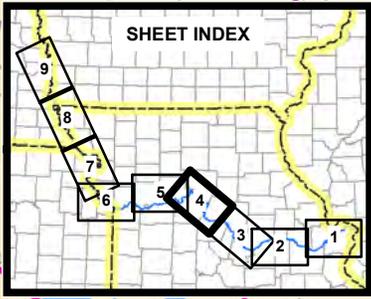
Freight Terminals

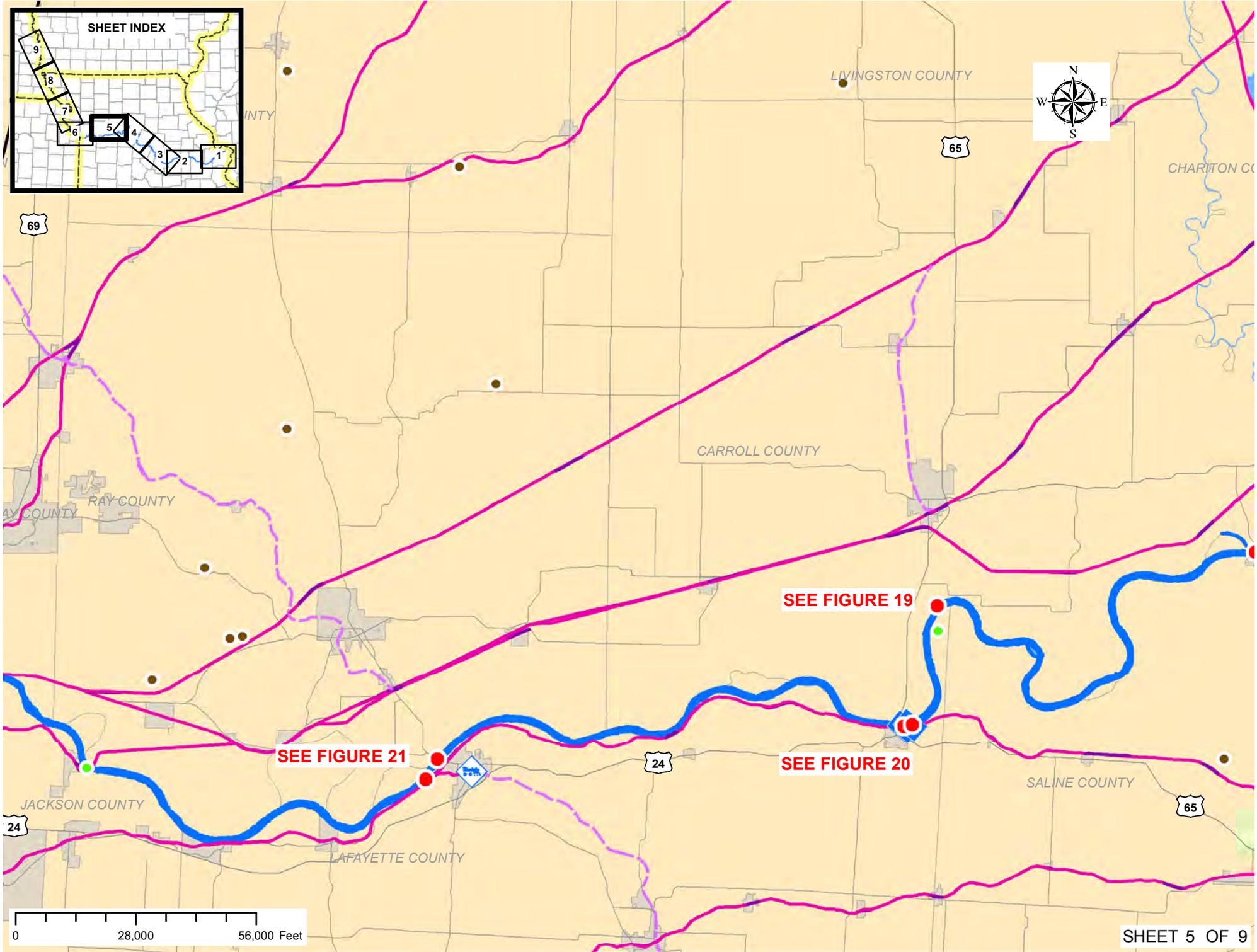
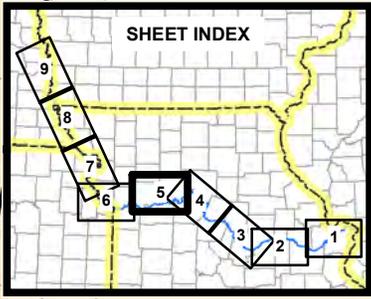
- ✈ Air
- ⚓ Port
- ⚓ Port (Independent)
- 🚂 Rail
- 🚛 Truck

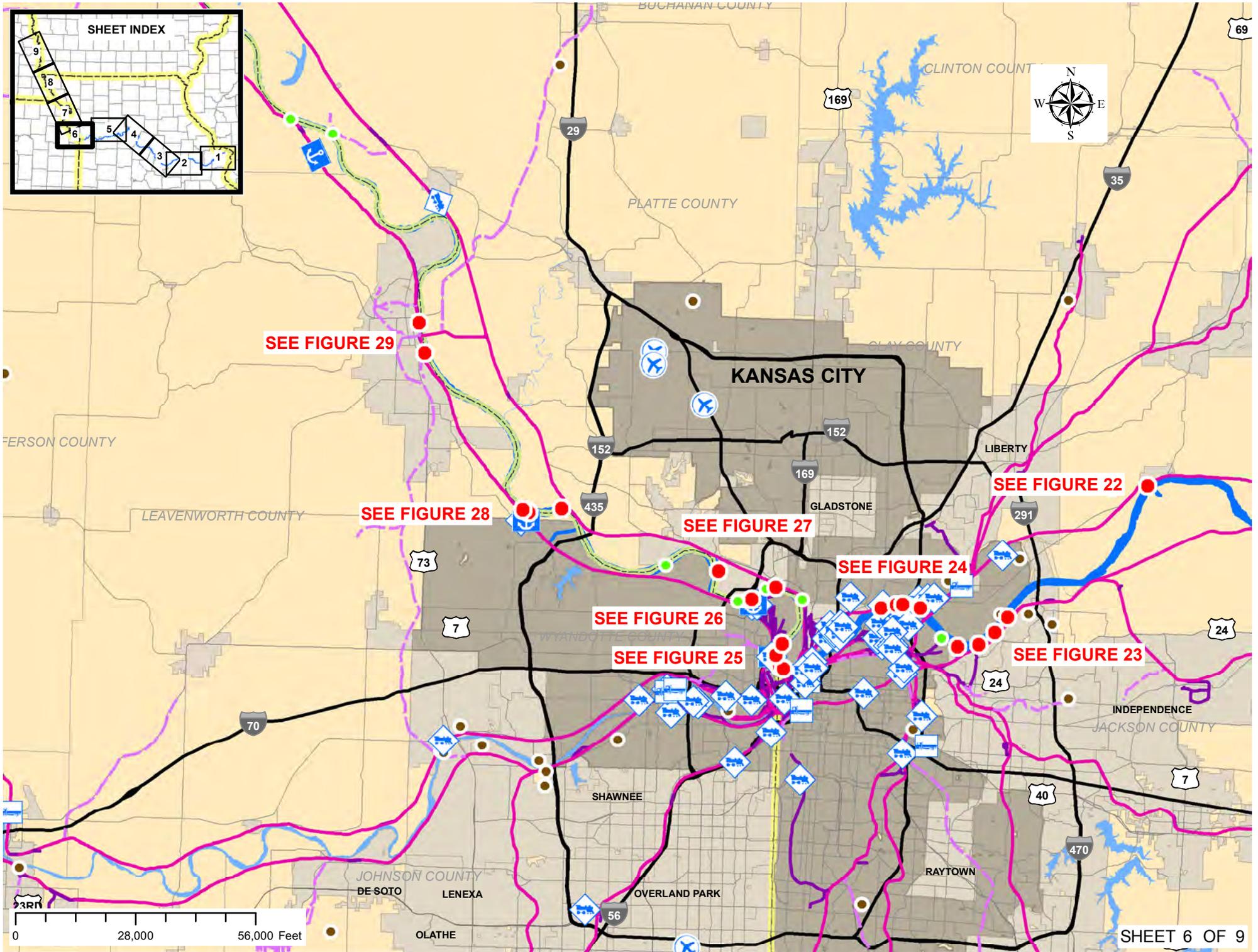
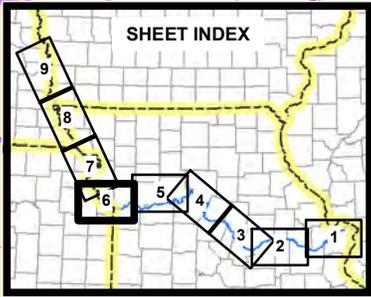


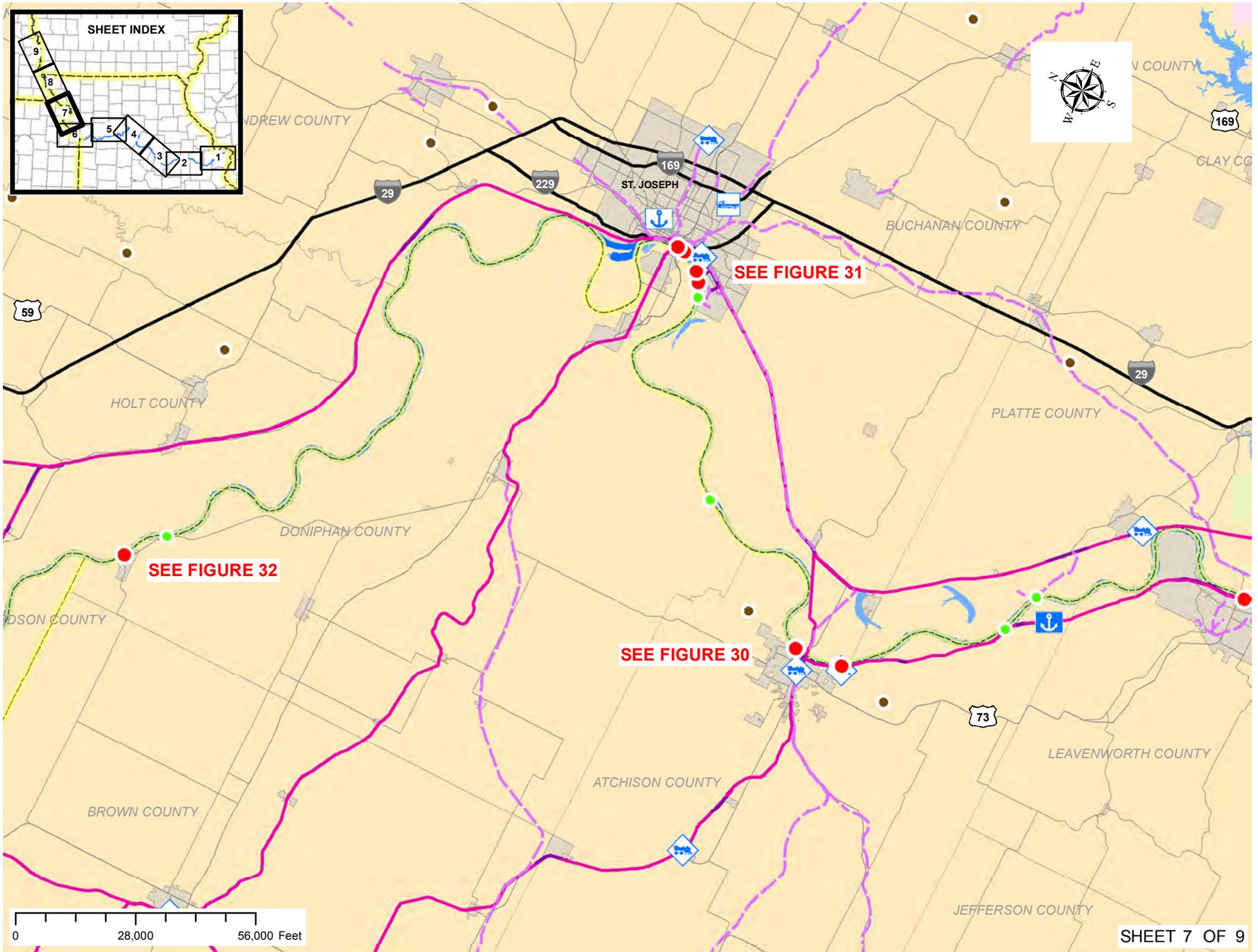
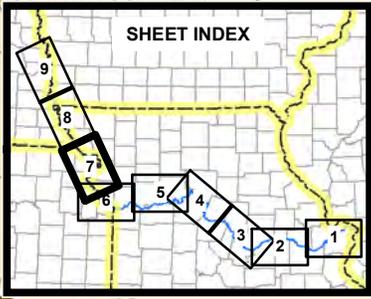


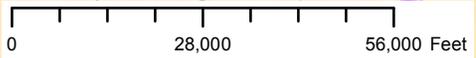
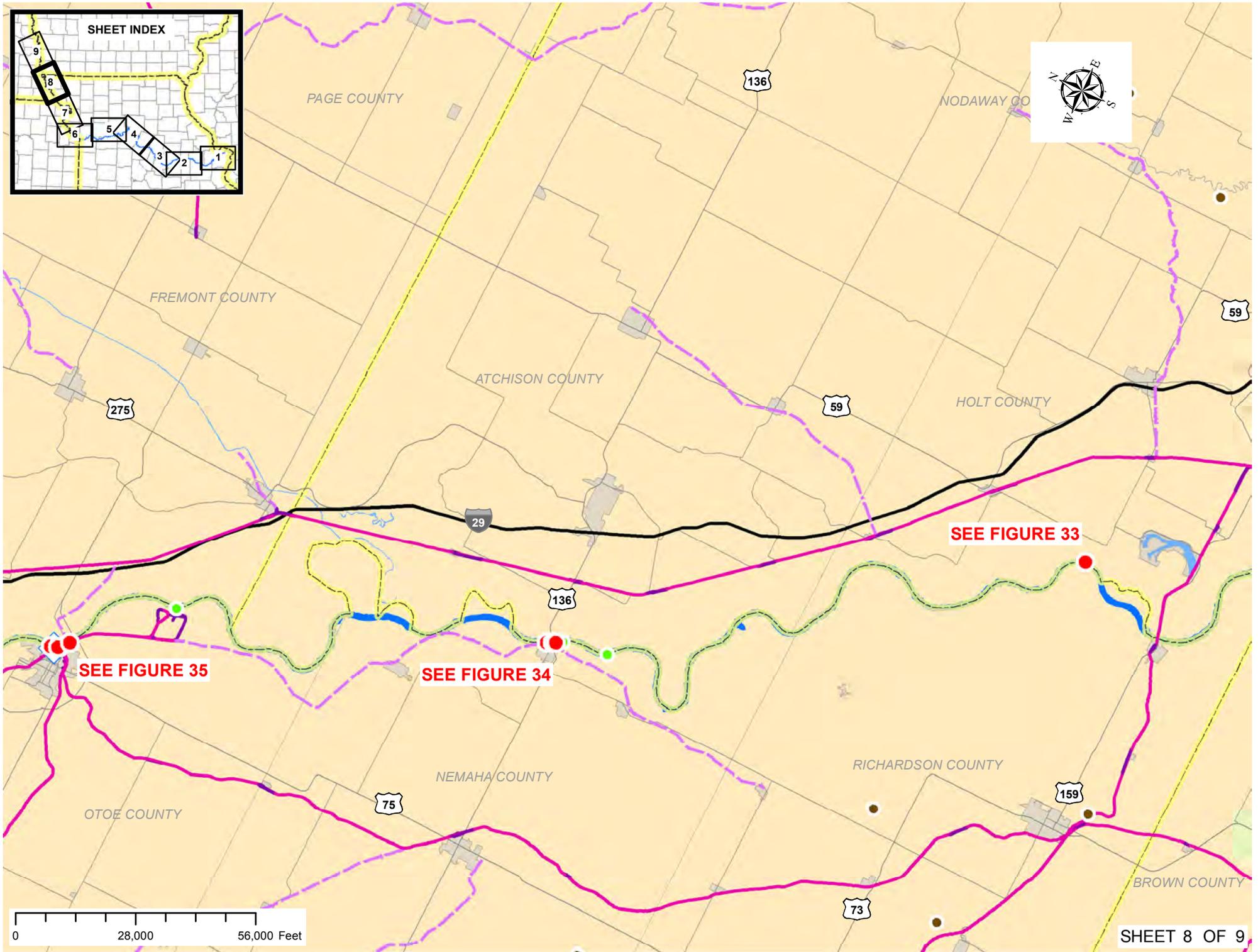
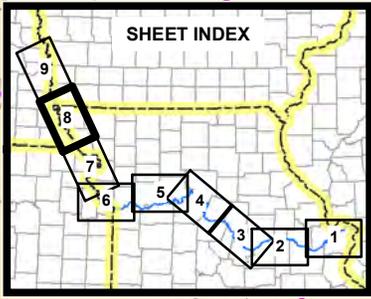


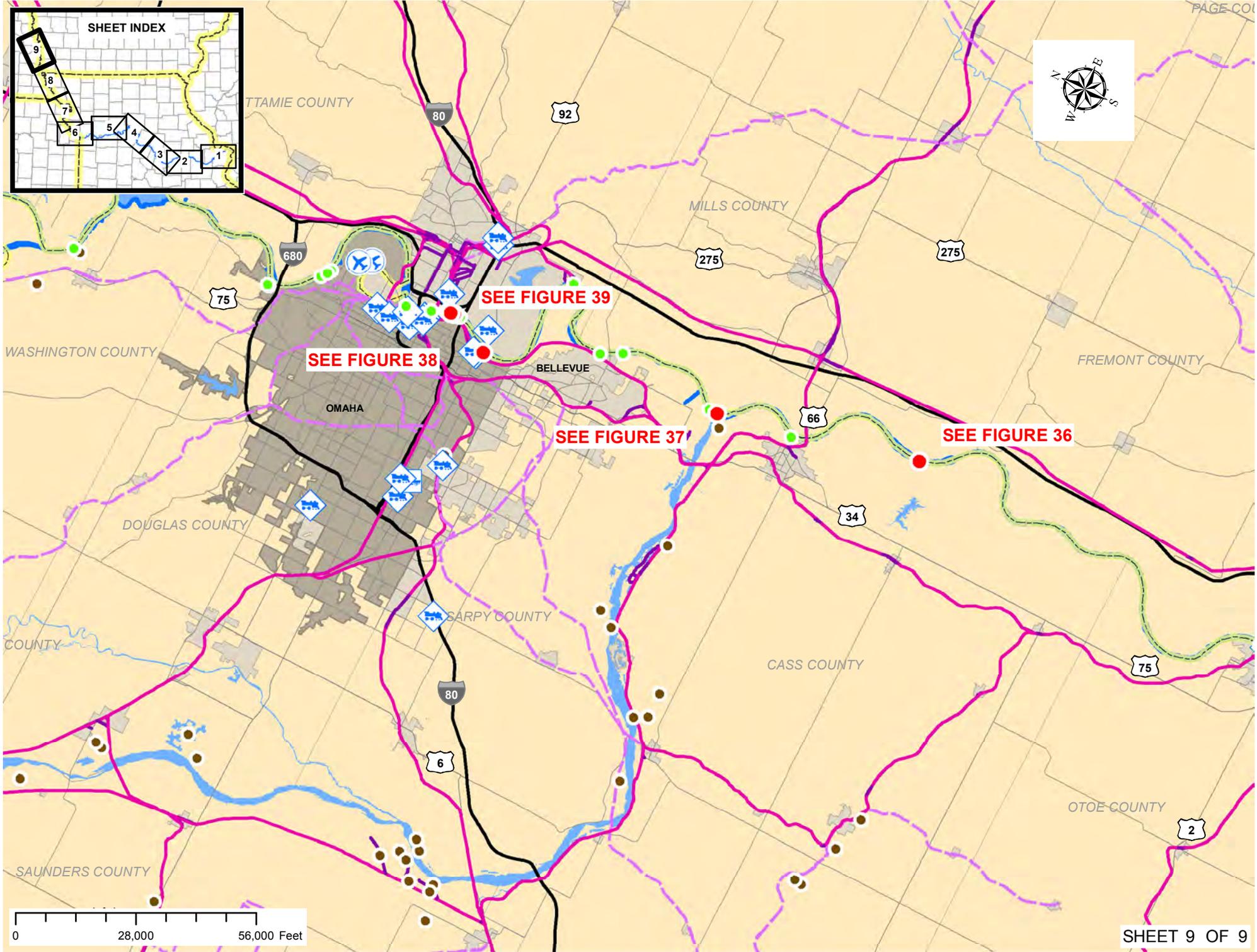
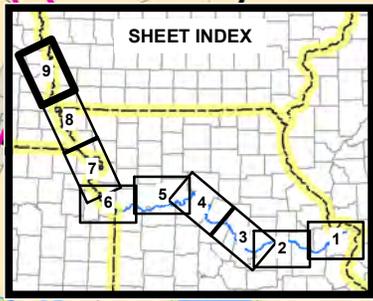












LEGEND

- | | | |
|--|--|--|
|  Above Ground Tanks | Power Plants - (Fuel) |  Dikes & Bulkheads |
|  Dolphin Points |  Power Plant - Coal |  Katy_Trail |
|  Industrial Mineral Mines (Active) |  Power Plant - Hydro |  Pipelines |
|  Industrial Mineral Mines (Past Producer) |  Power Plant - Natural Gas |  Abandoned Railroad |
|  Lock & Dams |  Power Plant - Nuclear |  Main Sub Network Railroad |
|  Mile Points |  Power Plant - Oil |  Non-Mainline Active Railroad |
|  Miscellaneous River Facilities |  Power Plant - Fuel Unknown |  100 Year Floodplain |
|  Ports - Missouri River | Freight Terminals |  500 Year Floodplain |
|  Ports - Surrounding |  Air |  Cities |
|  Transfer Stations |  Port |  County Boundaries |
| |  Port (Independent) |  Landfills |
| |  Rail |  Levee Areas |
| |  Truck |  Missouri DNR Lands |
| | |  Mooring Facility Areas |
| | |  National Conservancy of Missouri Lands |
| | |  Pedestrian Bridge |



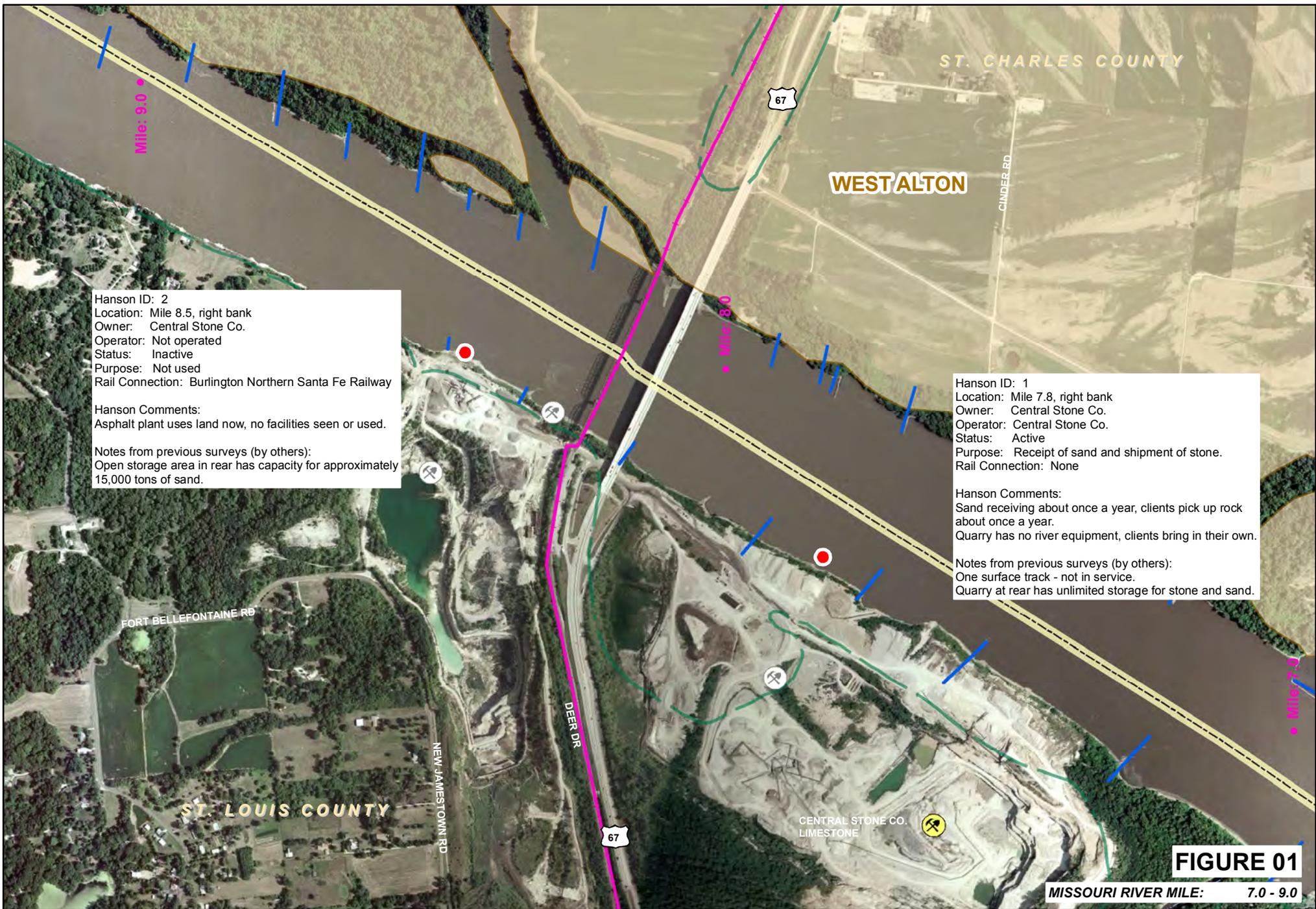


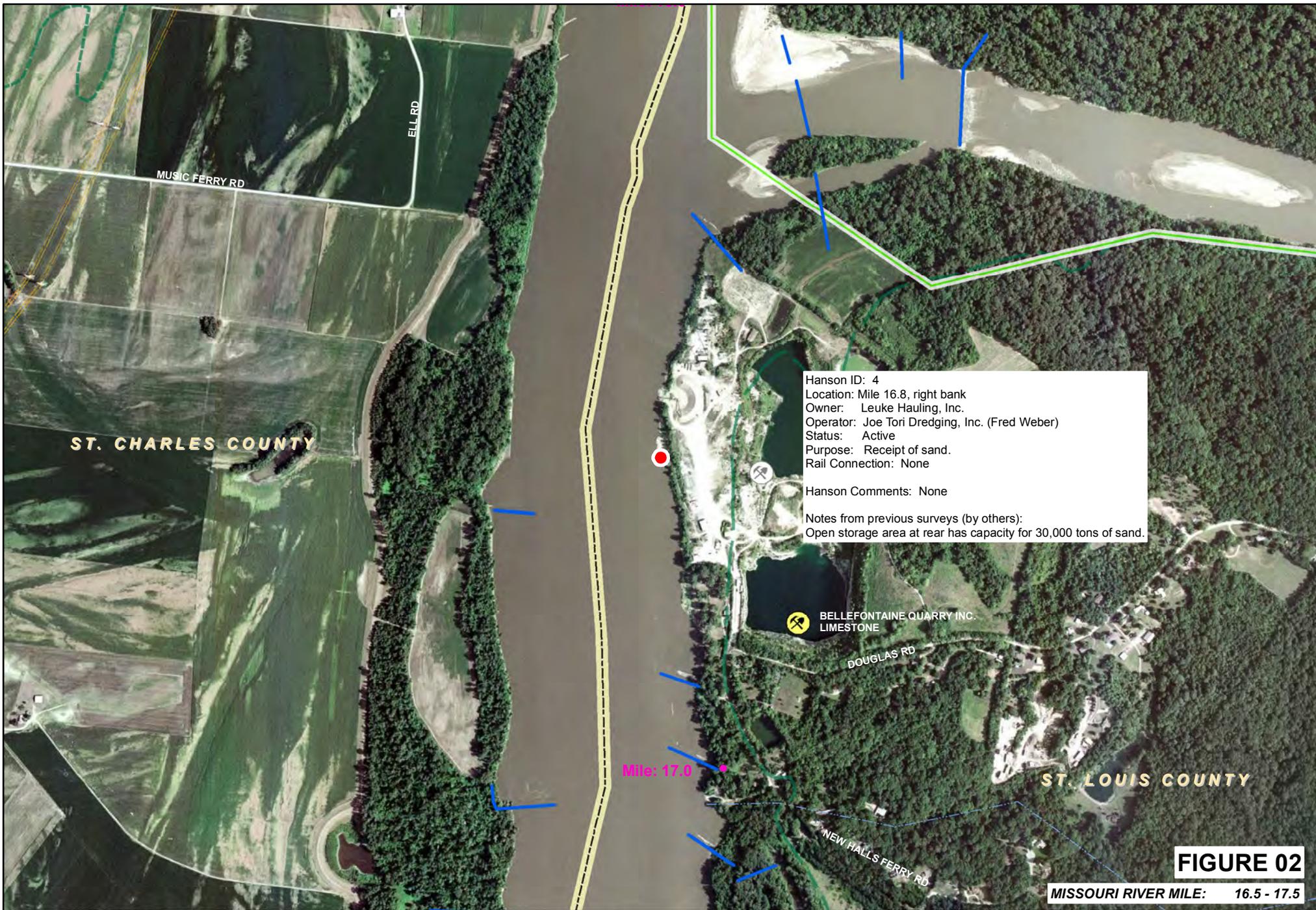
FIGURE 01

MISSOURI RIVER MILE: 7.0 - 9.0

SCALE = 1: 12000



PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



Hanson ID: 4
 Location: Mile 16.8, right bank
 Owner: Leuke Hauling, Inc.
 Operator: Joe Tori Dredging, Inc. (Fred Weber)
 Status: Active
 Purpose: Receipt of sand.
 Rail Connection: None

 Hanson Comments: None

 Notes from previous surveys (by others):
 Open storage area at rear has capacity for 30,000 tons of sand.

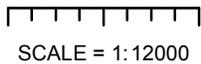
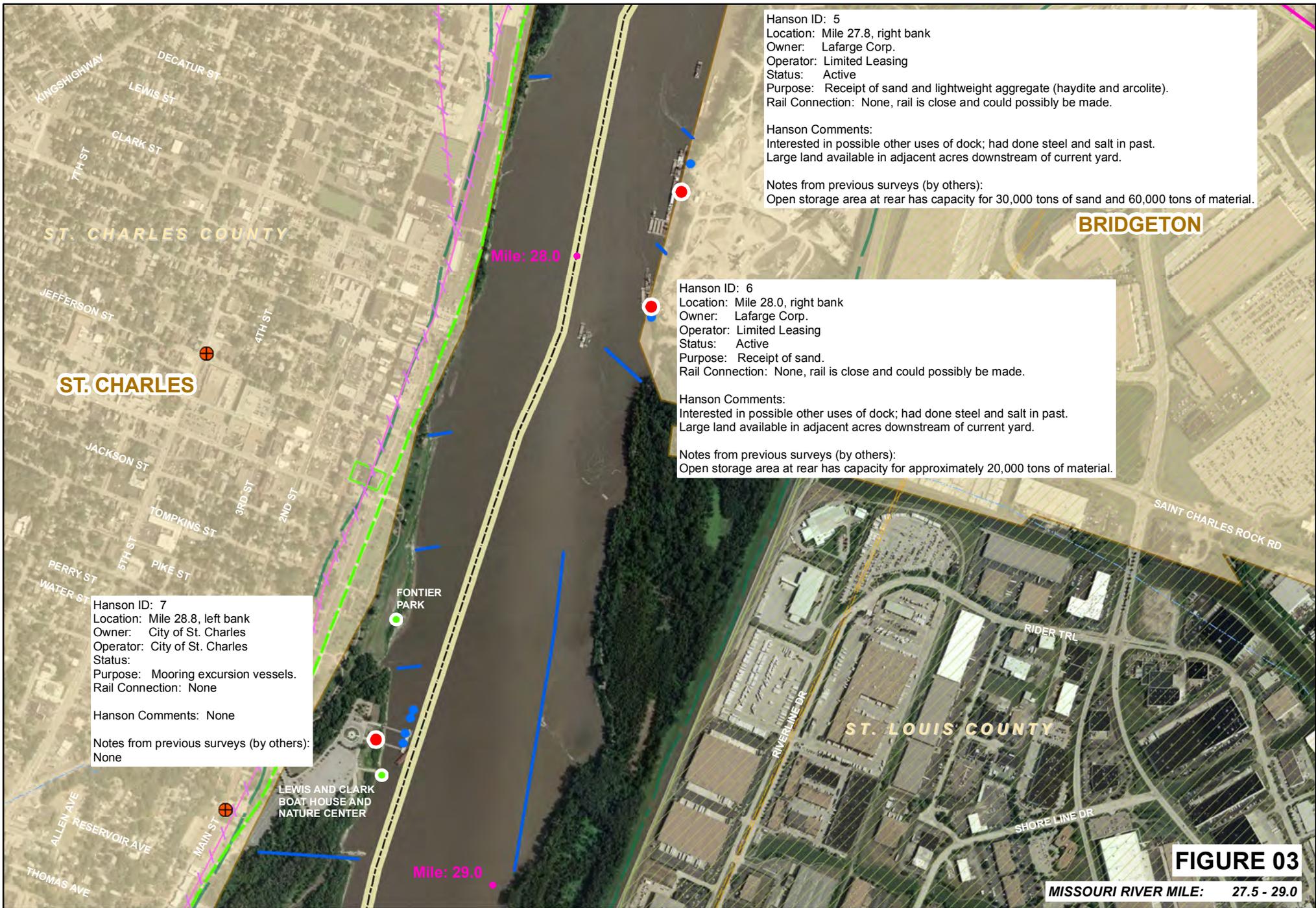
FIGURE 02

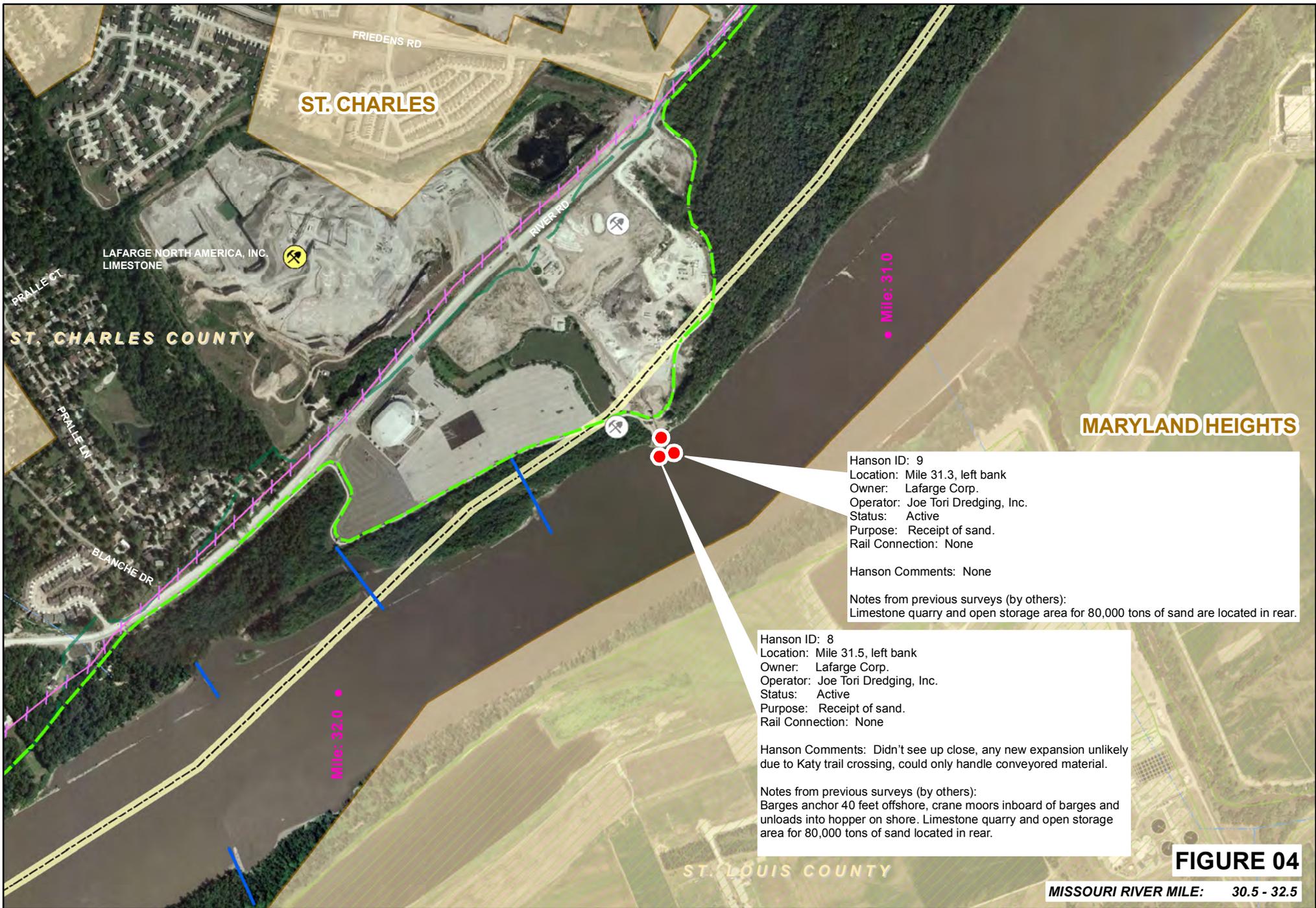
MISSOURI RIVER MILE: 16.5 - 17.5

SCALE = 1: 12000



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 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)





Hanson ID: 9
 Location: Mile 31.3, left bank
 Owner: Lafarge Corp.
 Operator: Joe Tori Dredging, Inc.
 Status: Active
 Purpose: Receipt of sand.
 Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
 Limestone quarry and open storage area for 80,000 tons of sand are located in rear.

Hanson ID: 8
 Location: Mile 31.5, left bank
 Owner: Lafarge Corp.
 Operator: Joe Tori Dredging, Inc.
 Status: Active
 Purpose: Receipt of sand.
 Rail Connection: None

Hanson Comments: Didn't see up close, any new expansion unlikely due to Katy trail crossing, could only handle conveyed material.

Notes from previous surveys (by others):
 Barges anchor 40 feet offshore, crane moors inboard of barges and unloads into hopper on shore. Limestone quarry and open storage area for 80,000 tons of sand located in rear.

FIGURE 04

MISSOURI RIVER MILE: 30.5 - 32.5

SCALE = 1: 12000



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 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

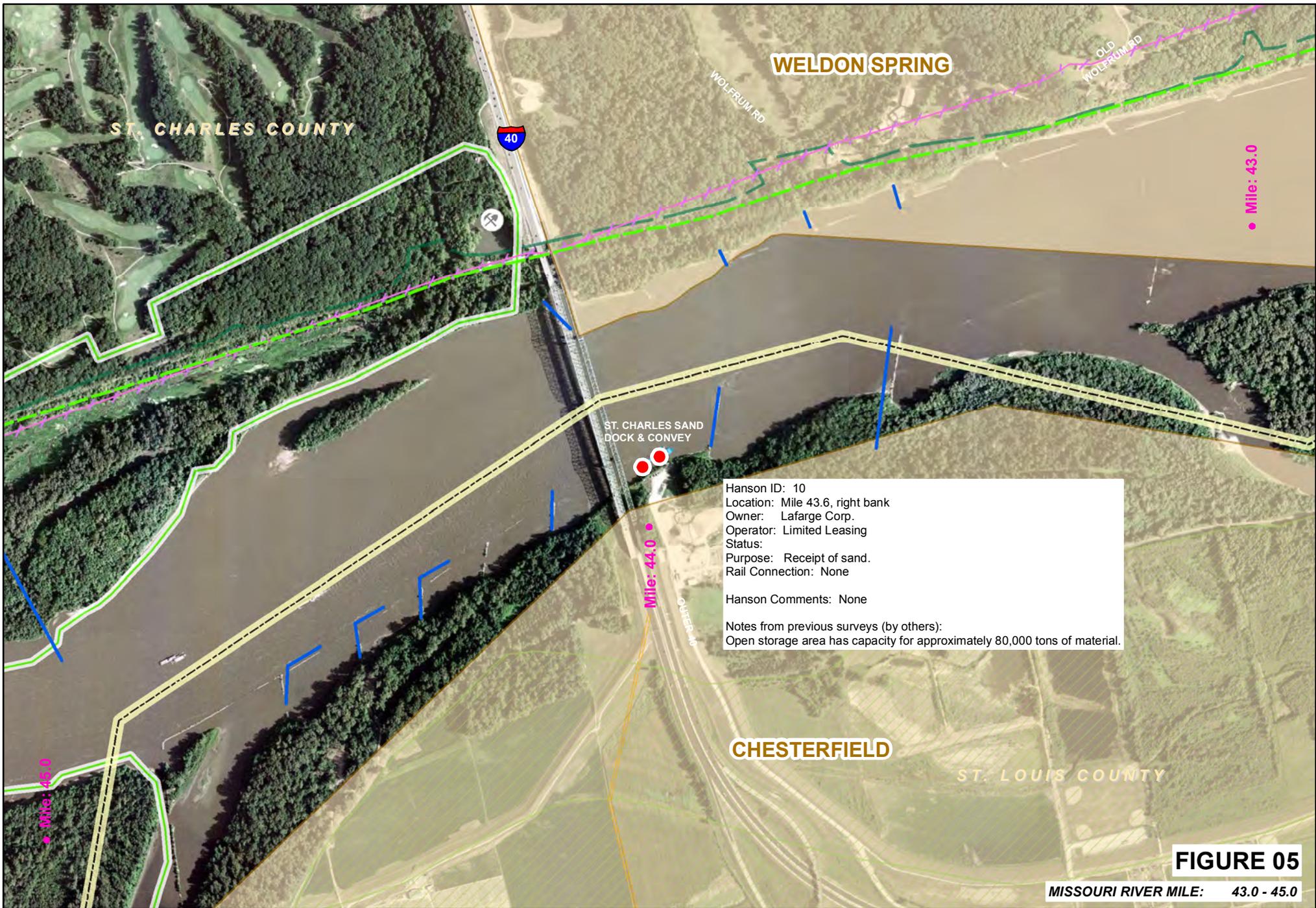


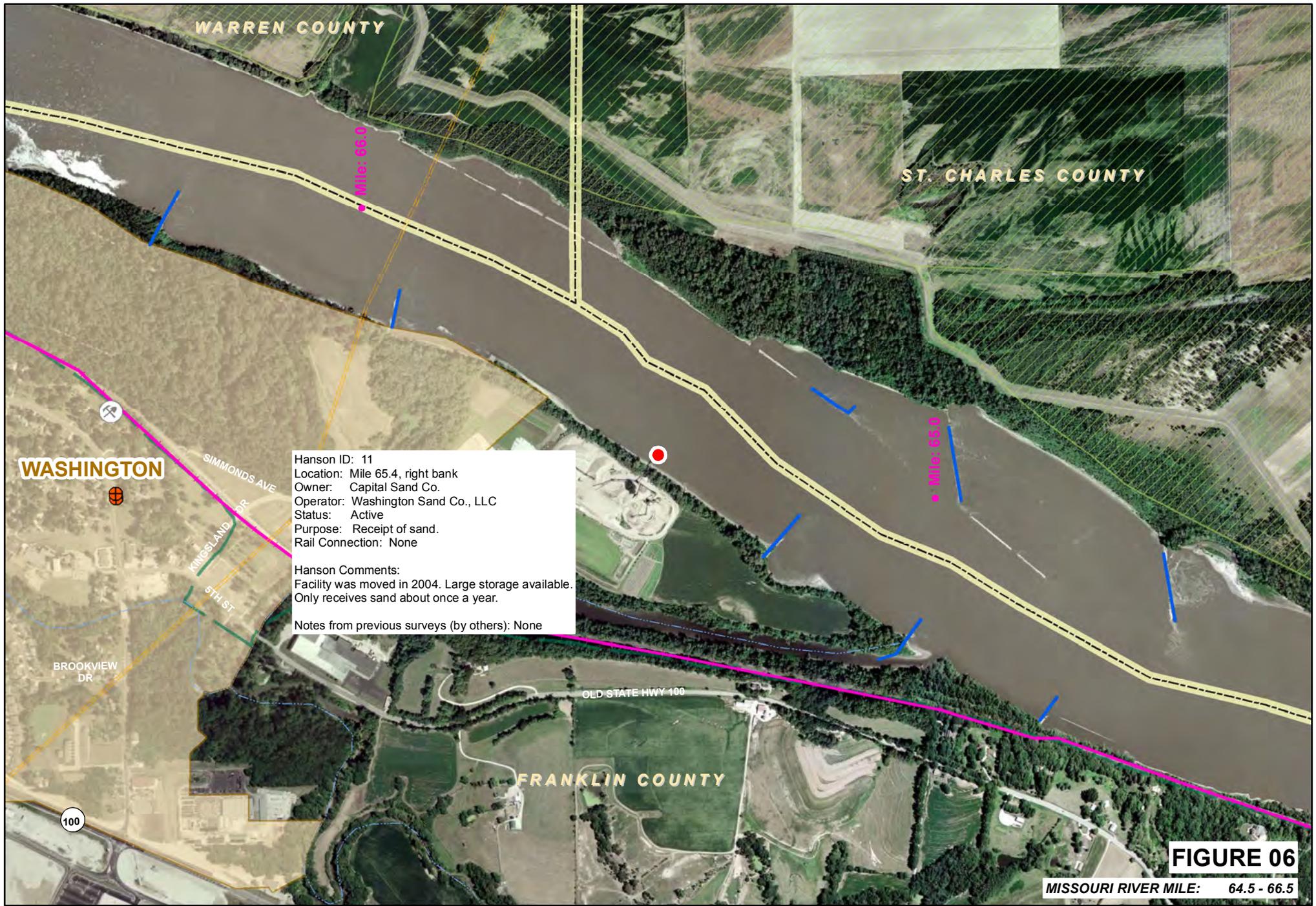
FIGURE 05

MISSOURI RIVER MILE: 43.0 - 45.0

SCALE = 1: 12000



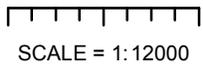
PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

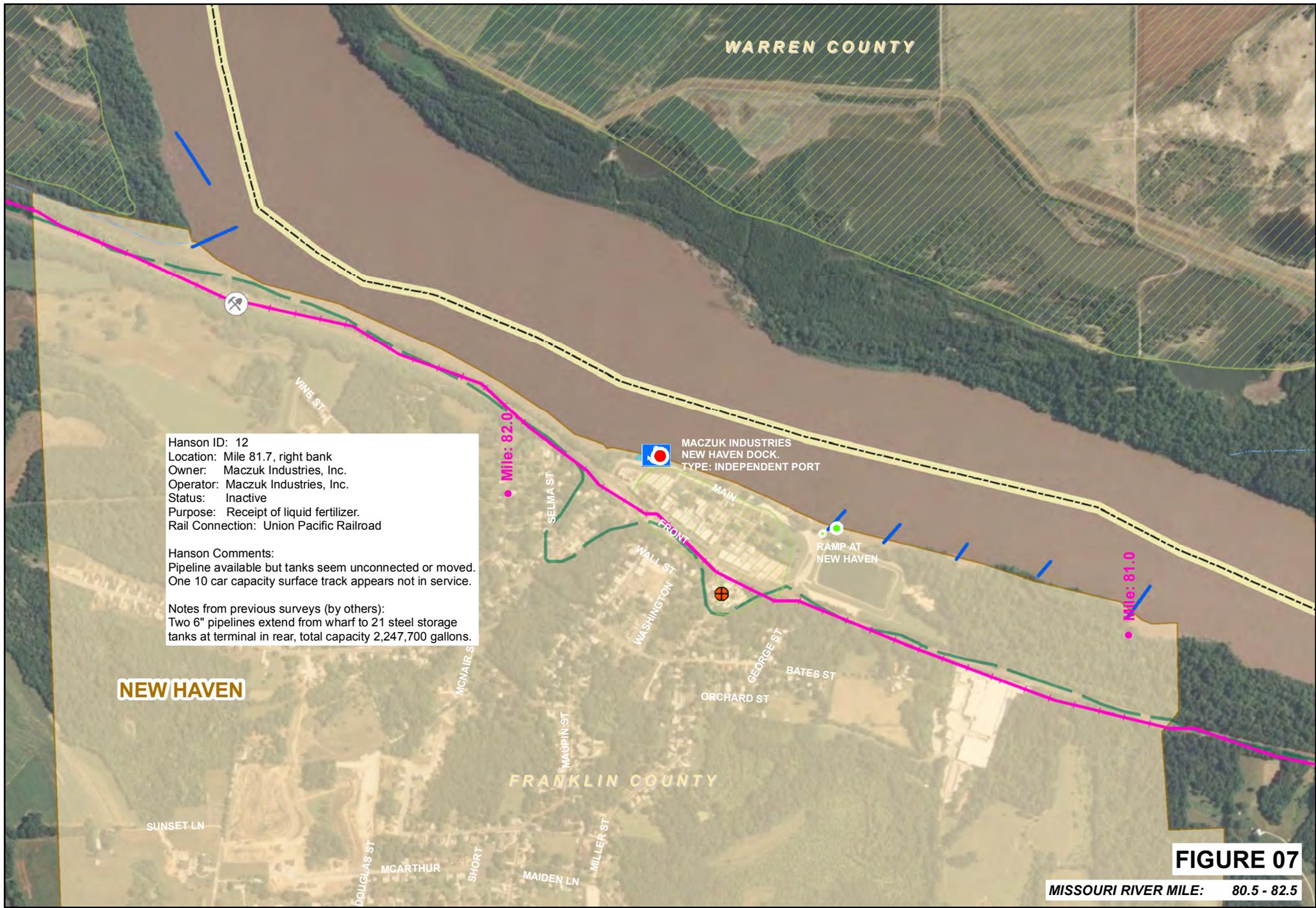


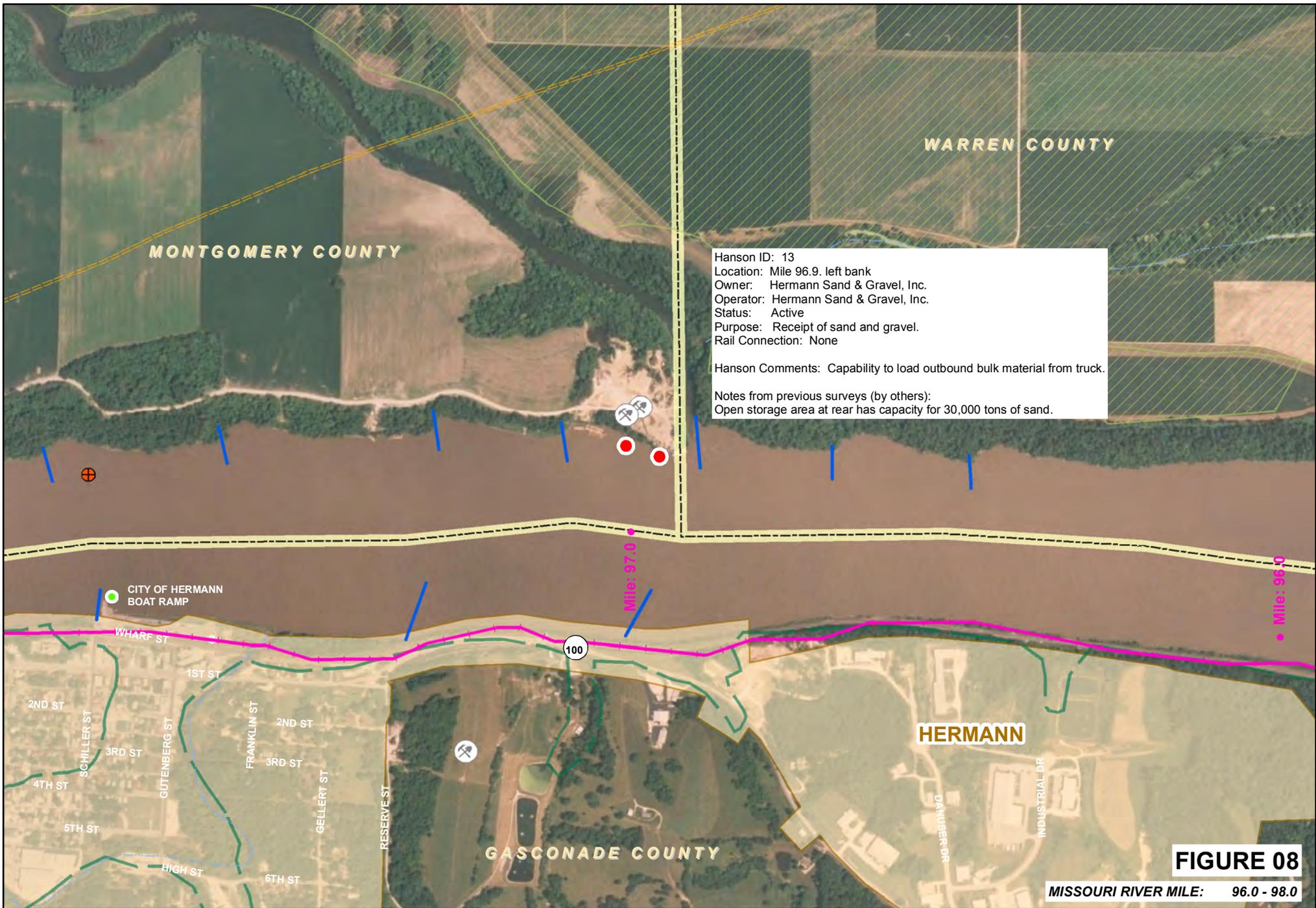
Hanson ID: 11
 Location: Mile 65.4, right bank
 Owner: Capital Sand Co.
 Operator: Washington Sand Co., LLC
 Status: Active
 Purpose: Receipt of sand.
 Rail Connection: None

Hanson Comments:
 Facility was moved in 2004. Large storage available.
 Only receives sand about once a year.

Notes from previous surveys (by others): None



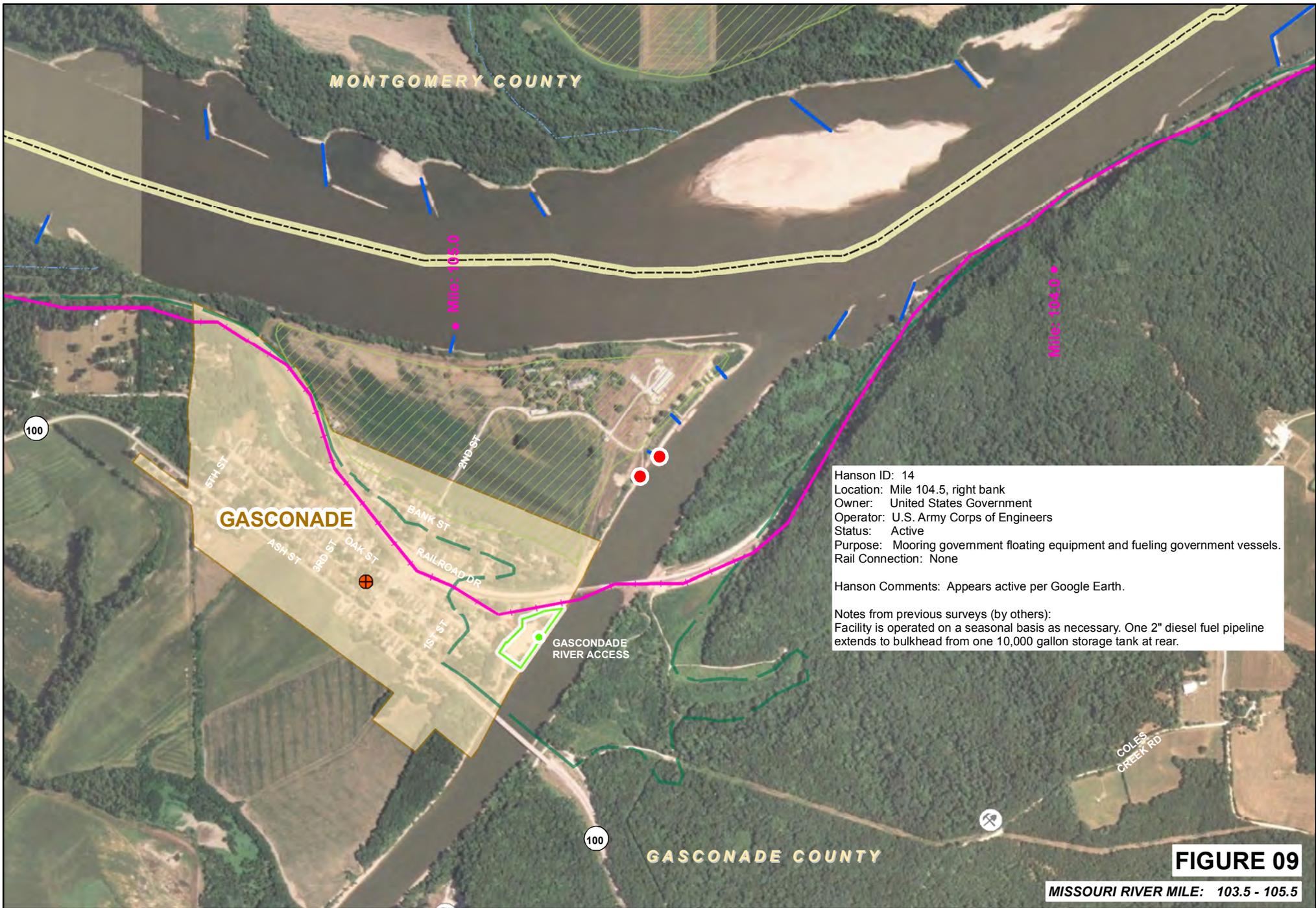




SCALE = 1: 12000



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INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



Hanson ID: 14
 Location: Mile 104.5, right bank
 Owner: United States Government
 Operator: U.S. Army Corps of Engineers
 Status: Active
 Purpose: Mooring government floating equipment and fueling government vessels.
 Rail Connection: None

Hanson Comments: Appears active per Google Earth.

Notes from previous surveys (by others):
 Facility is operated on a seasonal basis as necessary. One 2" diesel fuel pipeline extends to bulkhead from one 10,000 gallon storage tank at rear.

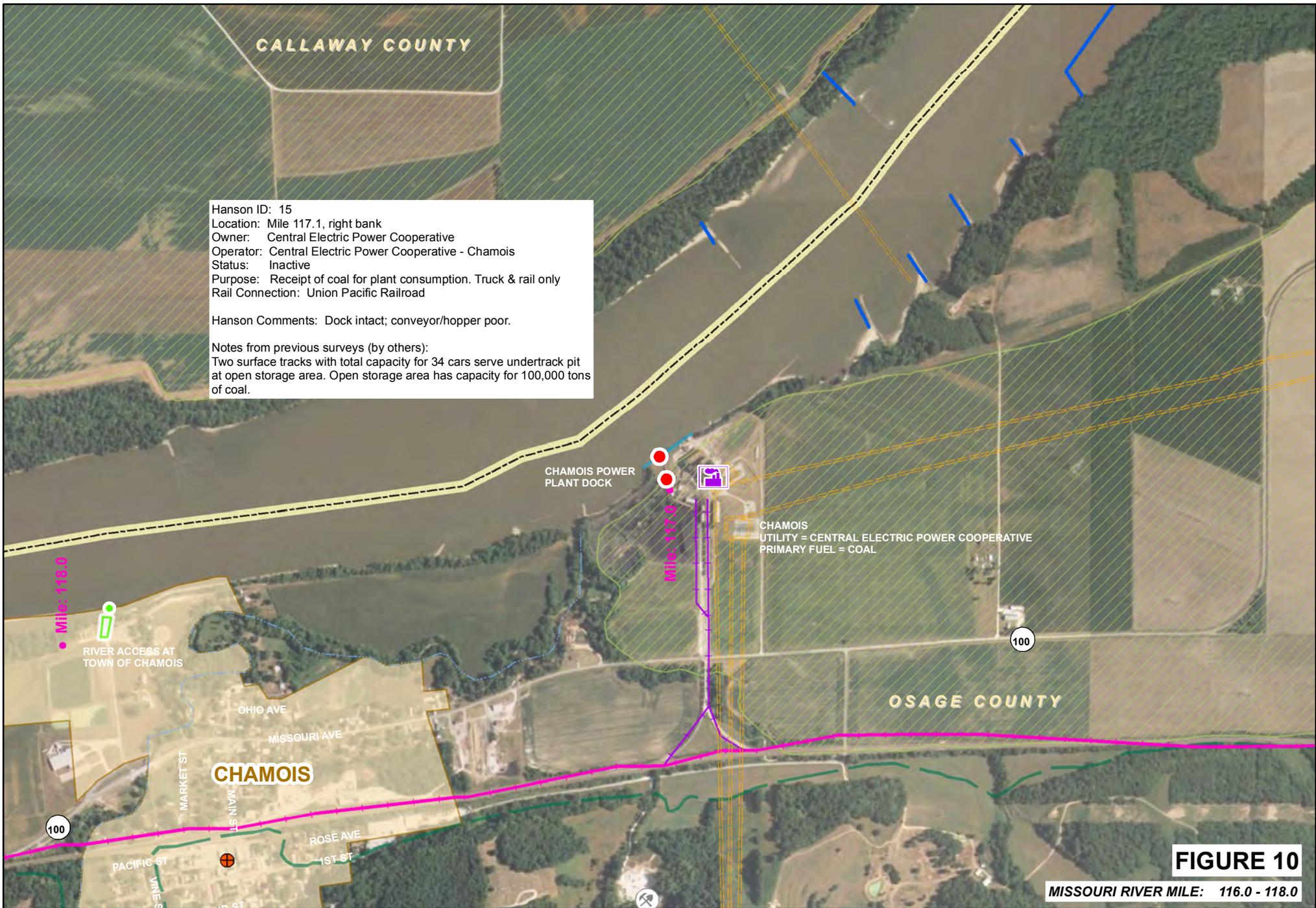
SCALE = 1: 12000



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 (VERSION DATE: NOVEMBER 22, 2010)

FIGURE 09

MISSOURI RIVER MILE: 103.5 - 105.5



Hanson ID: 15
 Location: Mile 117.1, right bank
 Owner: Central Electric Power Cooperative
 Operator: Central Electric Power Cooperative - Chamois
 Status: Inactive
 Purpose: Receipt of coal for plant consumption. Truck & rail only
 Rail Connection: Union Pacific Railroad

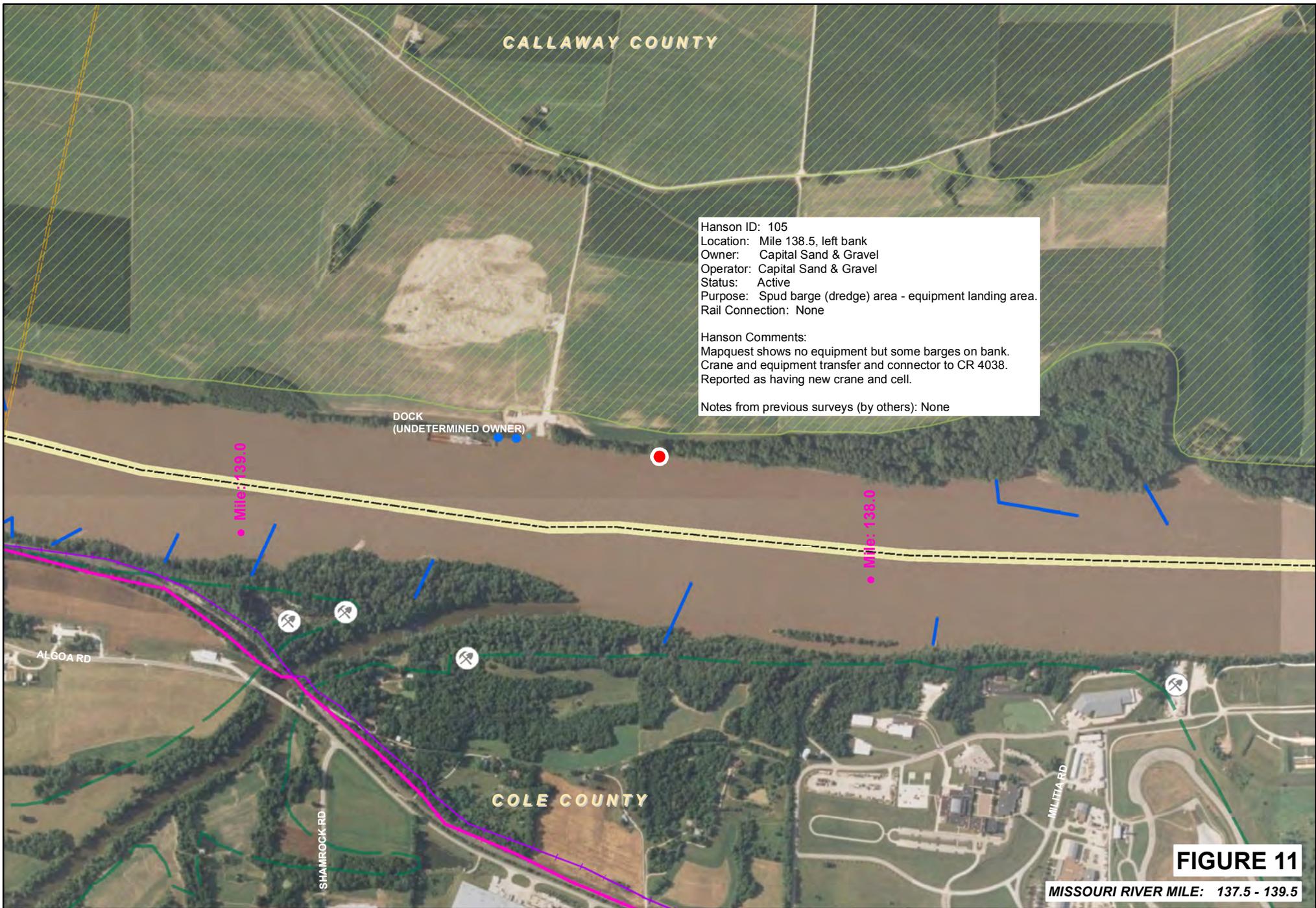
Hanson Comments: Dock intact; conveyor/hopper poor.

Notes from previous surveys (by others):
 Two surface tracks with total capacity for 34 cars serve undertrack pit at open storage area. Open storage area has capacity for 100,000 tons of coal.

SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



Hanson ID: 105
 Location: Mile 138.5, left bank
 Owner: Capital Sand & Gravel
 Operator: Capital Sand & Gravel
 Status: Active
 Purpose: Spud barge (dredge) area - equipment landing area.
 Rail Connection: None

Hanson Comments:
 Mapquest shows no equipment but some barges on bank.
 Crane and equipment transfer and connector to CR 4038.
 Reported as having new crane and cell.

Notes from previous surveys (by others): None

FIGURE 11

MISSOURI RIVER MILE: 137.5 - 139.5

SCALE = 1:12000



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 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

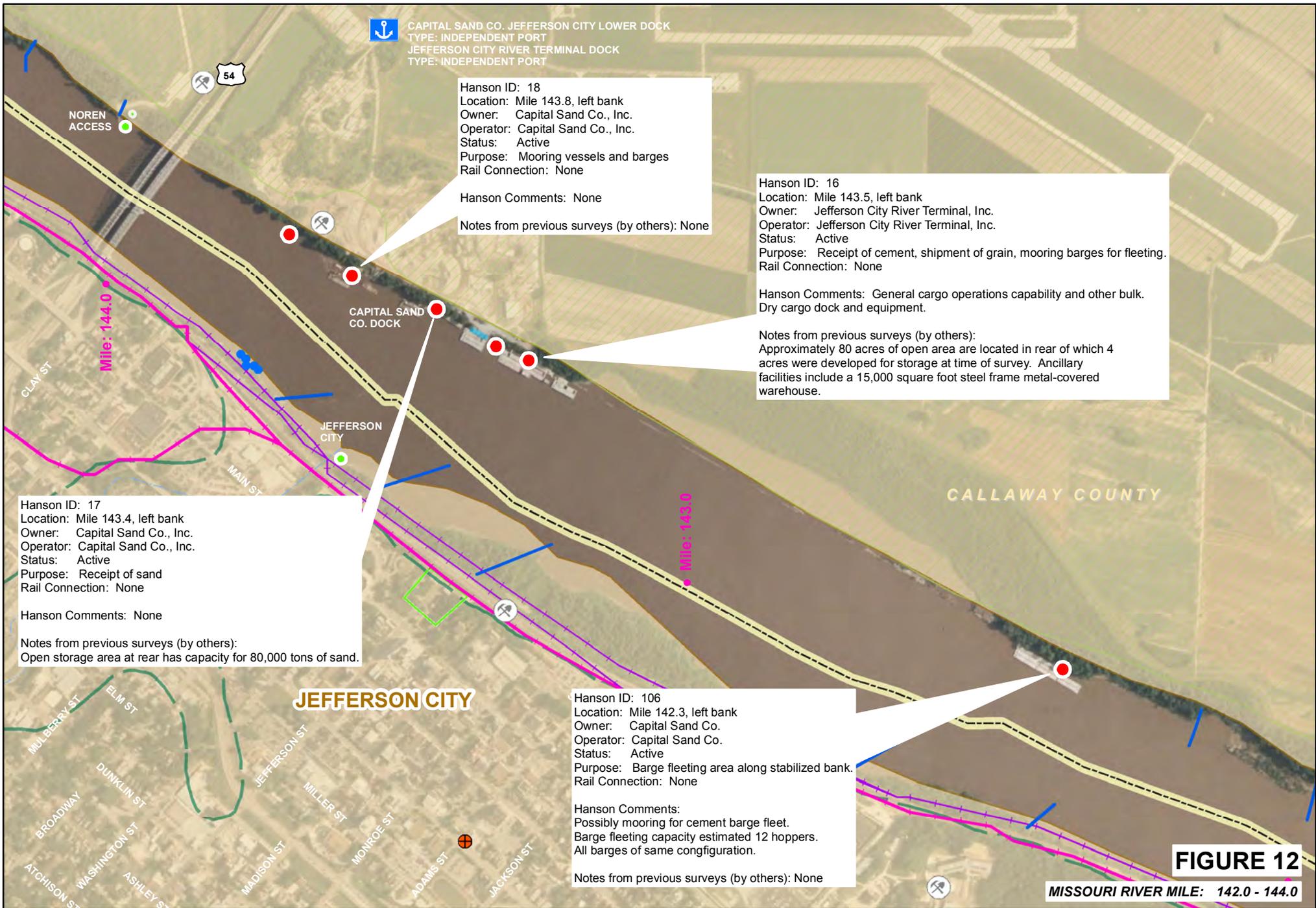
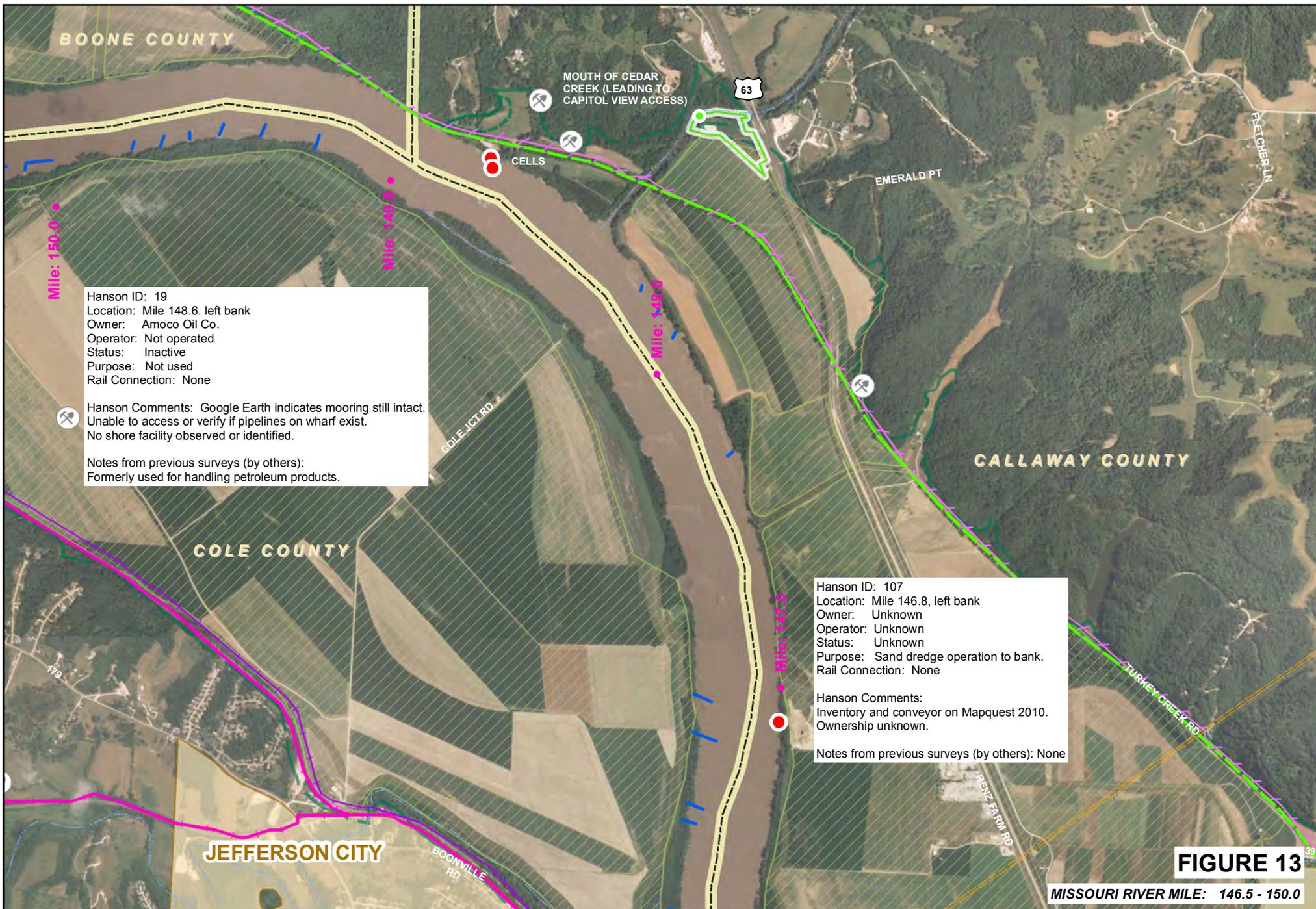


FIGURE 12

SCALE = 1: 12000

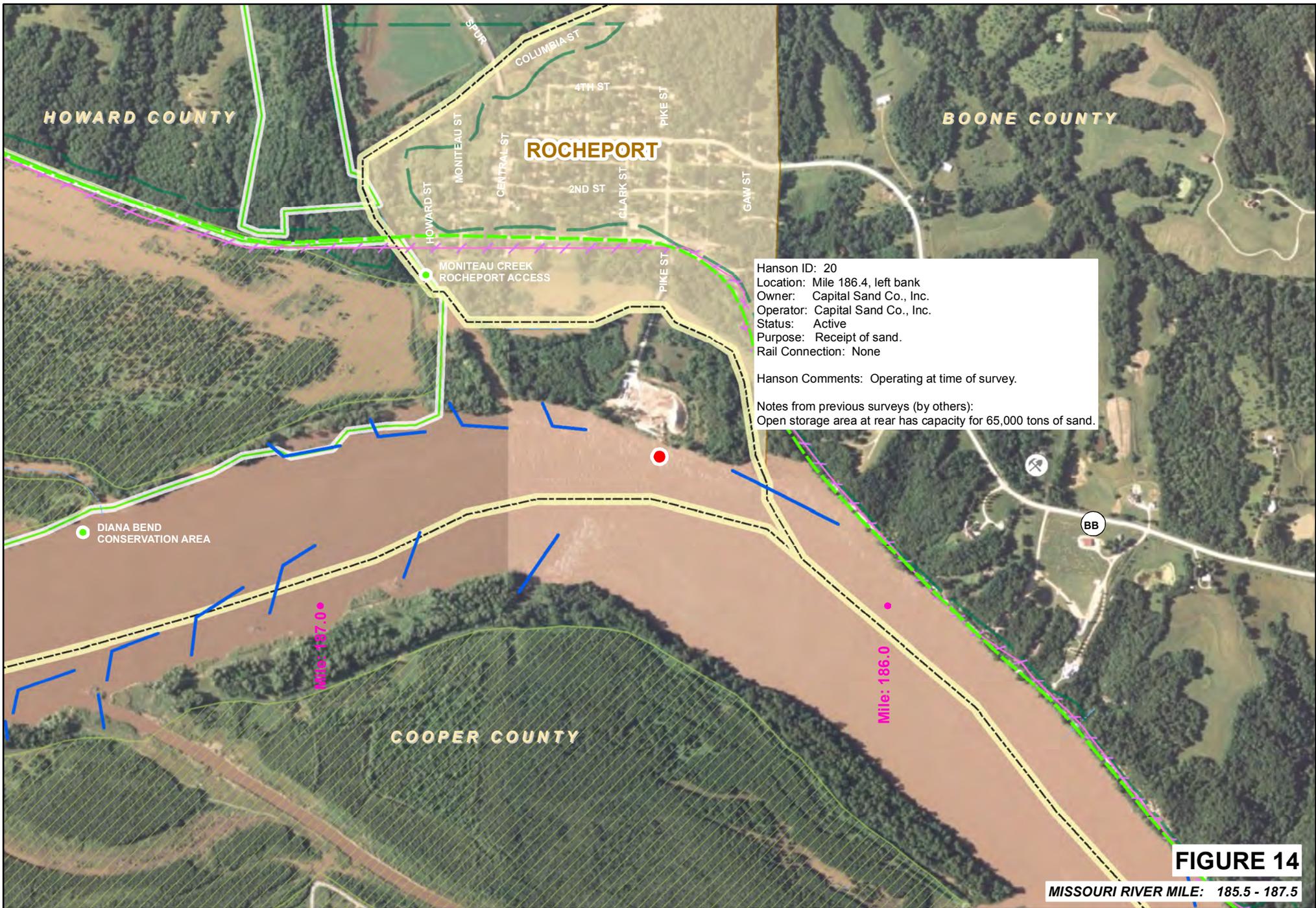




SCALE = 1:24000



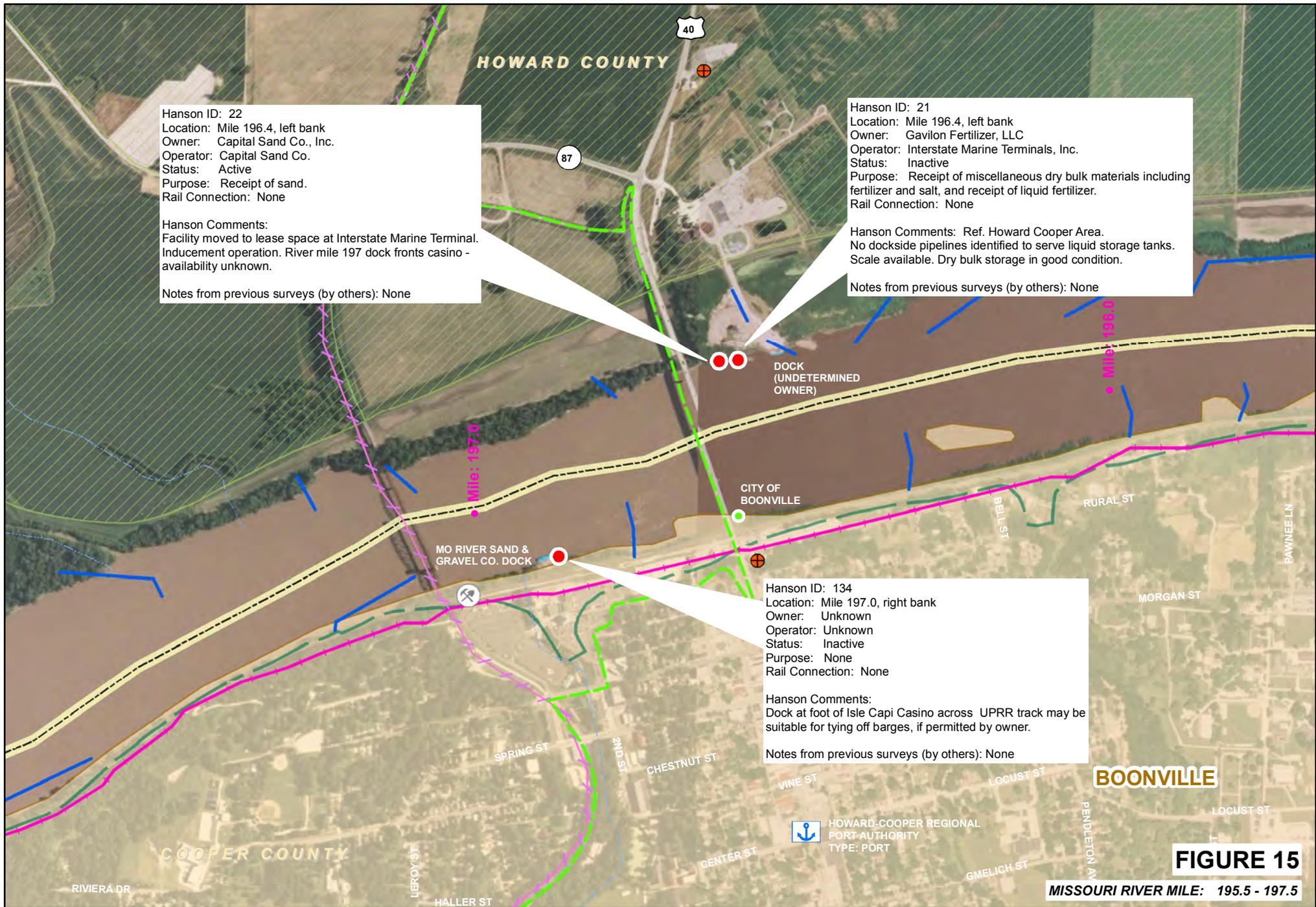
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INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



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 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1: 12000



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INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

Hanson ID: 25
 Location: Mile 226.5, left bank
 Owner: United States Government
 Operator: U.S. Army Corps of Engineers
 Status: Active
 Purpose: Mooring government floating equipment, handling supplies and equipment.
 Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
 U.S. Army Corps of Engineers field office and small storage shed located at rear (small dock area).

Hanson ID: 24
 Location: Mile 226.4, left bank
 Owner: MFA Agri Services
 Operator: MFA Agri Services - Glasgow
 Status: Inactive
 Purpose: Shipment of grain.
 Rail Connection: K.C. Southern

Hanson Comments: Reported approximately \$40,000.

Notes from previous surveys (by others):
 One surface track with capacity for 15 cars serves loading spout. Grain elevator at rear, consisting of 63 concrete silos and interstices, has capacity for 1,220,000 bushels.

Hanson ID: 23
 Location: Mile 226.2, left bank
 Owner: Capital Sand Co., Inc.
 Operator: Glasgow Sand Plant
 Status: Active
 Purpose: Receipt of sand.
 Rail Connection: None

Hanson Comments: Operating at time of survey.

Notes from previous surveys (by others):
 Open storage area at rear has capacity for 31,000 tons of sand.

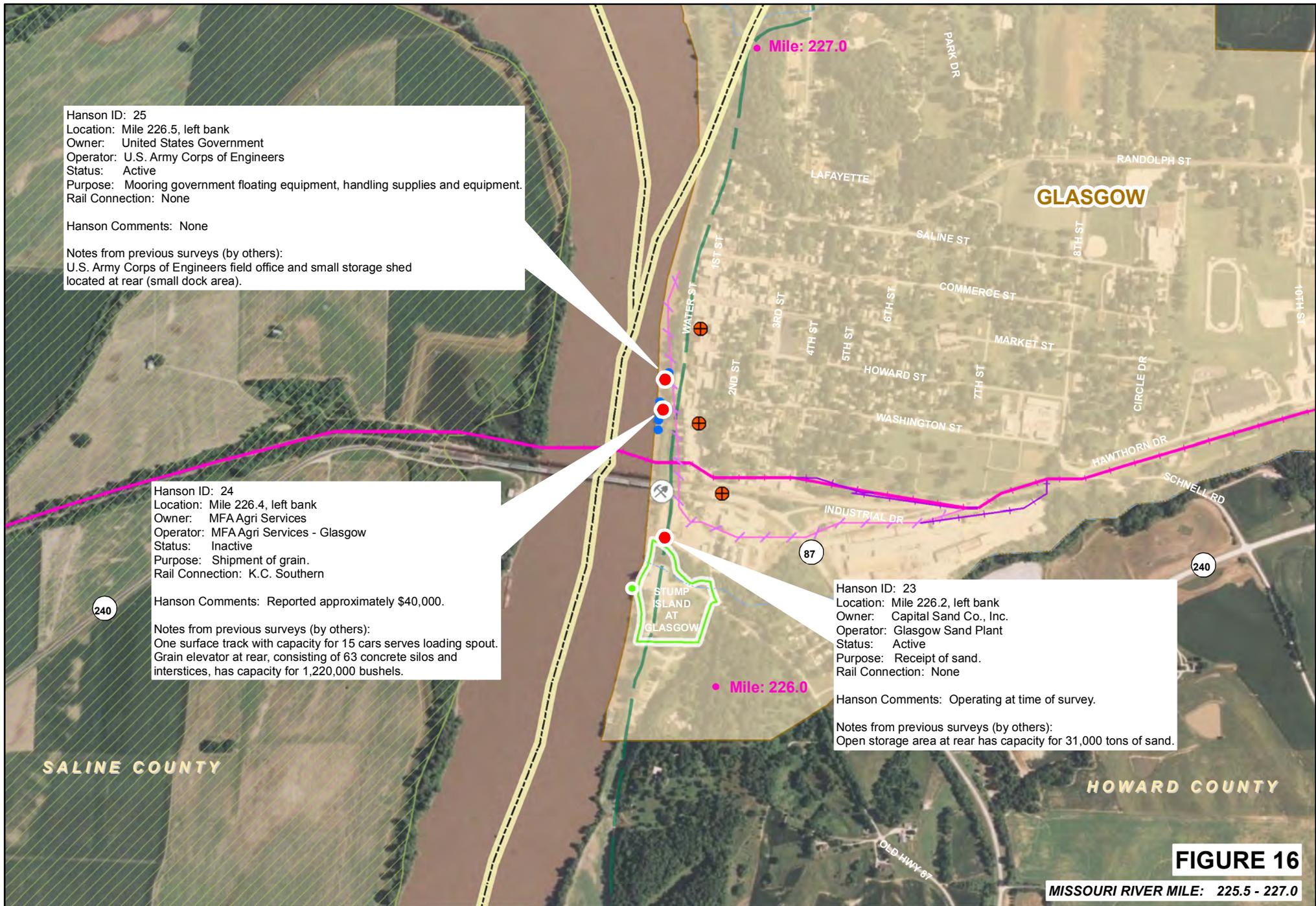


FIGURE 16

MISSOURI RIVER MILE: 225.5 - 227.0

SCALE = 1:12000



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 (VERSION DATE: NOVEMBER 22, 2010)

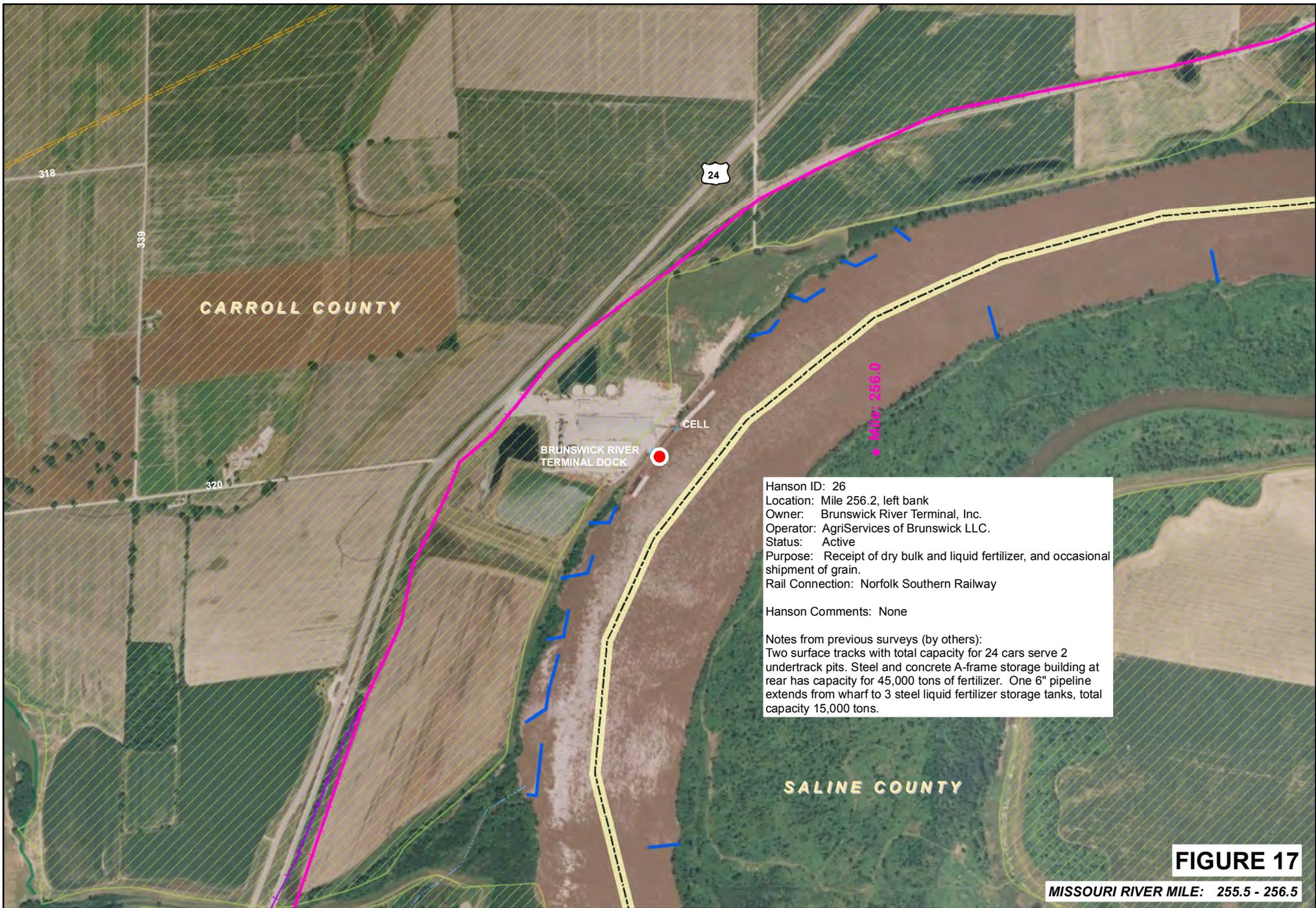


FIGURE 17

MISSOURI RIVER MILE: 255.5 - 256.5

SCALE = 1: 12000



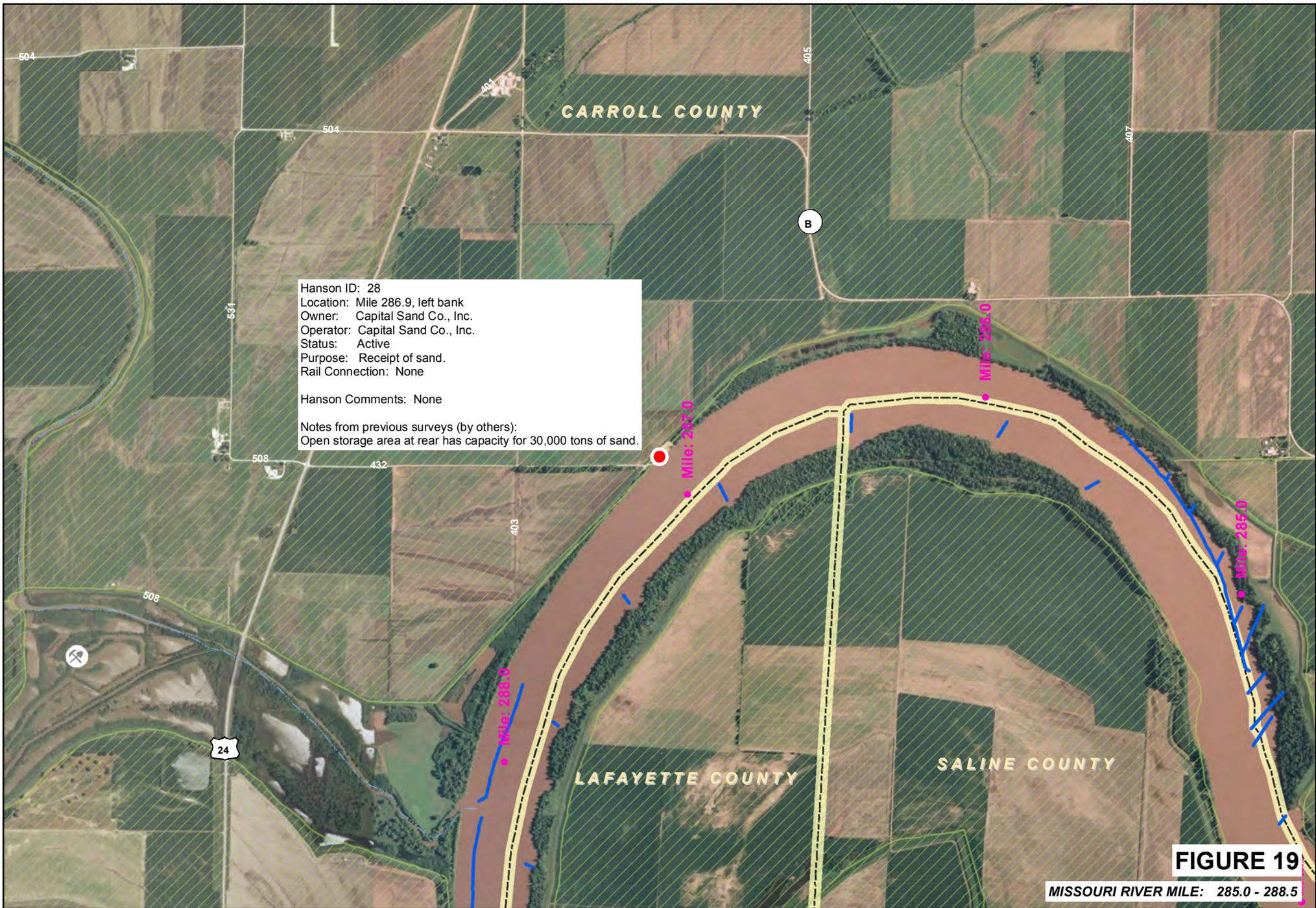
PROJECT NO.: 10H0011
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 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1:12000

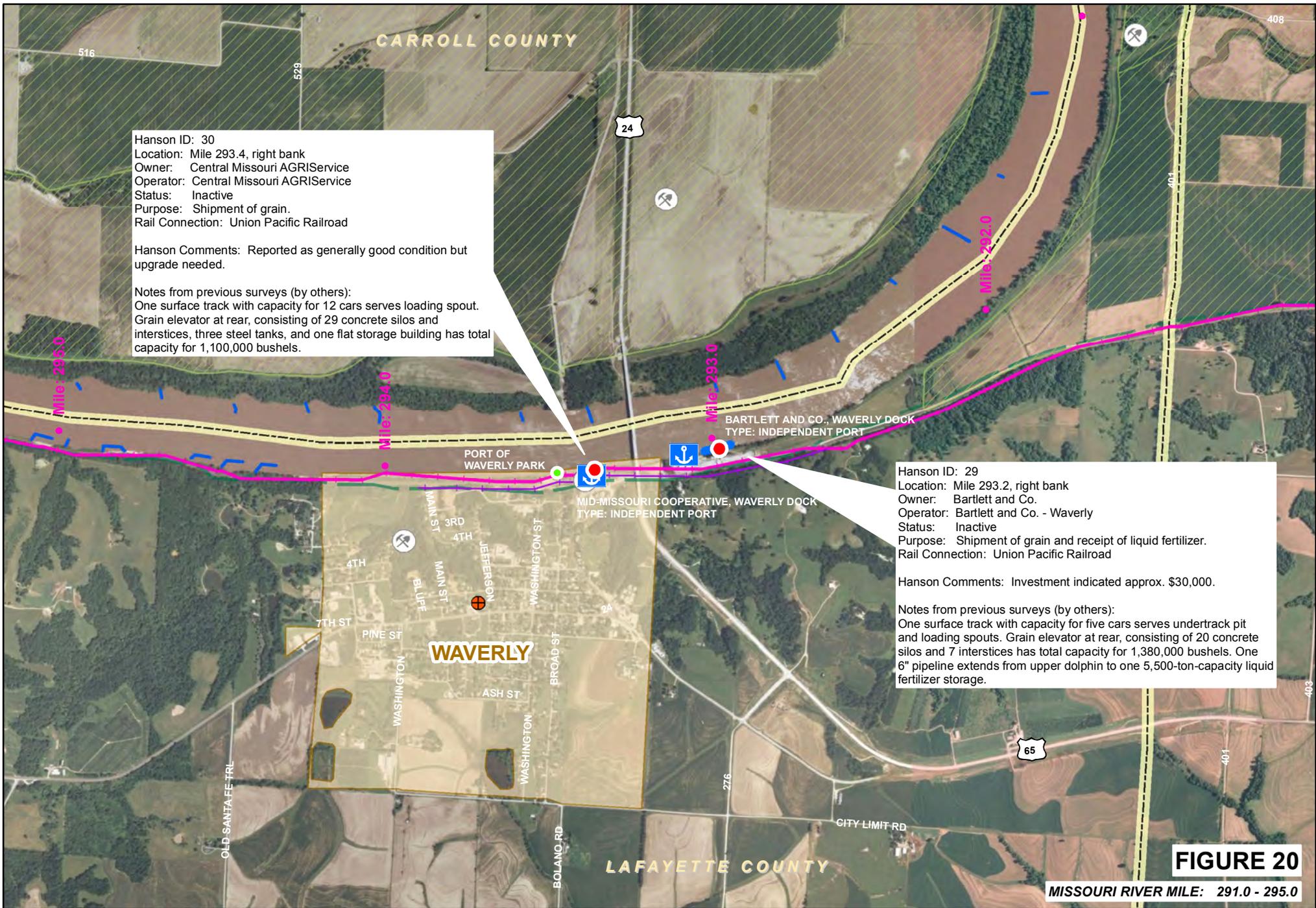


PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1:24000





SCALE = 1:24000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

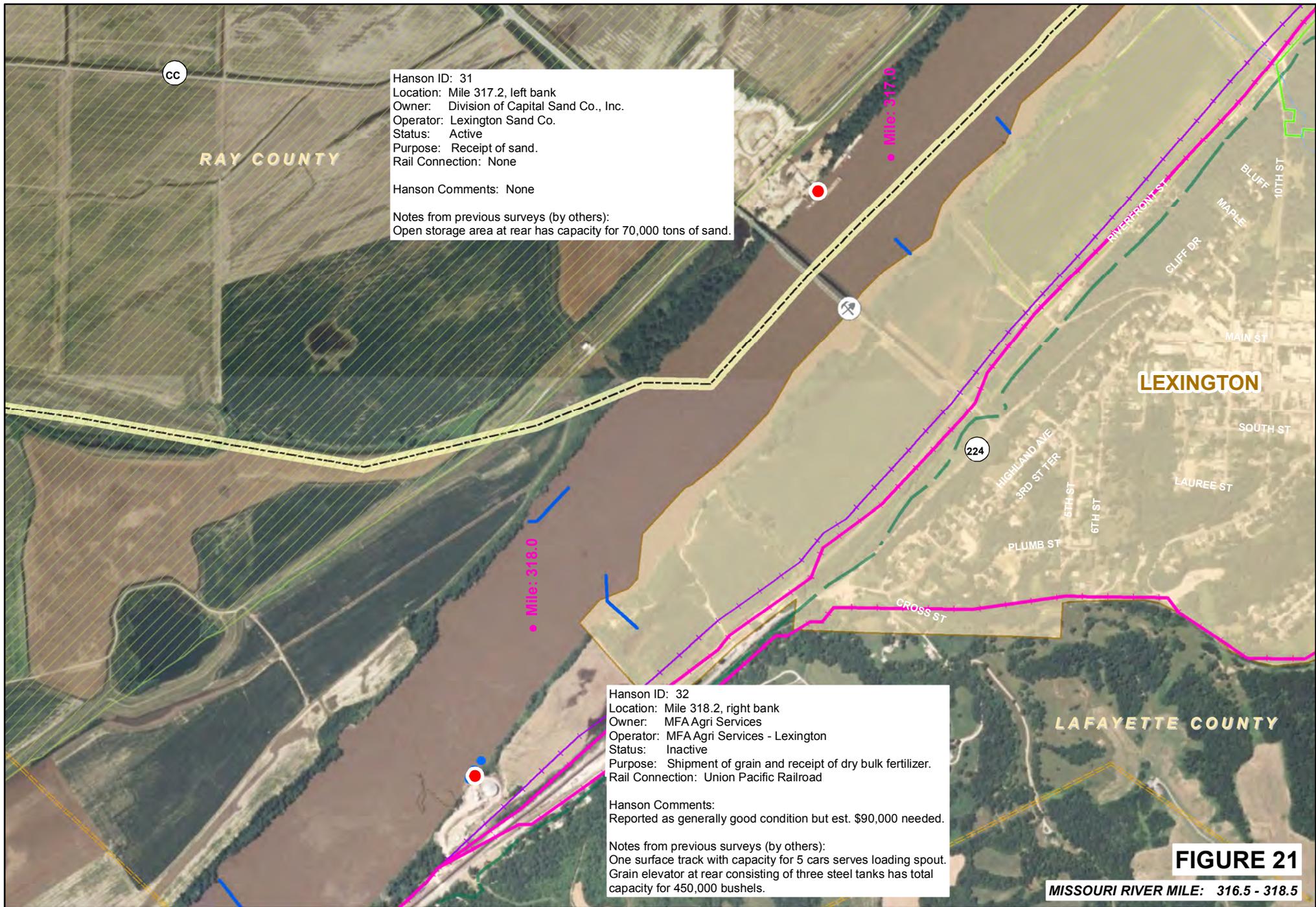


FIGURE 21

MISSOURI RIVER MILE: 316.5 - 318.5

SCALE = 1:12000



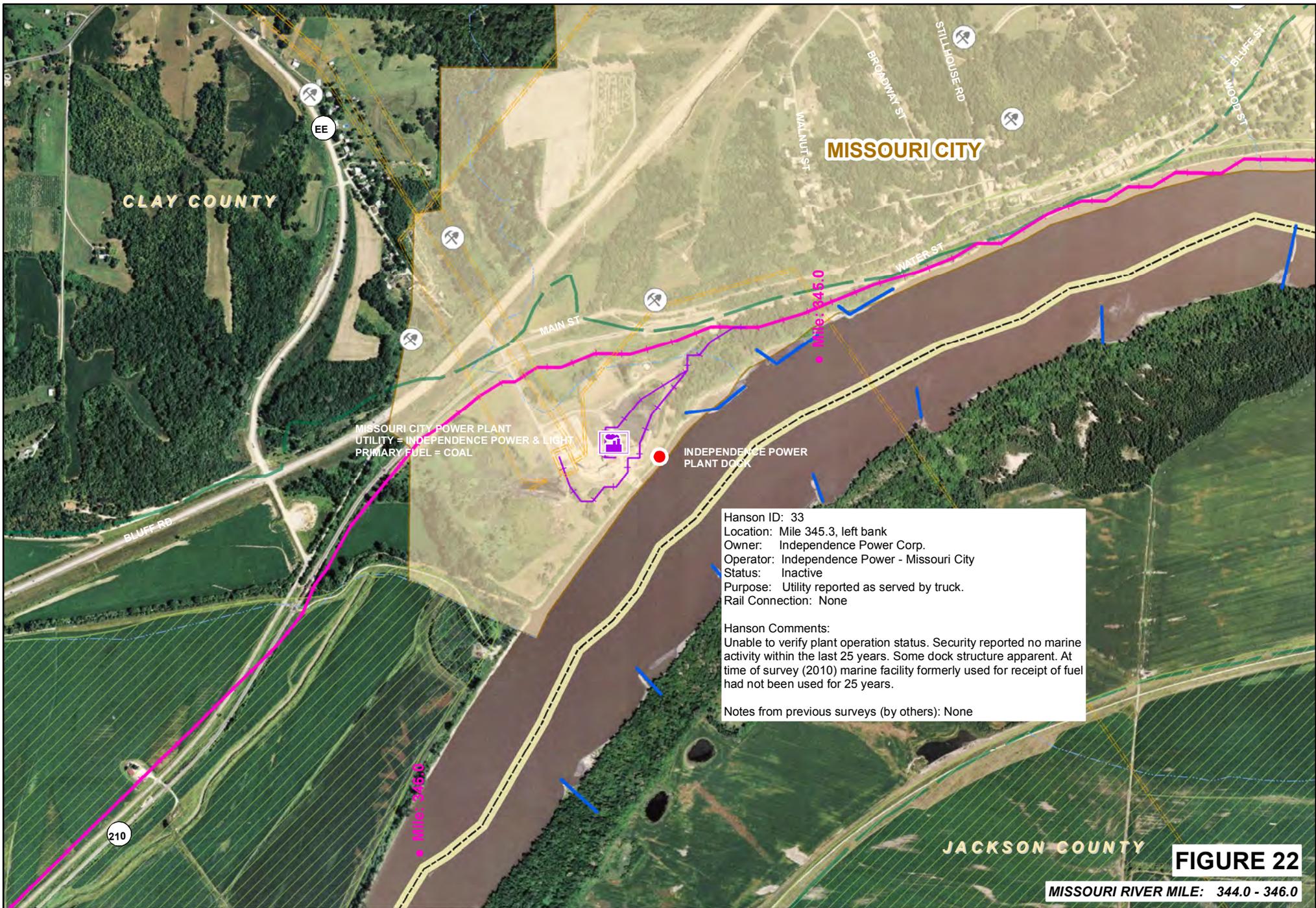


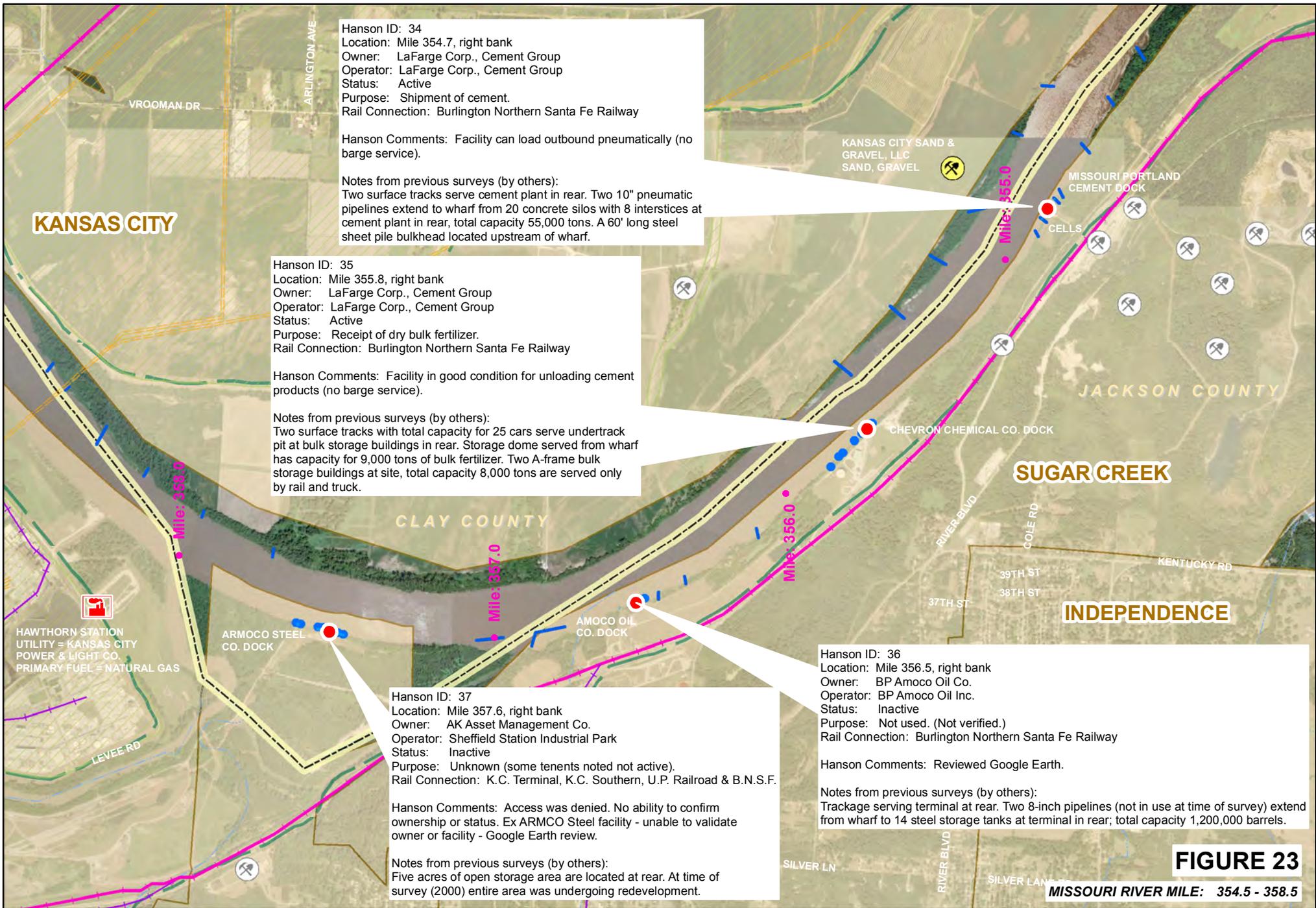
FIGURE 22

MISSOURI RIVER MILE: 344.0 - 346.0

SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



Hanson ID: 34
 Location: Mile 354.7, right bank
 Owner: LaFarge Corp., Cement Group
 Operator: LaFarge Corp., Cement Group
 Status: Active
 Purpose: Shipment of cement.
 Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Facility can load outbound pneumatically (no barge service).

Notes from previous surveys (by others):
 Two surface tracks serve cement plant in rear. Two 10" pneumatic pipelines extend to wharf from 20 concrete silos with 8 interstices at cement plant in rear, total capacity 55,000 tons. A 60' long steel sheet pile bulkhead located upstream of wharf.

Hanson ID: 35
 Location: Mile 355.8, right bank
 Owner: LaFarge Corp., Cement Group
 Operator: LaFarge Corp., Cement Group
 Status: Active
 Purpose: Receipt of dry bulk fertilizer.
 Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Facility in good condition for unloading cement products (no barge service).

Notes from previous surveys (by others):
 Two surface tracks with total capacity for 25 cars serve undertrack pit at bulk storage buildings in rear. Storage dome served from wharf has capacity for 9,000 tons of bulk fertilizer. Two A-frame bulk storage buildings at site, total capacity 8,000 tons are served only by rail and truck.

KANSAS CITY

CLAY COUNTY

JACKSON COUNTY

SUGAR CREEK

INDEPENDENCE

HAWTHORN STATION
 UTILITY = KANSAS CITY
 POWER & LIGHT CO.
 PRIMARY FUEL = NATURAL GAS

ARMOCO STEEL
 CO. DOCK

AMOCO OIL
 CO. DOCK

CHEVRON CHEMICAL CO. DOCK

MISSOURI PORTLAND
 CEMENT DOCK

CELLS

Hanson ID: 36
 Location: Mile 356.5, right bank
 Owner: BP Amoco Oil Co.
 Operator: BP Amoco Oil Inc.
 Status: Inactive
 Purpose: Not used. (Not verified.)
 Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Reviewed Google Earth.

Notes from previous surveys (by others):
 Trackage serving terminal at rear. Two 8-inch pipelines (not in use at time of survey) extend from wharf to 14 steel storage tanks at terminal in rear; total capacity 1,200,000 barrels.

Hanson ID: 37
 Location: Mile 357.6, right bank
 Owner: AK Asset Management Co.
 Operator: Sheffield Station Industrial Park
 Status: Inactive
 Purpose: Unknown (some tenants noted not active).
 Rail Connection: K.C. Terminal, K.C. Southern, U.P. Railroad & B.N.S.F.

Hanson Comments: Access was denied. No ability to confirm ownership or status. Ex ARMCO Steel facility - unable to validate owner or facility - Google Earth review.

Notes from previous surveys (by others):
 Five acres of open storage area are located at rear. At time of survey (2000) entire area was undergoing redevelopment.

FIGURE 23

MISSOURI RIVER MILE: 354.5 - 358.5

SCALE = 1:24000



PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

Hanson ID: 40
 Location: Mile 361.1, left bank
 Owner: Bartlett Grain Co.
 Operator: Bartlett Grain - Kansas City
 Status: Inactive
 Purpose: Shipment of grain.
 Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Google Earth indicates some structural work may be needed.

Notes from previous surveys (by others):
 Four surface tracks with total capacity for 65 cars serve undertrack pit and loading spouts. Grain elevator at rear consisting of 16 concrete silos with 23 interstices and 126 bins has total capacity for 3,824,000 bushels.

KANSAS CITY

Hanson ID: 39
 Location: Mile 360.6, left bank
 Owner: Conoco Phillips Inc.
 Operator: Conoco Phillips - Asphalt Terminal
 Status: Active
 Purpose: Receipt of asphalt and caustic soda.
 Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: None

Notes from previous surveys (by others):
 One 6-car-capacity surface track serves terminal in rear. One 10" pipeline extends from wharf to 5 steel, asphalt storage tanks, total capacity 170,000 barrels. Two 6" pipelines extend to 2 caustic soda storage tanks, total cap. 1,276,000 gallons.

RANDOLPH

Hanson ID: 41
 Location: Mile 361.6, left bank
 Owner: Cargill Inc.
 Operator: Cargill Inc. - Chouteau
 Status: Inactive
 Purpose: Shipment of grain.
 Rail Connection: Norfolk Southern Railway & Burlington Northern Santa Fe Railway

Hanson Comments: Reported as some visual inspection done.

Notes from previous surveys (by others):
 Four surface tracks with total capacity for 45 cars serve undertrack pit and loading spouts. Grain elevator at rear consisting of 6 concrete silos with 34 interstices and bins and one steel tank has total capacity for 900,000 bushels.

Hanson ID: 38
 Location: Mile 360.0, left bank
 Owner: Holliday Sand and Gravel Co.
 Operator: Holliday Sand and Gravel Co. - Randolph
 Status: Active
 Purpose: Lower Dock: Receipt of sand and gravel. Upper Dock: Mooring barges.
 Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
 Open storage area at rear has capacity for 100,000 tons of material.

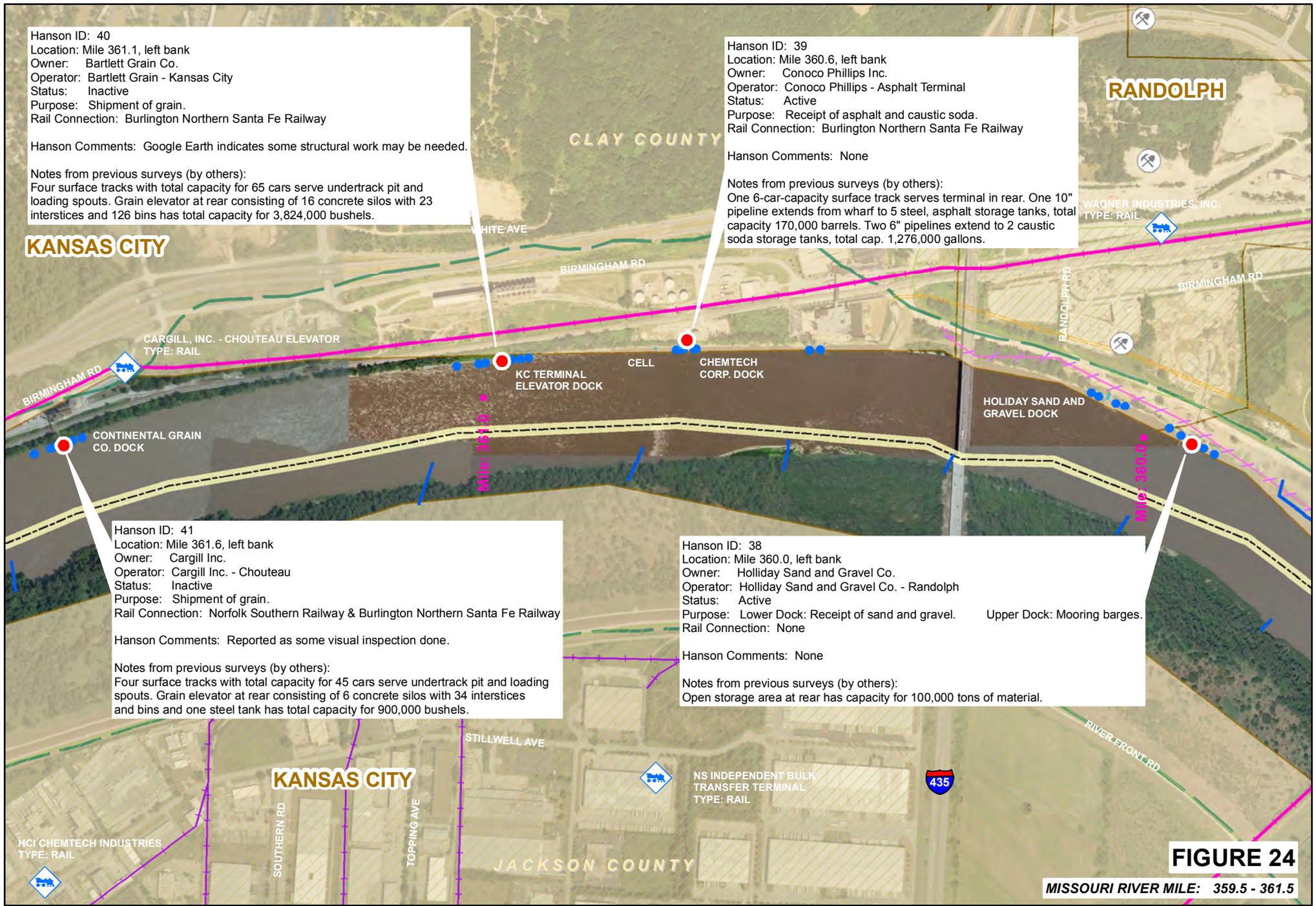


FIGURE 24

MISSOURI RIVER MILE: 359.5 - 361.5

SCALE = 1:12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

Hanson ID: 45
 Location: Mile 368.3, right bank
 Owner: Williams Energy Services Co. (reported)
 Operator: Conoco Phillips
 Status: Inactive
 Purpose: Appears to be Conoco Phillips facility.
 Rail Connection: Union Pacific Railroad

Hanson Comments: Google Earth indicates infrastructure is apparently intact. Access denied but marine structure identified. Condition unknown.

Notes from previous surveys (by others):
 Trackage at terminal in rear. One 8-inch pipeline on wharf was blanked at time of survey (2000).

Hanson ID: 44
 Location: Mile 367.6, right bank
 Owner: The Kansas City-Wyandotte County Joint Port Authority
 Operator: Bartlett and Co.
 Status: Inactive
 Purpose: Shipment of grain.
 Rail Connection: Union Pacific Railroad

Hanson Comments: None

Notes from previous surveys (by others):
 Trackage with capacity for 72 cars serves undertrack pits and loading spouts at grain elevator in rear. Overhead gallery to wharf through public levee ind. development. Grain elevator on opposite side of Fairfax Trafficway in rear, consisting of 492 concrete silos and interstices and 7 steel tanks, has total capacity for 10,000,000 bushels.

Hanson ID: 43
 Location: Mile 367.1, right bank
 Owner: City of Kansas City
 Operator: Port of Kansas City
 Status: Inactive
 Purpose: Receipt of salt and dry bulk fertilizer, and receipt and shipment of misc bulk materials.
 Rail Connection: Union Pacific Railroad

Hanson Comments: Several spot system upgrades could place bulk in service. Surface track serves facility in rear. No track tie in. Facility is idle.

Notes from previous surveys (by others):
 Seven compartmented storage buildings and one storage dome in rear have total capacity for 60,000 tons of bulk materials.

Hanson ID: 42
 Location: Mile 366.8, right bank
 Owner: American Compressed Steel, Inc.
 Operator: American Compressed Steel, Inc.
 Status: Inactive
 Purpose: Not used.
 Rail Connection: Union Pacific Railroad

Hanson Comments: Google Earth indicates an apparent dock structure but nothing else. One surface track serves facility in rear. No track tie in. No activity witnessed.

Notes from previous surveys (by others):
 Scrap metal processing facility located in rear.

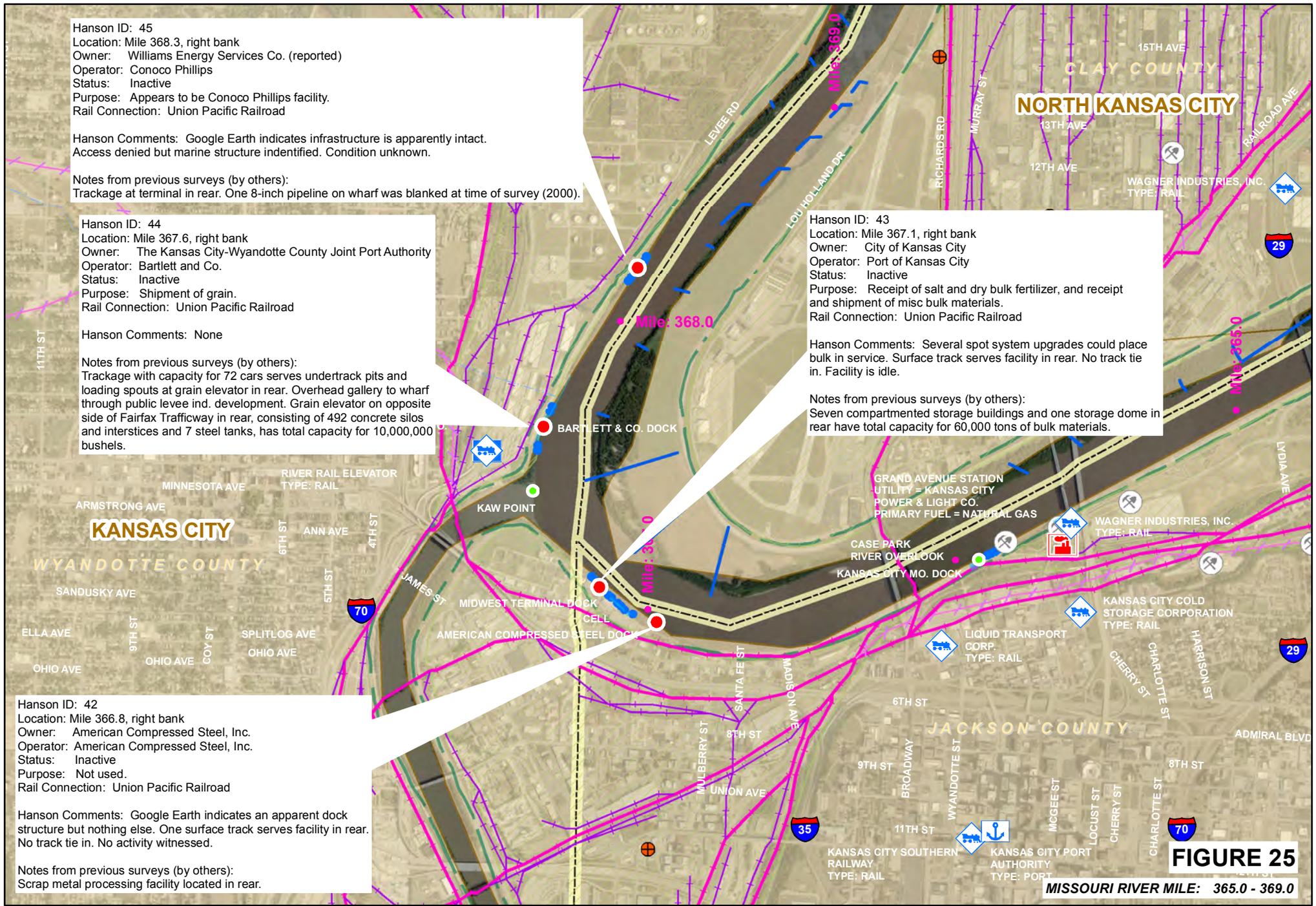
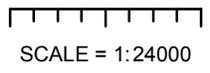


FIGURE 25

MISSOURI RIVER MILE: 365.0 - 369.0



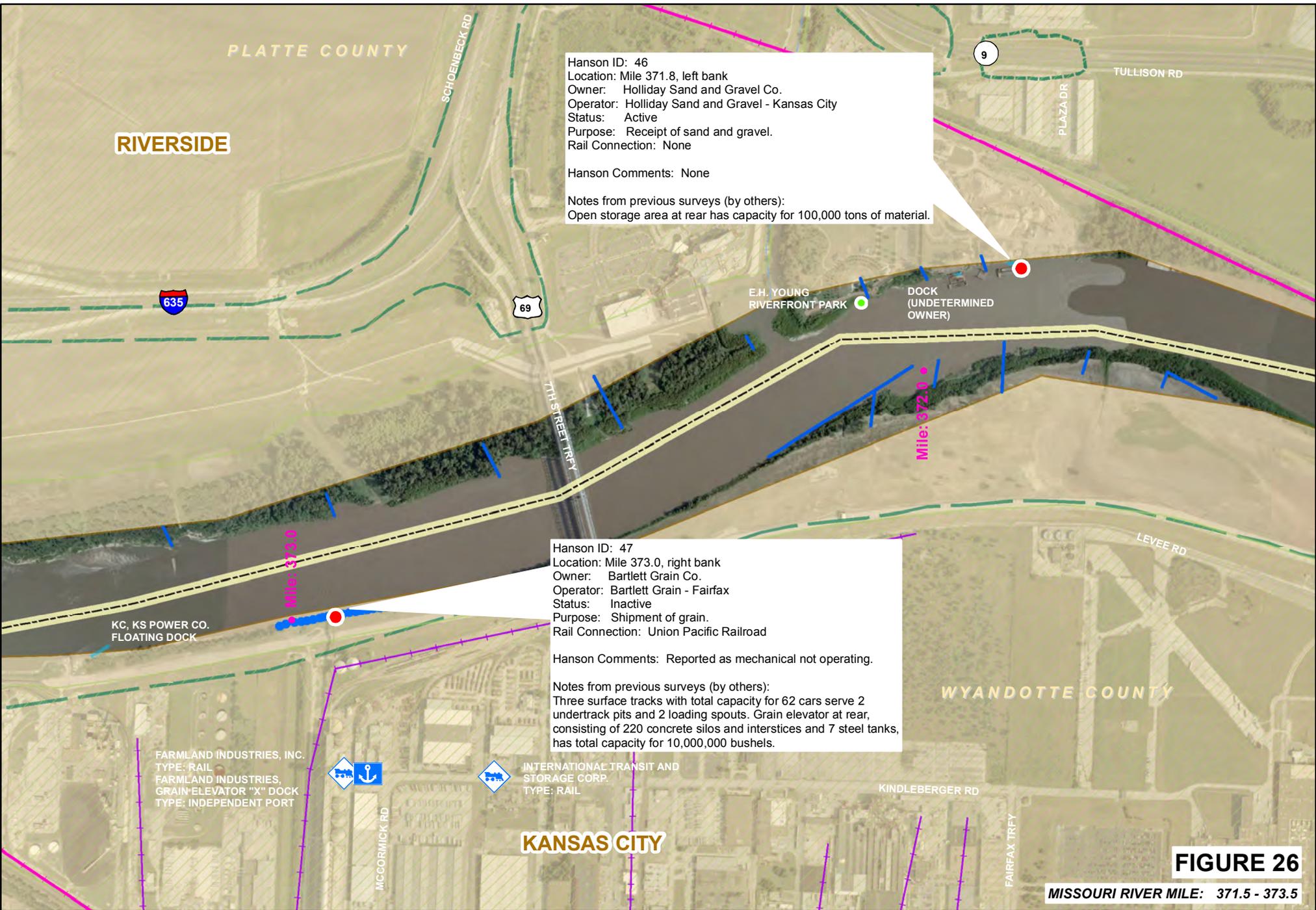


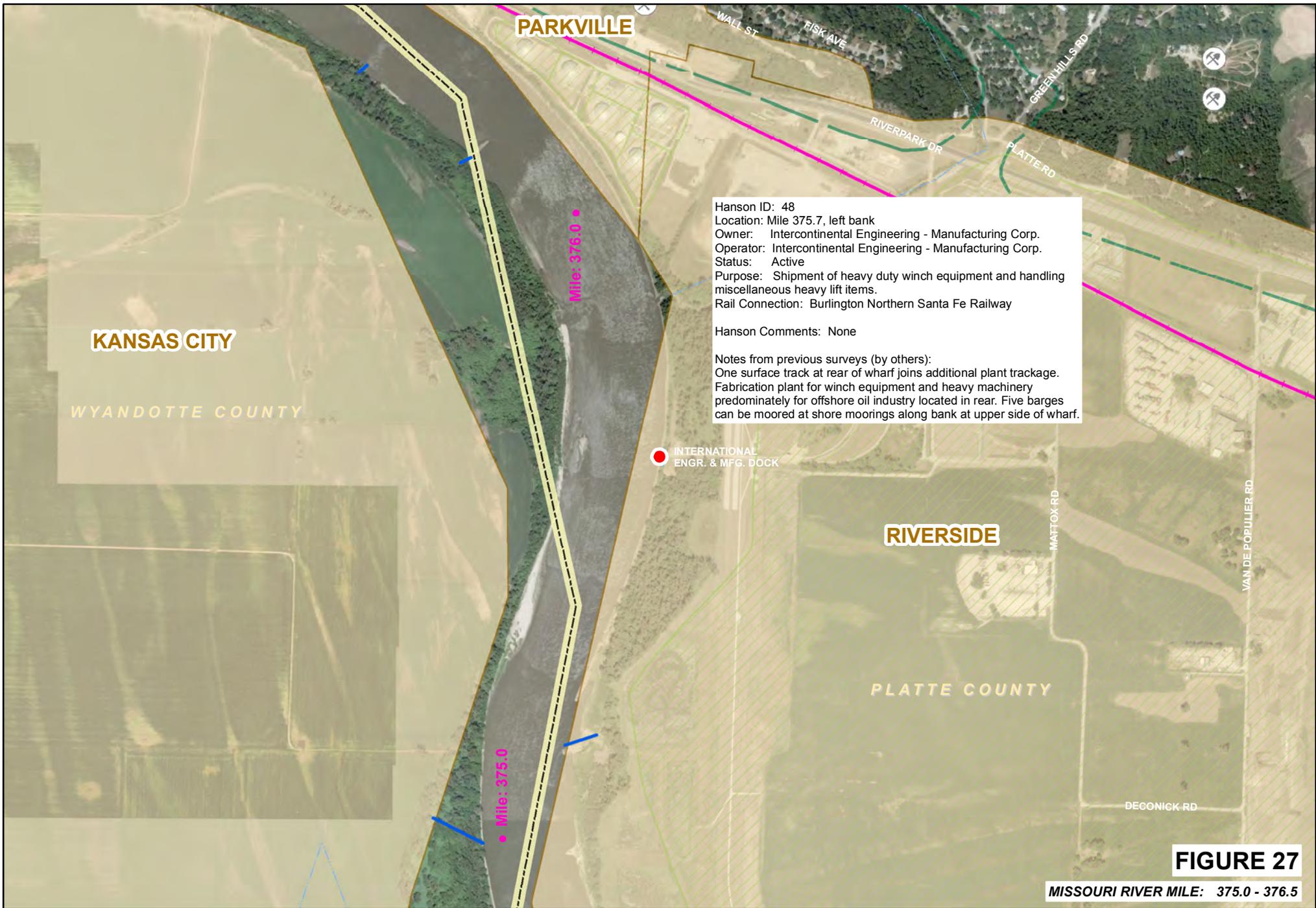
FIGURE 26

MISSOURI RIVER MILE: 371.5 - 373.5

SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



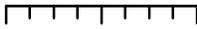
Hanson ID: 48
 Location: Mile 375.7, left bank
 Owner: Intercontinental Engineering - Manufacturing Corp.
 Operator: Intercontinental Engineering - Manufacturing Corp.
 Status: Active
 Purpose: Shipment of heavy duty winch equipment and handling miscellaneous heavy lift items.
 Rail Connection: Burlington Northern Santa Fe Railway
 Hanson Comments: None

Notes from previous surveys (by others):
 One surface track at rear of wharf joins additional plant trackage.
 Fabrication plant for winch equipment and heavy machinery predominately for offshore oil industry located in rear. Five barges can be moored at shore moorings along bank at upper side of wharf.

 INTERNATIONAL ENGR. & MFG. DOCK

FIGURE 27

MISSOURI RIVER MILE: 375.0 - 376.5


 SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

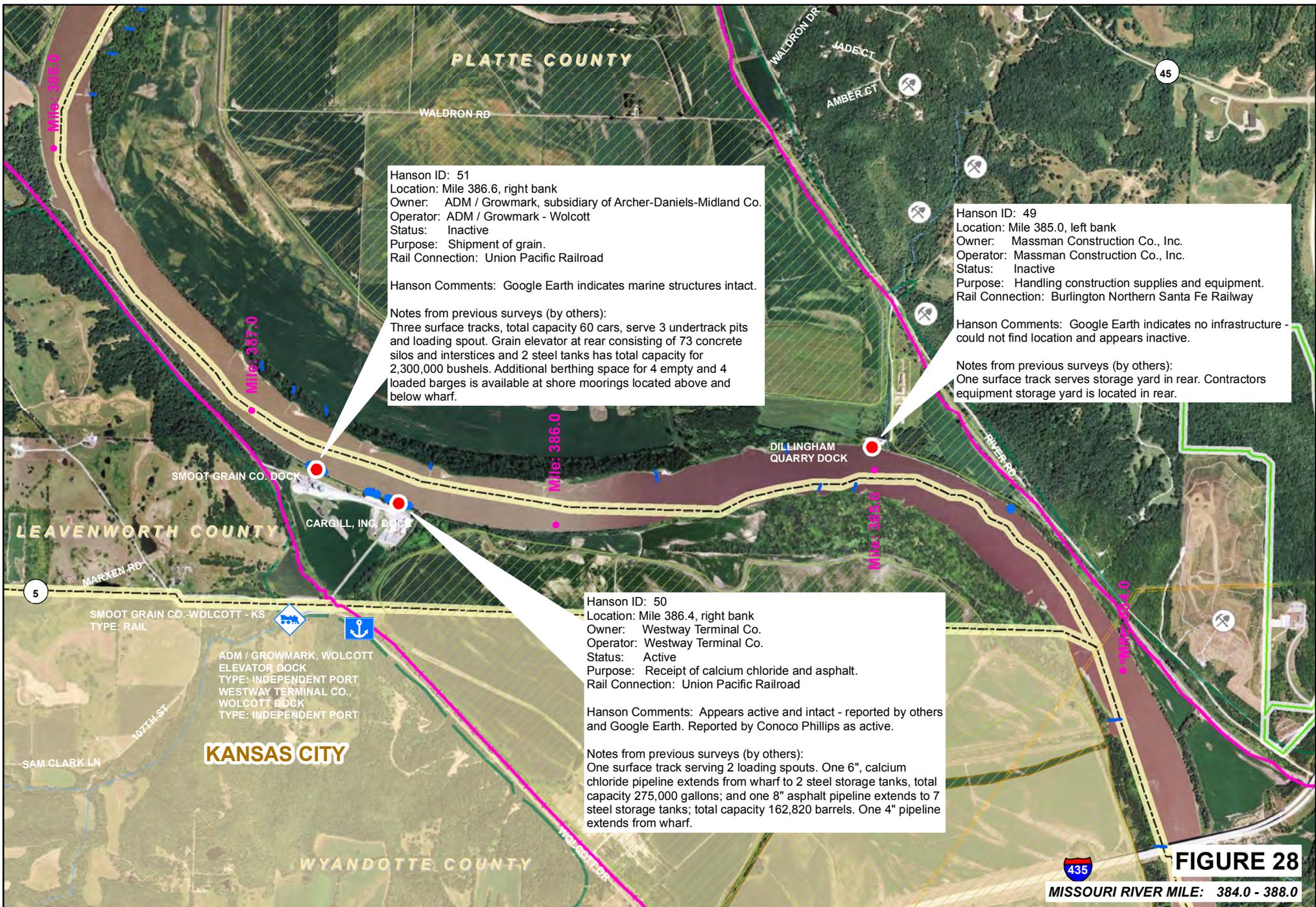
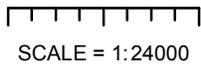
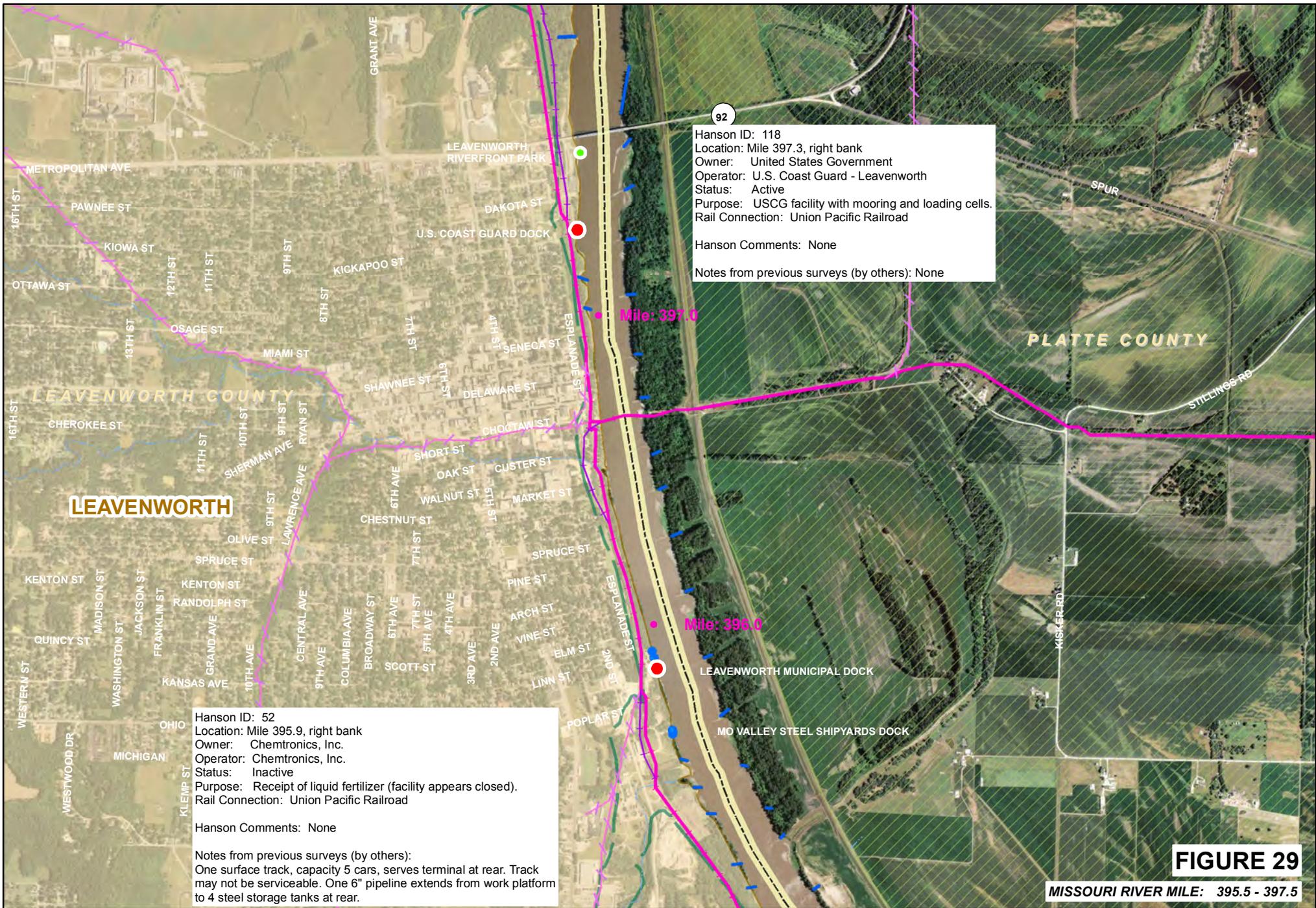
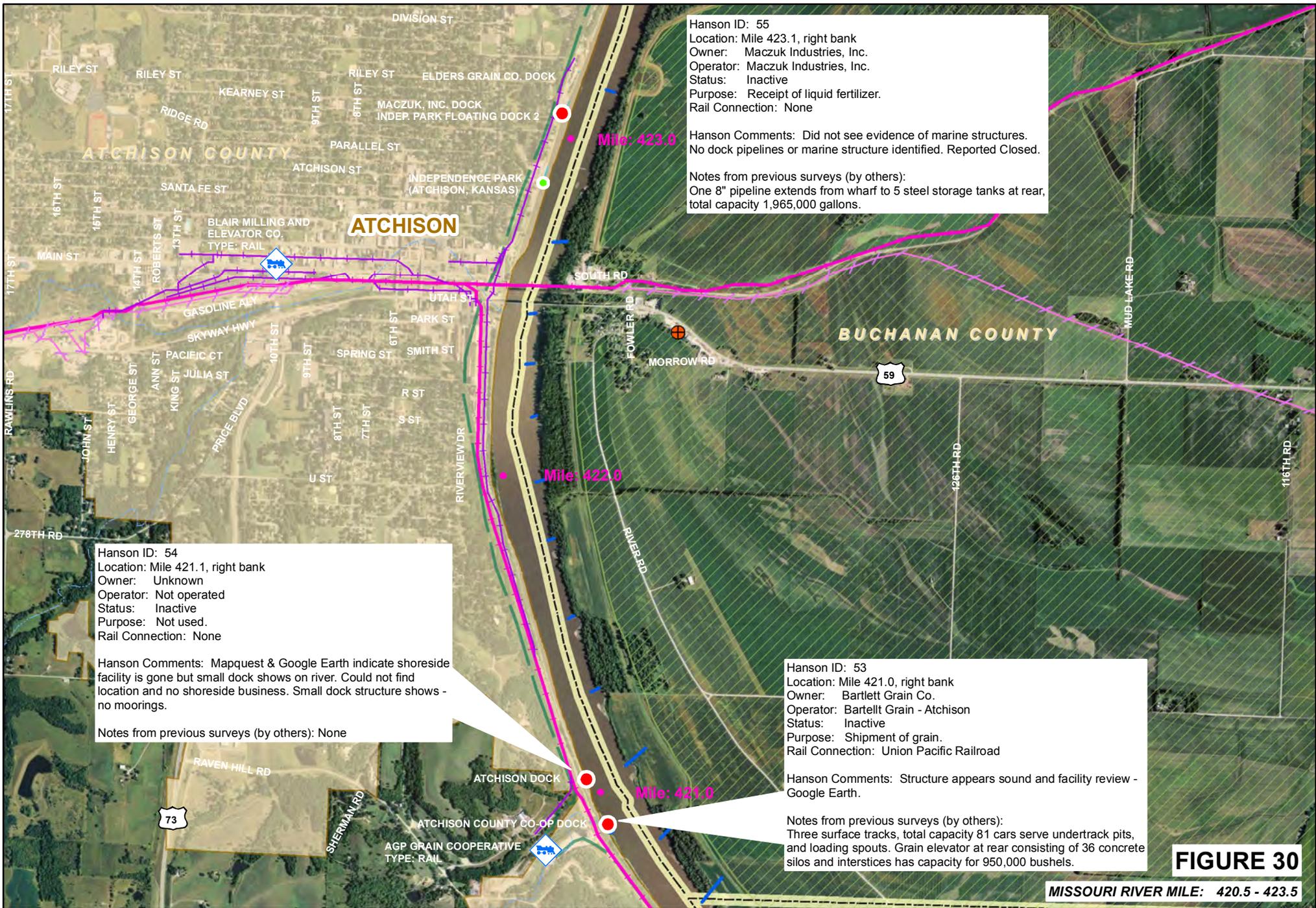


FIGURE 28
 MISSOURI RIVER MILE: 384.0 - 388.0

SCALE = 1:24000







Hanson ID: 55
 Location: Mile 423.1, right bank
 Owner: Maczuk Industries, Inc.
 Operator: Maczuk Industries, Inc.
 Status: Inactive
 Purpose: Receipt of liquid fertilizer.
 Rail Connection: None

Hanson Comments: Did not see evidence of marine structures.
 No dock pipelines or marine structure identified. Reported Closed.

Notes from previous surveys (by others):
 One 8" pipeline extends from wharf to 5 steel storage tanks at rear,
 total capacity 1,965,000 gallons.

Hanson ID: 54
 Location: Mile 421.1, right bank
 Owner: Unknown
 Operator: Not operated
 Status: Inactive
 Purpose: Not used.
 Rail Connection: None

Hanson Comments: Mapquest & Google Earth indicate shoreside facility is gone but small dock shows on river. Could not find location and no shoreside business. Small dock structure shows - no moorings.

Notes from previous surveys (by others): None

Hanson ID: 53
 Location: Mile 421.0, right bank
 Owner: Bartlett Grain Co.
 Operator: Bartlett Grain - Atchison
 Status: Inactive
 Purpose: Shipment of grain.
 Rail Connection: Union Pacific Railroad

Hanson Comments: Structure appears sound and facility review - Google Earth.

Notes from previous surveys (by others):
 Three surface tracks, total capacity 81 cars serve undertrack pits,
 and loading spouts. Grain elevator at rear consisting of 36 concrete
 silos and interstices has capacity for 950,000 bushels.

SCALE = 1:24000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

FIGURE 30

MISSOURI RIVER MILE: 420.5 - 423.5

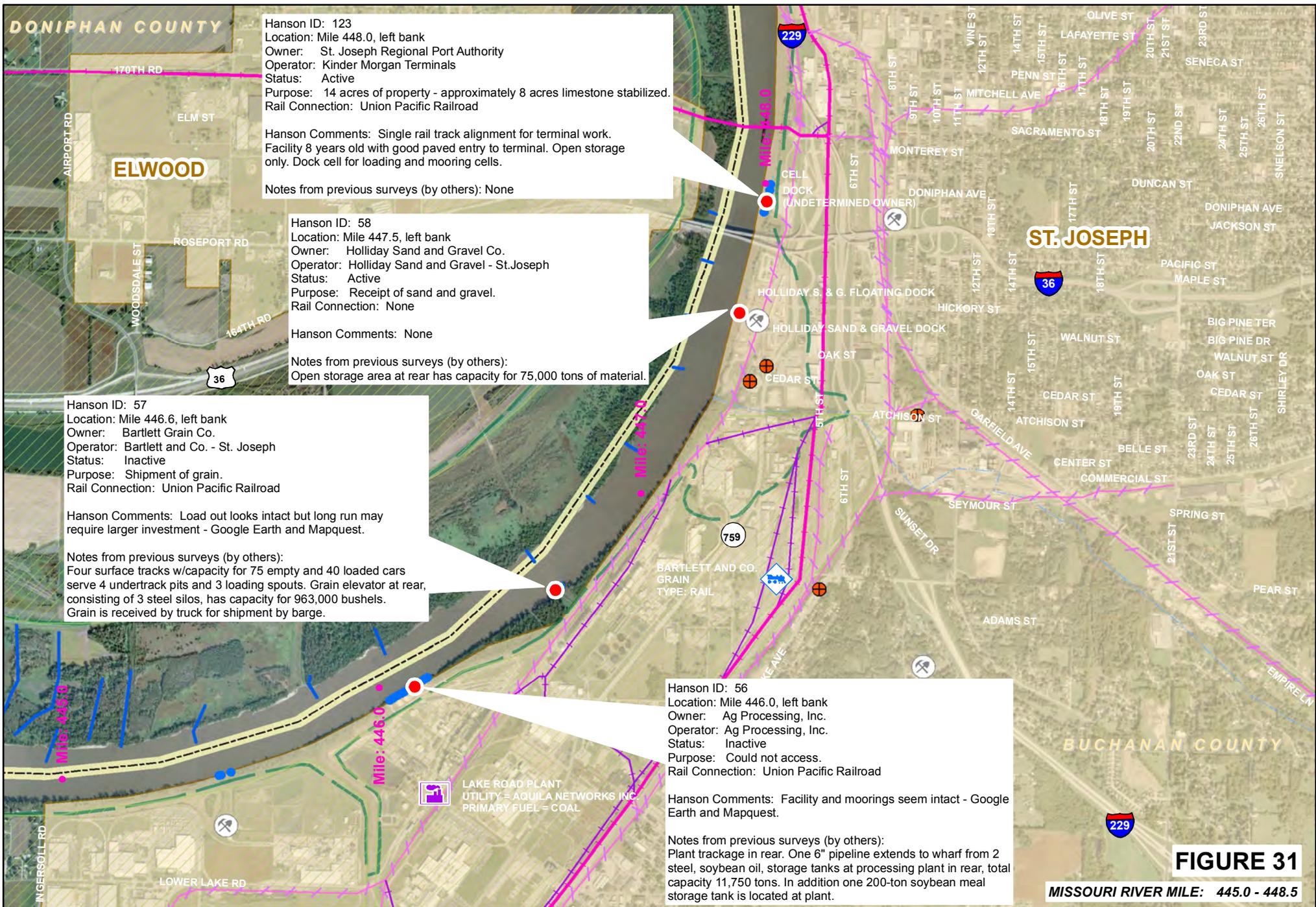


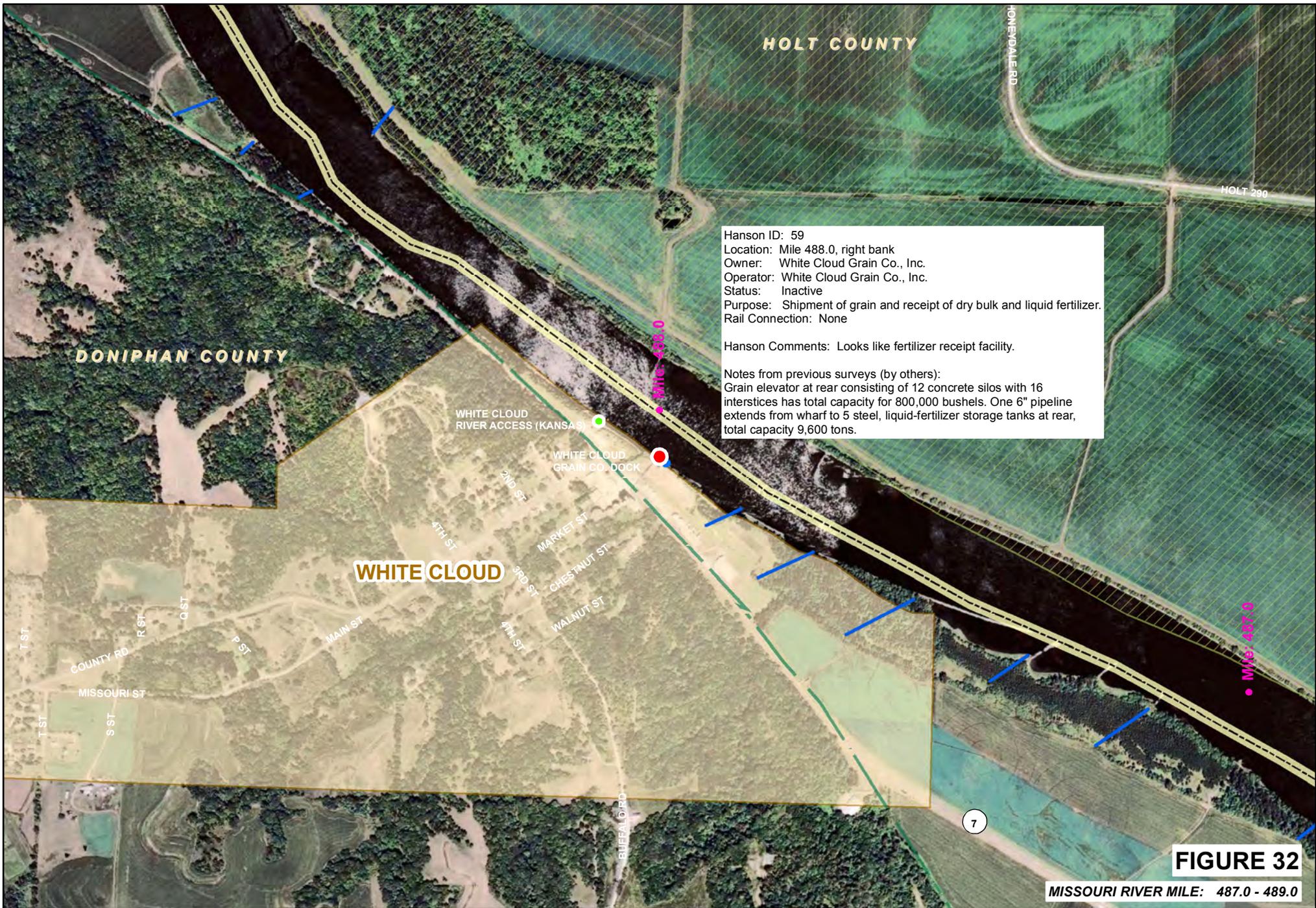
FIGURE 31

MISSOURI RIVER MILE: 445.0 - 448.5

SCALE = 1:24000



PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



Hanson ID: 59
 Location: Mile 488.0, right bank
 Owner: White Cloud Grain Co., Inc.
 Operator: White Cloud Grain Co., Inc.
 Status: Inactive
 Purpose: Shipment of grain and receipt of dry bulk and liquid fertilizer.
 Rail Connection: None

Hanson Comments: Looks like fertilizer receipt facility.

Notes from previous surveys (by others):
 Grain elevator at rear consisting of 12 concrete silos with 16 interstices has total capacity for 800,000 bushels. One 6" pipeline extends from wharf to 5 steel, liquid-fertilizer storage tanks at rear, total capacity 9,600 tons.

FIGURE 32

MISSOURI RIVER MILE: 487.0 - 489.0

SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

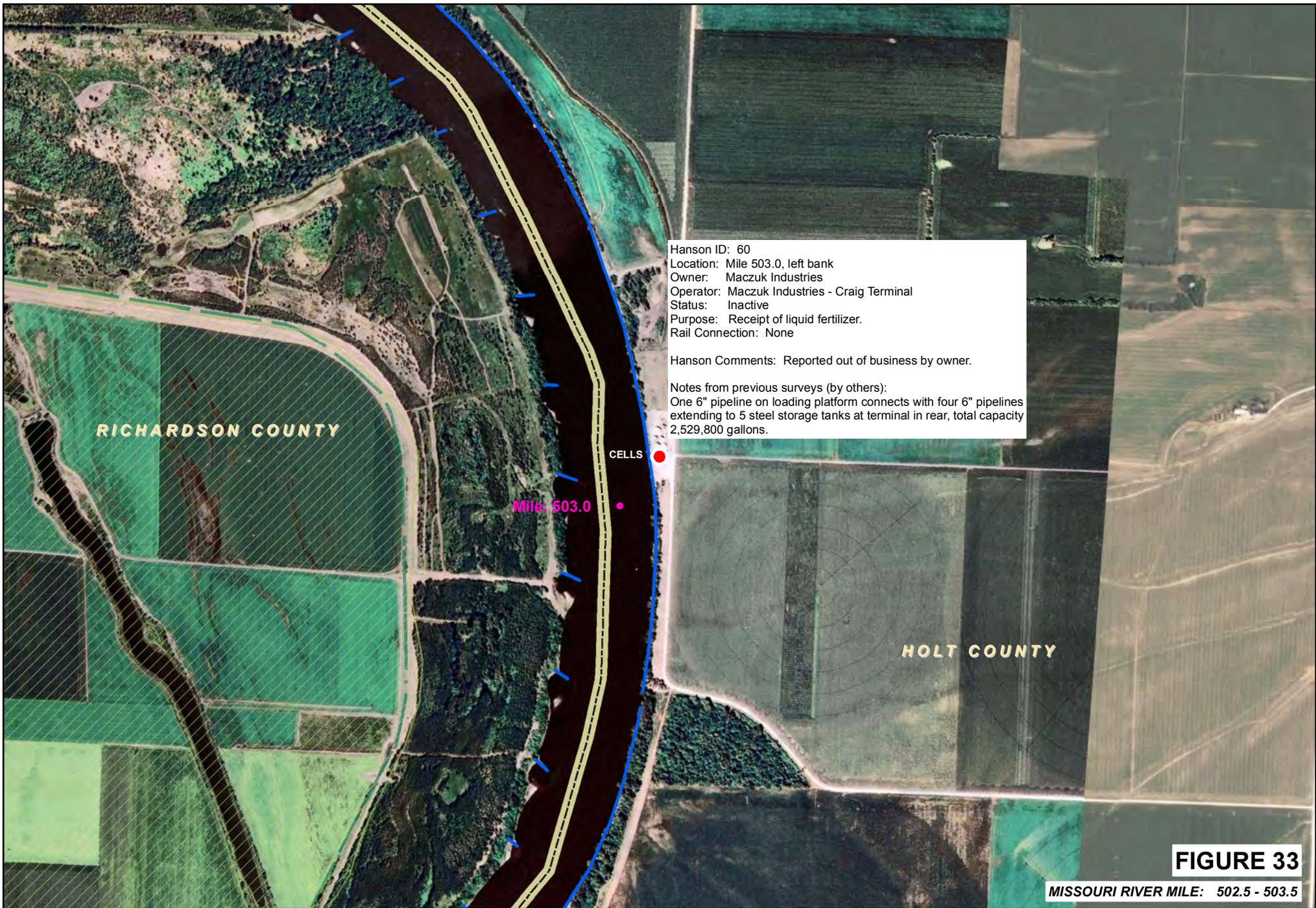


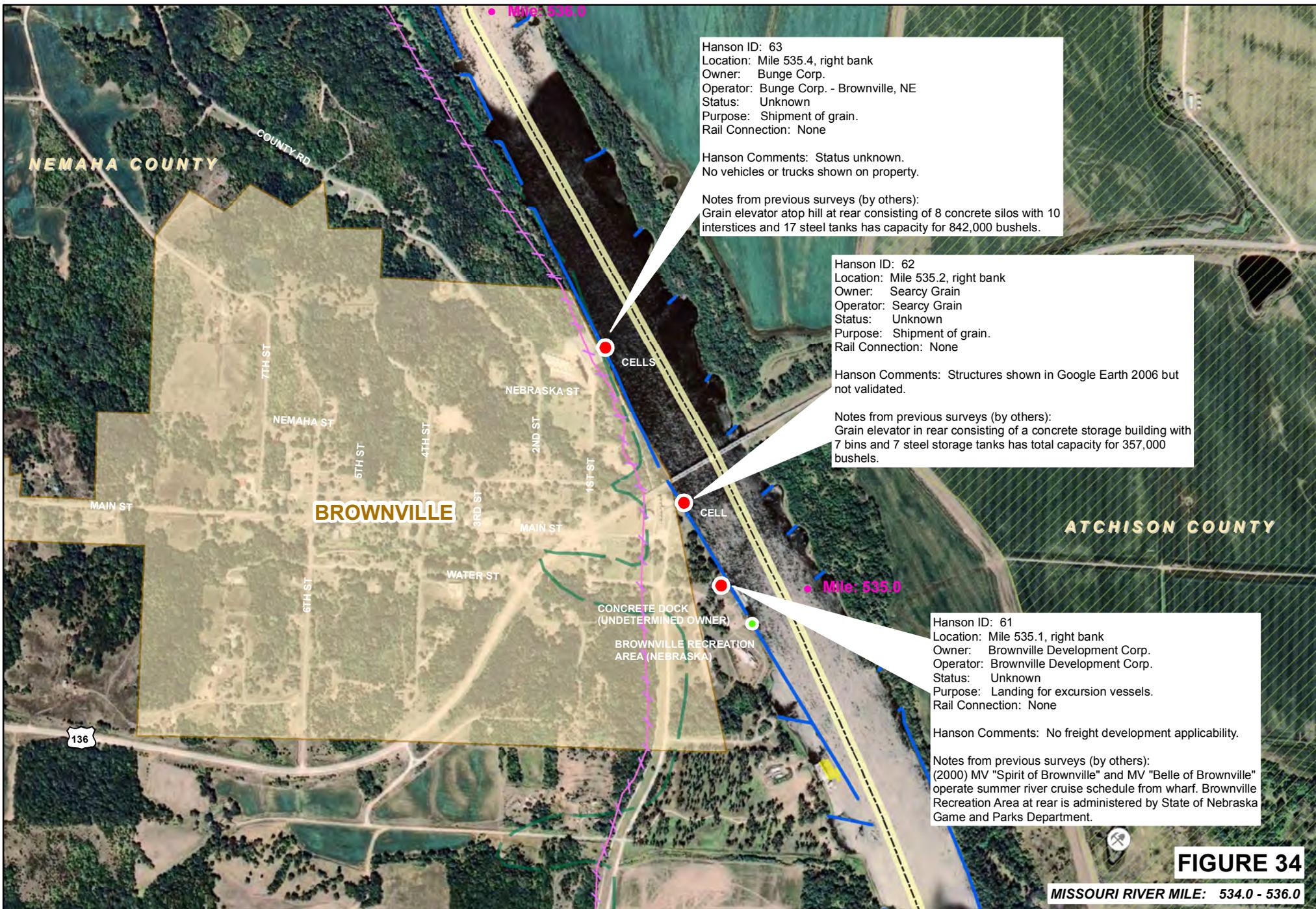
FIGURE 33

MISSOURI RIVER MILE: 502.5 - 503.5

SCALE = 1:12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1: 12000



FIGURE 34

MISSOURI RIVER MILE: 534.0 - 536.0

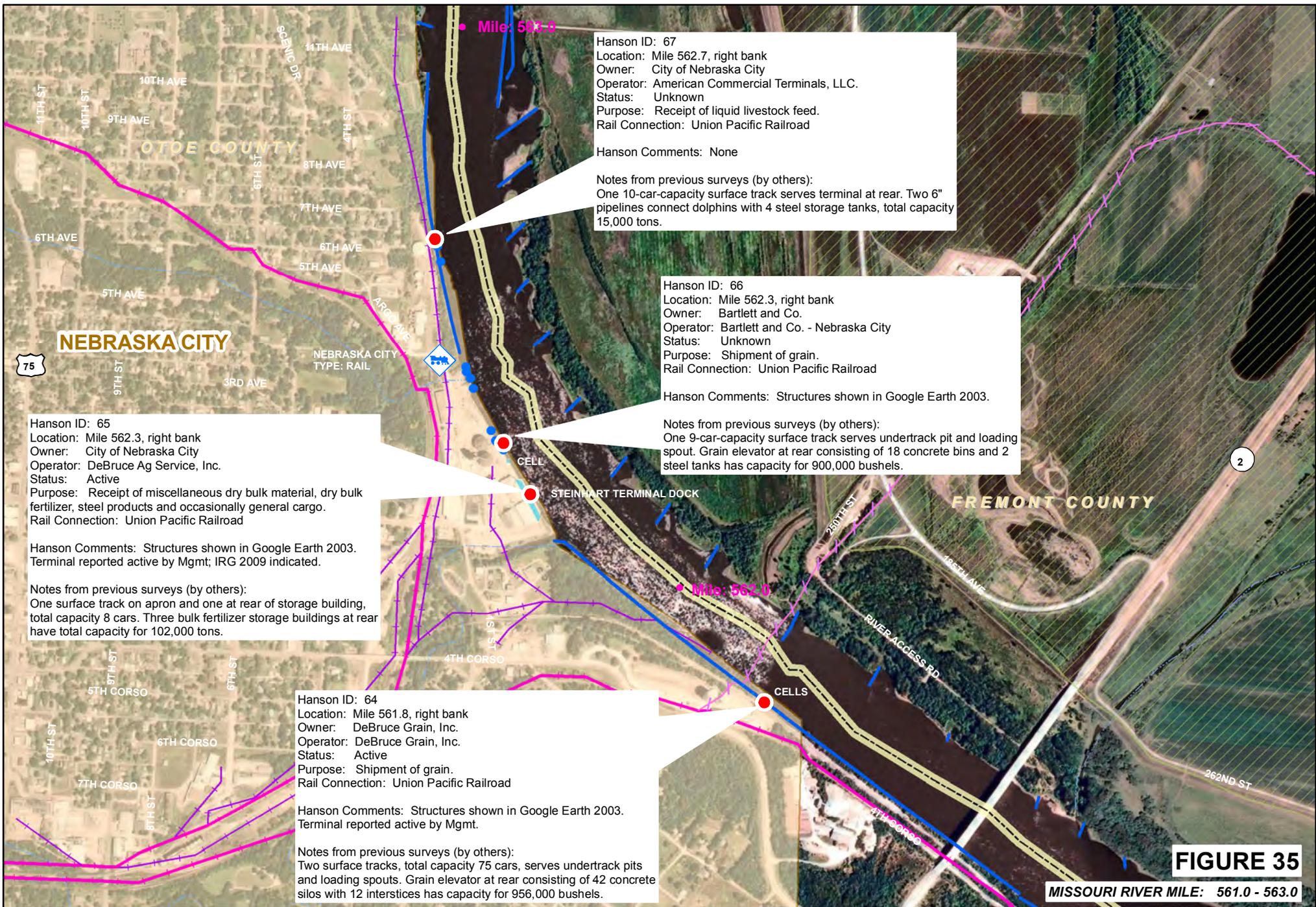


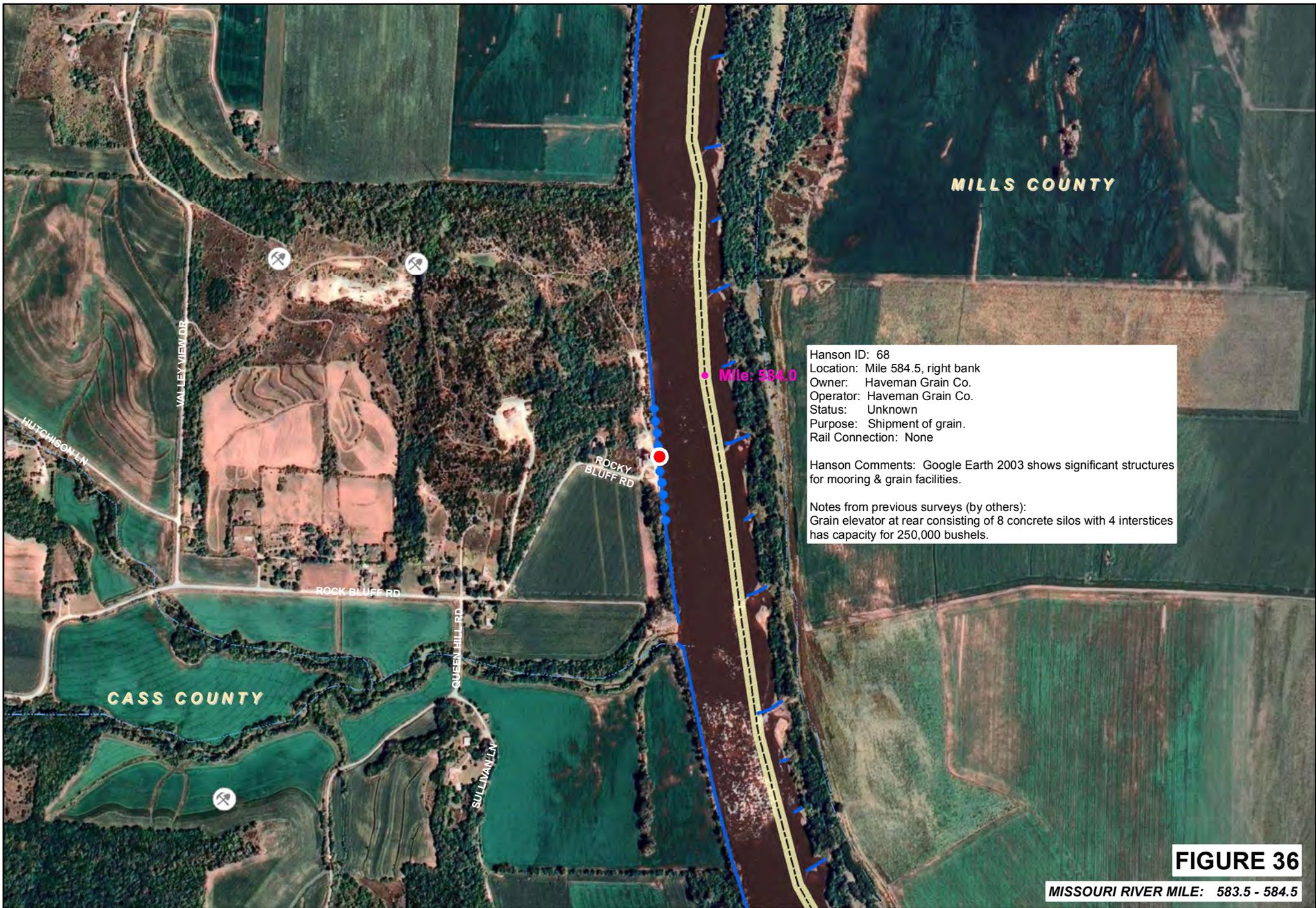
FIGURE 35

MISSOURI RIVER MILE: 561.0 - 563.0

SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



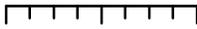
Hanson ID: 68
 Location: Mile 584.5, right bank
 Owner: Haveman Grain Co.
 Operator: Haveman Grain Co.
 Status: Unknown
 Purpose: Shipment of grain.
 Rail Connection: None

Hanson Comments: Google Earth 2003 shows significant structures for mooring & grain facilities.

Notes from previous surveys (by others):
 Grain elevator at rear consisting of 8 concrete silos with 4 interstices has capacity for 250,000 bushels.

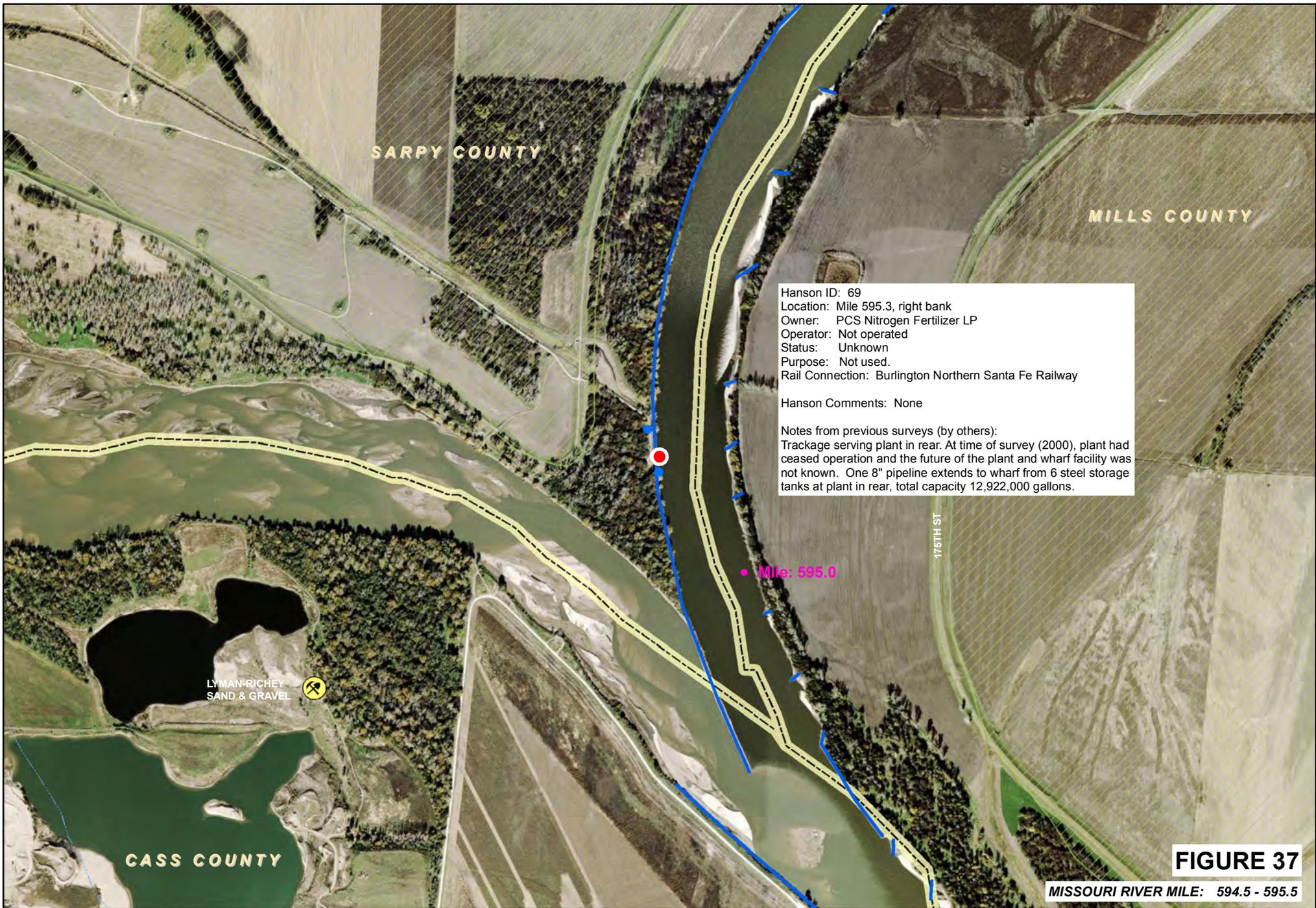
FIGURE 36

MISSOURI RIVER MILE: 583.5 - 584.5


 SCALE = 1: 12000



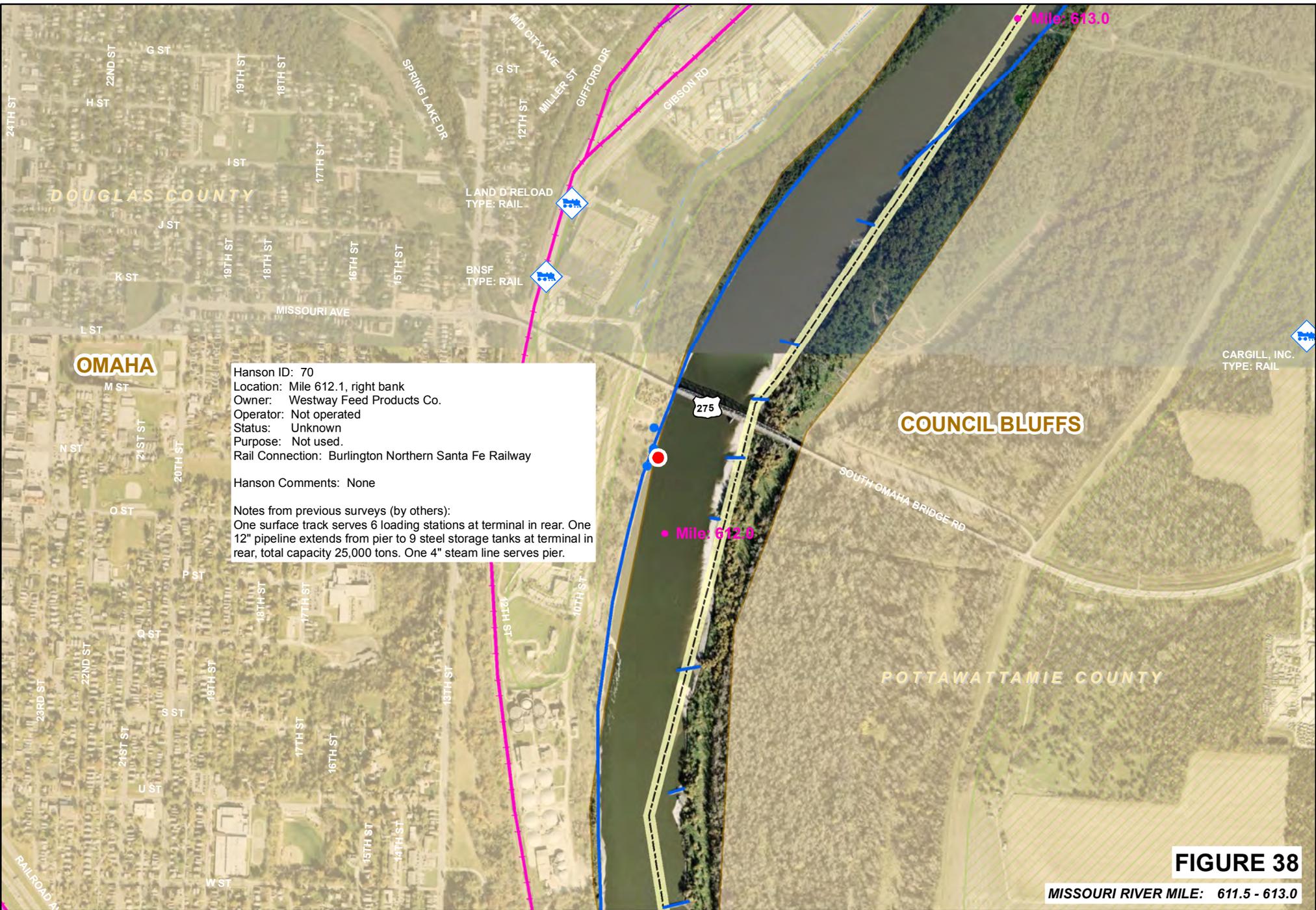
PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1: 12000



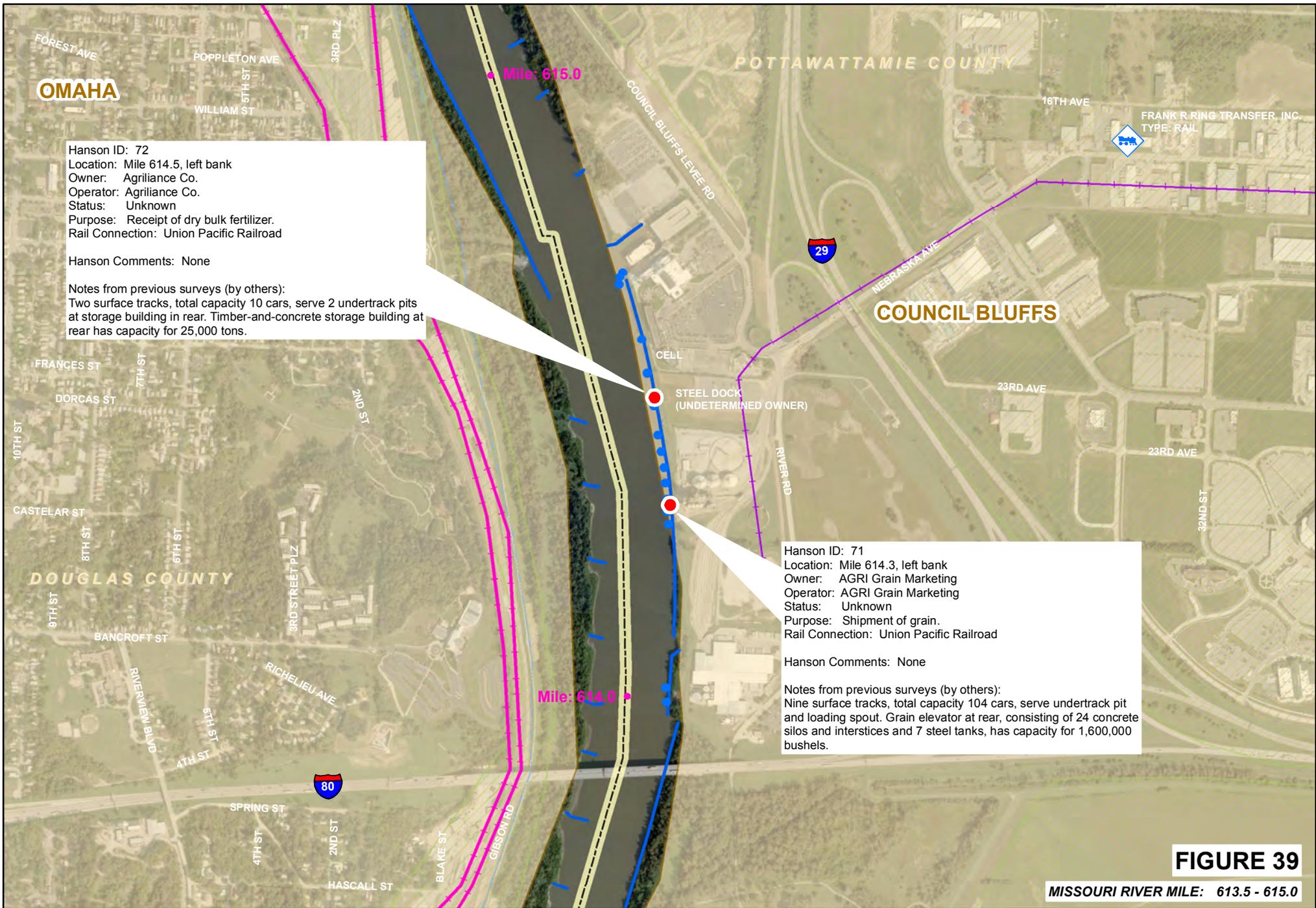
PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1: 12000



PROJECT NO.: 10H0011
 INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)



SCALE = 1:12000



PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
 (VERSION DATE: NOVEMBER 22, 2010)

2.6 Main Inventory Table

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
1	1	Central Stone Co.	Central Stone Co.	Mile 7.8, right bank	Active	Quarry at rear has unlimited storage for stone and sand. No river equipment; clients bring in their own. One surface track - not in service. Sand receiving about once a year. Clients pick up rock about once a year.	1
2	1	Central Stone Co.	Not operated	Mile 8.5, right bank	Inactive	Open storage area in rear has capacity for approximately 15,000 tons of sand. Asphalt plant uses land now. No facilities seen or used.	5
4	2	Leuke Hauling, Inc.	Joe Tori Dredging, Inc. (Fred Weber)	Mile 16.8, right bank	Active	Open storage area at rear has capacity for 30,000 tons of sand. Is in operation on occasion when needed. No river facilities. Equipment is floated in when needed.	6
5	3	Lafarge Corp	Limited Leasing	Mile 27.8, right bank	Active	Open storage area at rear has capacity for 30,000 tons of sand and 60,000 tons of material. Large land available in adjacent acres downstream of current yard. Interested in possible other uses of dock. Have done steel and salt in past.	1
6	3	Lafarge Corp	Limited Leasing	Mile 28.0, right bank	Active	Open storage area at rear has capacity for approximately 20,000 tons of material. Large land available in adjacent acres downstream of current yard. Interested in possible other uses of dock. Have done steel and salt in past.	1
7	3	City of St. Charles	City of St. Charles	Mile 28.8, left bank	Unknown	Mooring excursion vessels	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
8	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.5, left bank	Active	Barges anchor 40 feet offshore, crane moors inboard of barges and unloads into hopper on shore. Limestone quarry and open storage area for 80,000 tons of sand located in rear. Any new expansion unlikely due to Katy Trail Crossing. Could only handle conveyed material.	1
9	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.3, left bank	Active	Limestone quarry and open storage area for 80,000 tons of sand are located in rear.	1
10	5	Lafarge Corp	Limited Leasing	Mile 43.8, right bank	Unknown	Open storage area has capacity for approximately 80,000 tons of material.	1
11	6	Capital Sand Co.	Washington Sand Co., LLC	Mile 65.4, right bank	Active	Facility was moved in 2004. Large storage available. Only receives sand about once a year.	1
12	7	Maczuk Industries, Inc.	Maczuk Industries, Inc.	Mile 81.7, right bank	Inactive	Two 6-inch pipelines extend from wharf to 21 steel storage tanks at terminal in rear, total capacity 2,247,700 gallons. One 10-car capacity surface track; appears not in service. Pipeline available but tanks seem unconnected or moved.	3
13	8	Hermann Sand & Gravel, Inc.	Hermann Sand & Gravel, Inc.	Mile 96.9, left bank	Active	Open storage area at rear has capacity for 30,000 tons of sand. Capability to load outbound bulk material from truck.	1
14	9	United States Government	U.S. Army Corps of Engineers	Mile 104.5, left bank	Active	Facility is operated on a seasonal basis as necessary. One 2-inch, diesel fuel pipeline extends to bulkhead from one 10,000-gallon storage tank at rear. Appears active per Google.	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
15	10	Central Electric Power Cooperative	Central Electric Power Cooperative - Chamois	Mile 117.1, right bank	Inactive	Open storage area has capacity for 100,000 tons of coal. Two surface tracks with total capacity for 34 cars serve undertrack pit at open storage area. Dock intact; conveyor/hopper poor.	3
16	12	Jefferson City River Terminal, Inc.	Jefferson City River Terminal, Inc.	Mile 143, left bank	Active	Approximately 80 acres of open area are located in rear, 4 acres of which were developed for storage at time of survey. Ancillary facilities include a 15,000 square foot steel frame metal-covered warehouse. General cargo operations capability and other bulk. Dry cargo dock and equipment.	1
17	12	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 143.4, left bank	Active	Open storage area at rear has capacity for 80,000 tons of sand.	1
18	12	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 143.8, left bank	Active		1
19	13	Amoco Oil Co.	Not operated	Mile 148.6, left bank	Inactive	Formerly used for handling petroleum products. Unable to access or verify if pipelines exist on wharf. No shore facility observed or identified. Google indicates mooring still intact.	6
20	14	Capital Sand Co, Inc.	Capital Sand Co., Inc.	Mile 186.4, left bank	Active	Open storage area in rear has capacity for 65,000 tons of sand. Operating at time of survey.	1
21	15	Gavilon Fertilizer, LLC	Interstate Marine Terminals, Inc.	Mile 196.4, left bank	Inactive	One 8-inch pipeline extends from wharf to one 1,500,000 gallon liquid fertilizer storage tank; one 12-inch pipeline with two 6-inch barge connections extends to one 1,500,000 gallon molasses storage tank. No dockside pipelines identified to serve liquid storage tanks. Scale available. Dry bulk storage in good condition.	3

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
22	15	Capital Sand Co, Inc.	Capital Sand Co.	Mile 196.4, left bank	Active	Facility moved to lease space @ Interstate Marine Terminal. Inducement operation. Former River Mile 197 dock fronts casino; availability unknown. Open storage area at rear has capacity for 30,000 tons of sand.	1
23	16	Capital Sand Co., Inc.	Glasgow Sand Plant	Mile 226.2, left bank	Active	Open storage area at rear has capacity for 31,000 tons of sand. Operating at time of survey.	1
24	16	MFA Agri Services	MFA Agri Services - Glasgow	Mile 226.4, left bank	Inactive	Grain elevator at rear, consisting of 63 concrete silos and interstices, has capacity for 1,220,000 bushels. One surface track with capacity for 15 cars serves loading spout. Reported approximately \$40,000 for equipment repairs.	2
25	16	United States Government	U.S. Army Corps of Engineers	Mile 226.5, left bank		U.S. Army Corps of Engineers field office and small storage shed located at rear. Small dock area.	1
26	17	Brunswick River Terminal, Inc.	AgriServices of Brunswick LLC	Mile 256.2, left bank	Active	Steel and concrete A-frame storage building at rear has capacity for 45,000 tons of fertilizer. One 6-inch pipeline extends from wharf to 3 steel liquid fertilizer storage tanks, total capacity 15,000 tons. Two surface tracks with total capacity for 24 cars serve 2 undertrack pits.	1
27	18	Cooperative #1	Central Missouri AGRIService	Mile 262.8, right bank	Inactive	Grain elevator at rear consisting of 18 concrete silos with 20 interstices and two steel tanks not verified. At time of survey (2010), barge loading facility was inactive. Reported no barge loading since 90's.	4
28	19	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 286.9, left bank	Active	Open storage area at rear has capacity for 30,000 tons of sand.	1

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
29	20	Bartlett and Co.	Bartlett and Co. - Waverly	Mile 293.2, right bank	Inactive	Grain elevator at rear, consisting of 20 concrete silos and 7 interstices has total capacity for 1,380,000 bushels. One 6-inch pipeline extends from upper dolphin to one 5,500-ton-capacity liquid fertilizer storage. One surface track with capacity for five cars serves undertrack pit and loading spouts. Investment indicated approximately \$30,000.	2
30	20	Central Missouri AGRIService	Central Missouri AGRIService	Mile 293.4, right bank	Inactive	Grain elevator at rear, consisting of 29 concrete silos and interstices, three steel tanks, and one flat storage building has total capacity for 1,100,000 bushels. One surface track with capacity for 12 cars serves loading spout. Reported as generally good condition but upgrade needed.	2
31	21	division of Capital Sand Co., Inc.	Lexington Sand Co.	Mile 317.2, left bank	Active	Open storage area at rear has capacity for 70,000 tons of sand.	1
32	21	MFA Agri Services	MFA Agri Services - Lexington	Mile 318.2, right bank	Inactive	Grain elevator at rear consisting of three steel tanks has total capacity for 450,000 bushels. One surface track with capacity for 5 cars serves loading spout. Reported as generally good condition but est. \$90,000 needed.	2
33	22	Independence Power Corp.	Independence Power.- Missouri City	Mile 345.3, left bank	Inactive	Unable to verify plant operation status. Security reported no marine activity > 25 years. Some dock structure apparent.	5

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
34	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 354.7, right bank	Active	Two 10-inch pneumatic pipelines extend to wharf from 20 concrete silos with 8 interstices at cement plant in rear, total capacity 55,000 tons. A 60-foot long steel sheet pile bulkhead located upstream of wharf. Two surface tracks serve cement plant in rear. Facility can load outbound pneumatically (no barge service).	1
35	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 355.8, right bank	Active	Storage dome served from wharf has capacity for 9,000 tons of bulk fertilizer. Two A-frame bulk storage buildings at site, total capacity 8,000 tons are served only by rail and truck. Two surface tracks with total capacity for 25 cars serve undertrack pit at bulk storage buildings in rear. Facility in good condition for unloading cement products (no barge service).	1
36	23	BP Amoco Oil Co.	BP Amoco Oil Inc.	Mile 356.5, right bank	Inactive	Two 8-inch pipelines (not in use at time of survey) extend from wharf to 14 steel storage tanks at terminal in rear; total capacity 1,200,000 barrels. Trackage serving terminal at rear. Google Earth review.	4
37	23	AK Asset Management Co.	Sheffield Station Industrial Park	Mile 357.6, right bank	Inactive	Five acres of open storage area are located at rear. At time of last inventory (2000-2001) entire area was undergoing redevelopment. Ex ARMCO Steel facility. Access was denied. Unable to confirm ownership or status. Google review.	5
38	24	Holliday Sand and Gravel Co.	Holliday Sand and Gravel Co-Randolph	Mile 360, left bank	Active	Open storage area at rear has capacity for 100,000 tons of material.	1

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
39	24	Conoco Phillips Inc.	Conoco Phillips - Asphalt Terminal	Mile 360.6, left bank	Active	One 10" pipeline extends from wharf to 5 steel, asphalt storage tanks, total capacity 170,000 barrels. Two 6" pipelines extend to 2 caustic soda storage tanks, total cap. 1,276,000 gallons. One 6-car capacity track serves terminal in rear.	1
40	24	Bartlett Grain Co.	Bartlett Grain - Kansas City	Mile 361.1, left bank	Inactive	Grain elevator at rear consisting of 16 concrete silos with 23 interstices and 126 bins has total capacity for 3,824,000 bushels. Four surface tracks with total capacity for 65 cars serve undertrack pit and loading spouts. Google indicates some structural work may be needed.	3
41	24	Cargill Inc.	Cargill Inc. - Chouteau	Mile 361.6, left bank	Inactive	Grain elevator at rear consisting of 6 concrete silos with 34 interstices and bins and one steel tank has total capacity for 900,000 bushels. Four surface tracks with total capacity for 45 cars serve undertrack pit and loading spouts. Reported as some visual inspection done.	2
42	25	American Compressed Steel, Inc.	American Compressed Steel, Inc.	Mile 366.8, right bank	Inactive	Scrap metal processing facility located in rear. One surface track serves facility in rear. No track tie-in. No activity witnessed. Google indicates an apparent dock structure, but nothing else.	4
43	25	City of Kansas City	Port of Kansas City	Mile 367.1, right bank	Inactive	Seven compartmented storage buildings and one storage dome in rear have total capacity for 60,000 tons of bulk materials. Facility is idle. Surface track serves facility in rear. No track tie-in. Several spot system upgrades could place bulk in service.	3

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
44	25	The Kansas City-Wyandotte County Joint Port Authority	Bartlett and Company	Mile 367.6, right bank	Inactive	Grain elevator on opposite side of Fairfax Trafficway in rear, consisting of 492 concrete silos and interstices and 7 steel tanks, has total capacity for 10,000,000 bushels. Trackage with capacity for 72 cars serves undertrack pits and loading spouts at grain elevator in rear. Overhead gallery to wharf through public levee ind. development.	2
45	25	Williams Energy Services Co. (reported)	Conoco Phillips	Mile 368.3, right bank	Inactive	Trackage at terminal in rear. One 8-inch pipeline on wharf was blanked at time of last infrastructure inventory (2000-2001). Access denied but marine structure identified. Condition unknown. Google indicates infrastructure is apparently intact.	3
46	26	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-Kansas City	Left bank, mile 371.8	Active	Open storage area at rear has capacity for 100,000 tons of material.	1
47	26	Bartlett Grain Company	Bartlett Grain - Fairfax	Mile 373, right bank	Inactive	Grain elevator at rear, consisting of 220 concrete silos and interstices and 7 steel tanks, has total capacity for 10,000,000 bushels. Three surface tracks with total capacity for 62 cars serve 2 undertrack pits and 2 loading spouts. Reported as mechanical not operating.	2
48	27	Intercontinental Engineering-Manufacturing Corp.	Intercontinental Engineering-Manufacturing Corp.	Mile 375.7, left bank	Active	Fabrication plant for winch equipment and heavy machinery predominately for offshore oil industry located in rear. Five barges can be moored at shore moorings along bank at upper side of wharf. One surface track at rear of wharf joins additional plant trackage.	1

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
49	28	Massman Construction Co., Inc.	Massman Construction Co., Inc.	Mile 385, left bank	Inactive	One surface track serves storage yard in rear. Contractors equipment storage yard is located in rear. Could not find location & appears inactive. Google indicates no infrastructure.	6
50	28	Westway Terminal Co.	Westway Terminal Co.	Mile 386.4, right bank	Active	One 6-inch, calcium chloride pipeline extends from wharf to 2 steel storage tanks, total capacity 275,000 gallons; and one 8-inch asphalt pipeline extends to 7 steel storage tanks; total capacity 162,820 barrels. One 4-inch pipeline extends from wharf. Reported by Conoco Phillips as active. One surface track serving 2 loading spouts. Appears active and intact - reported by others and Google.	4
51	28	ADM/Growmark, subsidiary of Archer-Daniels-Midland Co.	ADM/Growmark, - Wolcott	Mile 386.6, right bank	Inactive	Grain elevator at rear consisting of 73 concrete silos and interstices and 2 steel tanks has total capacity for 2,300,000 bushels. Additional berthing space for 4 empty and 4 loaded barges is available at shore moorings located above and below wharf. Three surface tracks; total capacity 60 cars; serves 3 undertrack pits and loading spout. Google indicates marine structures intact.	3
52	29	Chemtronics, Inc.	Chemtronics, Inc.	Mile 395.9, right bank	Inactive	One 6-inch pipeline extends from work platform to 4 steel storage tanks at rear. One surface track; capacity 5 cars; serves terminal at rear. Track may not be serviceable.	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
53	30	Bartlett Grain Company	Bartlett Grain - Atchison	Right bank, mile 421.0	Inactive	Grain elevator at rear consisting of 36 concrete silos and interstices has capacity for 950,000 bushels. Three surface tracks; total capacity 81 cars; serves undertrack pits and loading spouts. Structure appears sound. Facility review - Google Earth.	3
54	30	Unknown	Not operated	Mile 421.1, right bank	Inactive	Could not find location and no shoreside business. MapQuest and Google indicate shoreside facility is gone, but small dock shows on river. No moorings.	6
55	30	Maczuk, Industries, Inc.	Maczuk, Industries, Inc.	Mile 423.1, right bank	Inactive	One 8-inch pipeline extends from wharf to 5 steel storage tanks at rear, total capacity 1,965,000 gallons. No dock pipelines or marine structure identified. Reported closed.	5
56	31	Ag Processing, Inc.	Ag Processing, Inc.	Mile 446, left bank	Inactive	One 6-inch pipeline extends to wharf from 2 steel, soybean oil, storage tanks at processing plant in rear, total capacity 11,750 tons; in addition one 200-ton soybean meal storage tank is located at plant. Plant trackage in rear. Facility and moorings seem intact - Google & MapQuest	3
57	31	Bartlett Grain Company	Bartlett and Co. - St. Joseph	Mile 446.6, left bank	Inactive	Grain elevator at rear, consisting of 3 steel silos, has capacity for 963,000 bushels. Grain is received by truck for shipment by barge. Four surface tracks with capacity for 75 empty and 40 loaded cars serve undertrack pits and 3 loading spouts. Load out looks intact but long run may require larger investment - Google & MapQuest.	3

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
58	31	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-St. Joseph	Mile 447.5, left bank	Active	Open storage area at rear has capacity for 75,000 tons of material.	1
59	32	White Cloud Grain Co., Inc.	White Cloud Grain Co., Inc.	Mile 488, right bank	Inactive	Grain elevator at rear consisting of 12 concrete silos with 16 interstices has total capacity for 800,000 bushels. One 6-inch pipeline extends from wharf to 5 steel, liquid-fertilizer storage tanks at rear, total capacity 9,600 tons. Looks like fertilizer receipt facility - Google dtd 6/22/09	6
60	33	Maczuk Industries	Maczuk Industries-Craig Terminal	Mile 503, left bank	Inactive	One 6-inch pipeline on loading platform connects with four 6-inch pipelines extending to 5 steel storage tanks at terminal in rear, total capacity 2,529,800 gallons. Reported out of business by owner.	6
61	34	Brownville Development Corp.	Brownville Development Corp.	Mile 535.1, right bank	Unknown	MV "Spirit of Brownville" and MV "Belle of Brownville" operate summer river cruise schedule from wharf. Brownville Recreation Area at rear is administered by State of Nebraska Game and Parks Department. No freight development applicability.	6
62	34	Searcy Grain	Searcy Grain	Mile 535.2, right bank	Unknown	Grain elevator in rear consisting of a concrete storage building with 7 bins and 7 steel storage tanks has total capacity for 357,000 bushels. Structures shown Google 2006 but not validated.	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
63	34	Bunge Corp.	Bunge Corp. - Brownville, NE	Mile 535.4, right bank	Unknown	Grain elevator atop hill at rear consisting of 8 concrete silos with 10 interstices and 17 steel tanks has capacity for 842,000 bushels. No vehicles or trucks shown on property. Status unknown.	6
64	35	DeBruce Grain, Inc.	DeBruce Grain, Inc.	Mile 561.8, right bank	Active	Grain elevator at rear consisting of 42 concrete silos with 12 interstices has capacity for 956,000 bushels. Two surface tracks; total capacity 75 cars, serves undertrack pits and loading spouts. Structures shown on Google 2003 - terminal reported active by Mgmt. Outside of study area.	6
65	35	City of Nebraska City	DeBruce Ag Service, Inc.	Mile 562.3, right bank	Active	Three bulk fertilizer storage buildings at rear have total capacity for 102,000 tons. One surface track on apron and one at rear of storage building. Total capacity 8 cars. Structures shown Google 2003 - terminal reported active by Mgmt; IRG 2009 indicated. Outside of study area.	6
66	35	Bartlett and Co.	Bartlett and Co.- Nebraska City	Mile 562.3, right bank	Unknown	Grain elevator at rear consisting of 18 concrete bins and 2 steel tanks has capacity for 900,000 bushels. One 9-car capacity surface track serves undertrack pit and loading spout. Structures shown on Google 2003. Outside of study area.	6
67	35	City of Nebraska City	American Commercial Terminals, LLC	Mile 562.7, right bank	Unknown	Two 6-inch pipelines connect dolphins with 4 steel storage tanks, total capacity 15,000 tons. One 10-car capacity surface track serves terminal at rear. Outside of study area.	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
68	36	Haveman Grain Co.	Haveman Grain Co.	Mile 584.5, right bank	Unknown	Grain elevator at rear consisting of 8 concrete silos with 4 interstices has capacity for 250,000 bushels. Google 2003 shows significant structures for mooring and grain facility. Outside of study area.	6
69	37	PCS Nitrogen Fertilizer LP	Not operated	Mile 595.3, right bank	Unknown	At time of last infrastructure survey (2000-2001), plant had ceased operation and the future of the plant and wharf facility was not known. One 8-inch pipeline extends to wharf from 6 steel storage tanks at plant in rear, total capacity 12,922,000 gallons. Trackage serving plant in rear. Outside of study area.	6
70	38	Westway Feed Products Co.	Not operated	Mile 612.1, right bank	Unknown	One 12-inch pipeline extends from pier to 9 steel storage tanks at terminal in rear, total capacity 25,000 tons. One 4-inch steam line serves pier. One surface track serves 6 loading stations at terminal in rear. Outside of study area.	6
71	39	AGRI Grain Marketing	AGRI Grain Marketing	Mile 614.3, left bank	Unknown	Grain elevator at rear, consisting of 24 concrete silos and interstices and 7 steel tanks, has capacity for 1,600,000 bushels. Nine surface tracks; total capacity 104 cars; serves undertrack pit and loading spout. Outside of study area.	6
72	39	Agriliance Co.	Agriliance Co.	Mile 614.5, left bank	Unknown	Timber-and-concrete storage building at rear has capacity for 25,000 tons. Two surface tracks; total capacity 10 cars; serves 2 undertrack pits at storage building in rear. Outside of study area.	6

Hanson ID	Figure No	Owner	Operator	Location	Status	Comments	Condition No.
105	11	Capital Sand & Gravel	Capital Sand & Gravel	Mile 138.5, left bank	Unknown	Spud Barge (dredge) area – Equipment landing area. MapQuest review shows some barges on bank. Crane and equipment transfer and connector to CR 4038. Reported as having new crane and cell.	6
106	12	Capital Sand Company	Capital Sand Company	Mile 142.3, left bank	Active	Possibly mooring for cement barge fleet. Barge fleeting capacity estimated at 12 hoppers. All barges of same configuration. Secured to bank; fixed points.	1
107	13	Unknown	Unknown	Mile 146.8, left bank	Unknown	Inventory and conveyor on MapQuest 2010.	6
118	29	US Government	US Coast Guard - Leavenworth	Mile 397.3, right bank	Unknown	Unknown	6
123	31	St. Joseph Regional Port Authority	Kinder Morgan Terminals	Mile 448, left bank	Active	Facility 8 years old with good paved entry to terminal. Open storage only. Dock cell for loading and mooring cells. Single rail track alignment for terminal work.	1
128	49	Unknown	Slack Water Slip - Plattsmouth NE	Mile 591.2, right bank	Unknown	Unknown - outside of study area. Google 2003 - new const. MapQuest matured, but no structures.	6
129	51		Slack Water Slip - Marina; Bellevue NE	Mile 600.7, right bank	Unknown	Unknown - outside of study area	6
134	15		Old site for #22 Capital Sand - Booneville		Unknown	Dock at foot of Isle Capi Casino across UPRR Track. May be suitable for tying off barges if permitted by owner. Not accessible.	6

2.7 Commodities by Facility Table

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
1	1	Central Stone Co.	Central Stone Co.	Mile 7.8, right bank	Active				X			
2	1	Central Stone Co.	Not operated	Mile 8.5, right bank	Inactive				X			
4	2	Leuke Hauling, Inc.	Joe Tori Dredging, Inc. (Fred Weber)	Mile 16.8, right bank	Active				X			
5	3	Lafarge Corp	Limited Leasing	Mile 27.8, right bank	Active				X			
6	3	Lafarge Corp	Limited Leasing	Mile 28.0, right bank	Active				X			
7	3	City of St. Charles	City of St. Charles	Mile 28.8, left bank								
8	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.5, left bank	Active				X			
9	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.3, left bank	Active				X			
10	5	Lafarge Corp	Limited Leasing	Mile 43.8, right bank					X			
11	6	Capital Sand Co.	Washington Sand Co., LLC	Mile 65.4, right bank	Active				X			
12	7	Maczuk Industries, Inc.	Maczuk Industries, Inc.	Mile 81.7, right bank	Inactive			X				

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
13	8	Hermann Sand & Gravel, Inc.	Hermann Sand & Gravel, Inc.	Mile 96.9, left bank	Active				X			
14	9	United States Government	U.S. Army Corps of Engineers	Mile 104.5, left bank								
15	10	Central Electric Power Cooperative	Central Electric Power Cooperative - Chamois	Mile 117.1, right bank	Inactive	X						
16	12	Jefferson City River Terminal, Inc.	Jefferson City River Terminal, Inc.	Mile 143, left bank	Active				X		X	
17	12	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 143.4, left bank	Active				X			
18	12	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 143.8, left bank	Active							
19	13	Amoco Oil Co.	Not operated	Mile 148.6, left bank	Inactive							
20	14	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 186.4, left bank	Active				X			
21	15	Gavilon Fertilizer, LLC	Interstate Marine Terminals, Inc.	Mile 196.4, left bank	Inactive			X	X			
22	15	Capital Sand Co., Inc.	Capital Sand Co.	Mile 196.4, left bank	Active				X			
23	16	Capital Sand Co., Inc.	Glasgow Sand Plant	Mile 226.2, left bank	Active				X			

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
24	16	MFA Agri Services	MFA Agri Services - Glasgow	Mile 226.4, left bank	Inactive						X	
25	16	United States Government	U.S. Army Corps of Engineers	Mile 226.5, left bank	Unknown							
26	17	Brunswick River Terminal, Inc.	AgriServices of Brunswick LLC	Mile 256.2, left bank	Active			X			X	
27	18	Cooperative #1	Central Missouri AGRIService	Mile 262.8, right bank	Inactive						X	
28	19	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 286.9, left bank	Active				X			
29	20	Bartlett and Co.	Bartlett and Co. - Waverly	Mile 293.2, right bank	Inactive			X			X	
30	20	Central Missouri AGRIService	Central Missouri AGRIService	Mile 293.4, right bank	Inactive						X	
31	21	Division of Capital Sand Co., Inc.	Lexington Sand Co.	Mile 317.2, left bank	Active				X			
32	21	MFA Agri Services	MFA Agri Services - Lexington	Mile 318.2, right bank	Inactive			X			X	
33	22	Independence Power Corp.	Independence Power.- Missouri City	Mile 345.3, left bank	Inactive							
34	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 354.7, right bank	Active				X			
35	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 355.8, right bank	active			X				

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
36	23	BP Amoco Oil Co.	BP Amoco Oil Inc.	Mile 356.5, right bank	Inactive							
37	23	AK Asset Management Co.	Sheffield Station Industrial Park	Mile 357.6, right bank	Inactive							
38	24	Holliday Sand and Gravel Co.	Holliday Sand and Gravel Co-Randolph	Mile 360, left bank	Active				X			
39	24	Conoco Phillips Inc.	Conoco Phillips - Asphalt Terminal	Mile 360.6, left bank	Active		X	X				
40	24	Bartlett Grain Co.	Bartlett Grain - Kansas City	Mile 361.1, left bank	Inactive						X	
41	24	Cargill Inc.	Cargill Inc. - Chouteau	Mile 361.6, left bank	Inactive						X	
42	25	American Compressed Steel, Inc.	American Compressed Steel, Inc.	Mile 366.8, right bank	Inactive				X			
43	25	City of Kansas City	Port of Kansas City	Mile 367.1, right bank	Inactive			X	X			
44	25	The Kansas City-Wyandotte County Joint Port Authority	Bartlett and Company	Mile 367.6, right bank	Inactive						X	
45	25	Williams Energy Services Co. (reported)	Conoco Phillips	Mile 368.3, right bank	Inactive		X					
46	26	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-Kansas City	Left bank, mile 371.8	Active				X			

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
47	26	Bartlett Grain Company	Bartlett Grain - Fairfax	Mile 373, right bank	Inactive						X	
48	27	Intercontinental Engineering-Manufacturing Corp.	Intercontinental Engineering-Manufacturing Corp.	Mile 375.7, left bank	Active							X
49	28	Massman Construction Co., Inc.	Massman Construction Co., Inc.	Mile 385, left bank	Inactive					X		X
50	28	Westway Terminal Co.	Westway Terminal Co.	Mile 386.4, right bank	Active		X	X				
51	28	ADM/Growmark, subsidiary of Archer-Daniels-Midland Co.	ADM/Growmark, - Wolcott	Mile 386.6, right bank	Inactive						X	
52	29	Chemtronics, Inc.	Chemtronics, Inc.	Mile 395.9, right bank	Inactive			X				
53	30	Bartlett Grain Company	Bartlett Grain - Atchison	Right bank, mile 421.0	Inactive						X	
54	30	Unknown	Not operated	Mile 421.1, right bank	Inactive							
55	30	Maczuk, Industries, Inc.	Maczuk, Industries, Inc.	Mile 423.1, right bank	Inactive			X				
56	31	Ag Processing, Inc.	Ag Processing, Inc.	Mile 446, left bank	Inactive						X	
57	31	Bartlett Grain Company	Bartlett and Co. - St. Joseph	Mile 446.6, left bank	Inactive						X	

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
58	31	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-St. Joseph	Mile 447.5, left bank	Active				X			
59	32	White Cloud Grain Co., Inc.	White Cloud Grain Co., Inc.	Mile 488, right bank	Inactive			X			X	
60	33	Maczuk Industries	Maczuk Industries-Craig Terminal	Mile 503, left bank	Inactive			X				
61	34	Brownville Development Corp.	Brownville Development Corp.	Mile 535.1, right bank	Unknown							
62	34	Searcy Grain	Searcy Grain	Mile 535.2, right bank	Unknown						X	
63	34	Bunge Corp.	Bunge Corp. - Brownville, NE	Mile 535.4, right bank	Unknown						X	
64	35	DeBruce Grain, Inc.	DeBruce Grain, Inc.	Mile 561.8, right bank	Active						X	
65	35	City of Nebraska City	DeBruce Ag Service, Inc.	Mile 562.3, right bank	Active			X	X	X		
66	35	Bartlett and Co.	Bartlett and Co.-Nebraska City	Mile 562.3, right bank	Unknown						X	
67	35	City of Nebraska City	American Commercial Terminals, LLC	Mile 562.7, right bank	Unknown						X	
68	36	Haveman Grain Co.	Haveman Grain Co.	Mile 584.5, right bank	Unknown						X	
69	37	PCS Nitrogen Fertilizer LP	Not operated	Mile 595.3, right bank	Unknown							
70	38	Westway Feed Products Co.	Not operated	Mile 612.1, right bank	Unknown							

Hanson ID	Figure No	Owner	Operator	Location	Status	Commodities						
						Coal	Petro & Petro Products	Chemicals	Crude Materials	Mfg Goods	Food & Farm	Mfg Equip
71	39	AGRI Grain Marketing	AGRI Grain Marketing	Mile 614.3, left bank	Unknown						X	
72	39	Agriliance Co.	Agriliance Co.	Mile 614.5, left bank	Unknown			X				
105	11	Capital Sand & Gravel	Capital Sand & Gravel	Mile 138.5, left bank	Unknown							
106	12	Capital Sand Company	Capital Sand Company	Mile 142.3, left bank	Active							
107	13	Unknown	Unknown	Mile 146.8, left bank	Unknown				X			
118	29	US Government	US Coast Guard - Leavenworth	Mile 397.3, right bank	Unknown							
123	31	St. Joseph Regional Port Authority	Kinder Morgan Terminals	Mile 448, left bank	Active				X			
128	49	Unknown	Slack Water Slip - Plattsmouth NE	Mile 591.2, right bank	Unknown							
129	51		Slack Water Slip - Marina; Bellevue NE	Mile 600.7, right bank	Unknown							
134	15		Old site for #22 Capital Sand - Booneville		Unknown							

Coal Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Coal
15	10	Central Electric Power Cooperative	Central Electric Power Cooperative - Chamois	Mile 117.1, right bank	Inactive	X

Petroleum & Petroleum Products Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Petro & Petro Products
39	24	Conoco Phillips Inc.	Conoco Phillips - Asphalt Terminal	Mile 360.6, left bank	Active	X
45	25	Williams Energy Services Co. (reported)	Conoco Phillips	Mile 368.3, right bank	Inactive	X
50	28	Westway Terminal Co.	Westway Terminal Co.	Mile 386.4, right bank	Active	X

Manufactured Goods Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Mfg Goods
65	35	City of Nebraska City	DeBruce Ag Service, Inc.	Mile 562.3, right bank	Active	X
49	28	Massman Construction Co., Inc.	Massman Construction Co., Inc.	Mile 385, left bank	Inactive	X

Chemical Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Chemicals
12	7	Maczuk Industries, Inc.	Maczuk Industries, Inc.	Mile 81.7, right bank	Inactive	X
21	15	Gavilon Fertilizer, LLC	Interstate Marine Terminals, Inc.	Mile 196.4, left bank	Inactive	X
26	17	Brunswick River Terminal, Inc.	AgriServices of Brunswick LLC	Mile 256.2, left bank	Active	X
29	20	Bartlett and Co.	Bartlett and Co. - Waverly	Mile 293.2, right bank	Inactive	X
32	21	MFA Agri Services	MFA Agri Services - Lexington	Mile 318.2, right bank	Inactive	X
35	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 355.8, right bank	Active	X
39	24	Conoco Phillips Inc.	Conoco Phillips - Asphalt Terminal	Mile 360.6, left bank	Active	X
43	25	City of Kansas City	Port of Kansas City	Mile 367.1, right bank	Inactive	X
50	28	Westway Terminal Co.	Westway Terminal Co.	Mile 386.4, right bank	Active	X
52	29	Chemtronics, Inc.	Chemtronics, Inc.	Mile 395.9, right bank	Inactive	X
55	30	Maczuk, Industries, Inc.	Maczuk, Industries, Inc.	Mile 423.1, right bank	Inactive	X
59	32	White Cloud Grain Co., Inc.	White Cloud Grain Co., Inc.	Mile 488, right bank	Inactive	X
60	33	Maczuk Industries	Maczuk Industries-Craig Terminal	Mile 503, left bank	Inactive	X
65	35	City of Nebraska City	DeBruce Ag Service, Inc.	Mile 562.3, right bank	Active	X
72	39	Agriliance Co.	Agriliance Co.	Mile 614.5, left bank	Unknown	X

Crude Materials Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Crude Materials
1	1	Central Stone Co.	Central Stone Co.	Mile 7.8, right bank	Active	X
2	1	Central Stone Co.	Not operated	Mile 8.5, right bank	Inactive	X
4	2	Leuke Hauling, Inc.	Joe Tori Dredging, Inc. (Fred Weber)	Mile 16.8, right bank	Active	X
5	3	Lafarge Corp	Limited Leasing	Mile 27.8, right bank	Active	X
6	3	Lafarge Corp	Limited Leasing	Mile 28.0, right bank	Active	X
8	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.5, left bank	Active	X
9	4	Lafarge Corp	Joe Tori Dredging, Inc.	Mile 31.3, left bank	Active	X
10	5	Lafarge Corp	Limited Leasing	Mile 43.8, right bank	Unknown	X
11	6	Capital Sand Co.	Washington Sand Co., LLC	Mile 65.4, right bank	Active	X
13	8	Hermann Sand & Gravel, Inc.	Hermann Sand & Gravel, Inc.	Mile 96.9, left bank	Active	X
16	12	Jefferson City River Terminal, Inc.	Jefferson City River Terminal, Inc.	Mile 143, left bank	Active	X
17	12	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 143.4, left bank	Active	X
20	14	Capital Sand Co, Inc.	Capital Sand Co., Inc.	Mile 186.4, left bank	Active	X
21	15	Gavilon Fertilizer, LLC	Interstate Marine Terminals, Inc.	Mile 196.4, left bank	Inactive	X
22	15	Capital Sand Co, Inc.	Capital Sand Co.	Mile 196.4, left bank	Active	X
23	16	Capital Sand Co., Inc.	Glasgow Sand Plant	Mile 226.2, left bank	Active	X
28	19	Capital Sand Co., Inc.	Capital Sand Co., Inc.	Mile 286.9, left bank	Active	X
31	21	Division of Capital Sand Co., Inc.	Lexington Sand Co.	Mile 317.2, left bank	Active	X
34	23	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	Mile 354.7, right bank	Active	X

Crude Materials Facilities (Continued)

Hanson ID	Figure No	Owner	Operator	Location	Status	Crude Materials
38	24	Holliday Sand and Gravel Co.	Holliday Sand and Gravel Co-Randolph	Mile 360, left bank	Active	X
42	25	American Compressed Steel, Inc.	American Compressed Steel, Inc.	Mile 366.8, right bank	Inactive	X
43	25	City of Kansas City	Port of Kansas City	Mile 367.1, right bank	Inactive	X
46	26	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-Kansas City	Left bank, mile 371.8	Active	X
58	31	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-St. Joseph	Mile 447.5, left bank	Active	X
65	35	City of Nebraska City	DeBruce Ag Service, Inc.	Mile 562.3, right bank	Active	X
107	13	Unknown	Unknown	Mile 146.8, left bank	Unknown	X
123	31	St. Joseph Regional Port Authority	Kinder Morgan Terminals	Mile 448, left bank	Active	X

Food & Farm Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Food & Farm
16	12	Jefferson City River Terminal, Inc.	Jefferson City River Terminal, Inc.	Mile 143, left bank	Active	X
24	16	MFA Agri Services	MFA Agri Services - Glasgow	Mile 226.4, left bank	Inactive	X
26	17	Brunswick River Terminal, Inc.	AgriServices of Brunswick LLC	Mile 256.2, left bank	Active	X
27	18	Cooperative #1	Central Missouri AGRIService	Mile 262.8, right bank	Inactive	X
29	20	Bartlett and Co.	Bartlett and Co. - Waverly	Mile 293.2, right bank	Inactive	X
30	20	Central Missouri AGRIService	Central Missouri AGRIService	Mile 293.4, right bank	Inactive	X
32	21	MFA Agri Services	MFA Agri Services - Lexington	Mile 318.2, right bank	Inactive	X
40	24	Bartlett Grain Co.	Bartlett Grain - Kansas City	Mile 361.1, left bank	Inactive	X
41	24	Cargill Inc.	Cargill Inc. - Chouteau	Mile 361.6, left bank	Inactive	X
44	25	The Kansas City-Wyandotte County Joint Port Authority	Bartlett and Company	Mile 367.6, right bank	Inactive	X
47	26	Bartlett Grain Company	Bartlett Grain - Fairfax	Mile 373, right bank	Inactive	X
51	28	ADM/Growmark, subsidiary of Archer-Daniels-Midland Co.	ADM/Growmark, - Wolcott	Mile 386.6, right bank	Inactive	X
53	30	Bartlett Grain Company	Bartlett Grain - Atchison	Right bank, mile 421.0	Inactive	X
56	31	Ag Processing, Inc.	Ag Processing, Inc.	Mile 446, left bank	Inactive	X
57	31	Bartlett Grain Company	Bartlett and Co. - St. Joseph	Mile 446.6, left bank	Inactive	X
59	32	White Cloud Grain Co., Inc.	White Cloud Grain Co., Inc.	Mile 488, right bank	Inactive	X
62	34	Searcy Grain	Searcy Grain	Mile 535.2, right bank	Unknown	X
63	34	Bunge Corp.	Bunge Corp. - Brownville, NE	Mile 535.4, right bank	Unknown	X
64	35	DeBruce Grain, Inc.	DeBruce Grain, Inc.	Mile 561.8, right bank	Active	X

Food & Farm Facilities (Continued)

Hanson ID	Figure No	Owner	Operator	Location	Status	Food & Farm
66	35	Bartlett and Co.	Bartlett and Co.-Nebraska City	Mile 562.3, right bank	Unknown	X
67	35	City of Nebraska City	American Commercial Terminals, LLC	Mile 562.7, right bank	Unknown	X
68	36	Haveman Grain Co.	Haveman Grain Co.	Mile 584.5, right bank	Unknown	X
71	39	AGRI Grain Marketing	AGRI Grain Marketing	Mile 614.3, left bank	Unknown	X

Manufactured Equipment Facilities

Hanson ID	Figure No	Owner	Operator	Location	Status	Mfg Equip
48	27	Intercontinental Engineering-Manufacturing Corp.	Intercontinental Engineering-Manufacturing Corp.	Mile 375.7, left bank	Active	X
49	28	Massman Construction Co., Inc.	Massman Construction Co., Inc.	Mile 385, left bank	Inactive	X

2.8 Road and Rail Connections Table

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
1	1	0.1	5.0	0.1	Concrete	Good	Tight Ramp Radii but truck navigable	0.2	N	N - Other side of US 67		Right at Access controlled US67/US367
2	1	0.1	5.0	0.1	Concrete	Good	Tight Ramp Radii but truck navigable	Adjacent	N	Y		Right at Access controlled US67/US367
3	1	0.1	5.0	0.1	Concrete	Good	Tight Ramp Radii but truck navigable	Adjacent	N	Y		Right at Access controlled US67/US367
4	1	0.1	7.5	10.0	Asphalt	Good	None	N	N	N - Other side of US 67		
5	3	0.2	2.5	2.5	Asphalt	Good	None	0.2	N	N - Missouri Bottom Road lies between - but road is dead end and not used		2 Miles form Access controlled MO 370
6	3	0.2	2.5	2.5	Asphalt	Good	None	0.5	N	N - Missouri Bottom Road lies between - but road is dead end and not used		2 Miles form Access controlled MO 370

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
7	0	0.6	0.9	1.5	Asphalt	Good	Historic area, old roadways	N	N	N - Katy Trail		Historic area, owned by City into Frontier Park, freight use highly unlikely
8	1	0.0	1.5	2.0	Concrete	Good	None	N	N	N - Katy Trail		Equidistant to two river crossings, I-70 and MO364
9	1	0.0	1.5	2.0	Concrete	Good	None	N	N	N - Katy Trail		Equidistant to two river crossings, I-70 and MO364
10	1	0.0	1.1	3.0	Asphalt	Good	Must Navigate Roundabout	N	N	N		
11	1	1.1	9.5	2.8	Asphalt	Good	Tight turns on road along with RR Crossing	0.5	N	Y - River Slough separates		Winds for short distance through residential area
12	1	1.5	24.0	15.0	Unknown	Fair	Tight curves in old downtown area with track crossing	Adjacent	N	Y		Narrow one-way loop streets in the downtown area

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
13	1	1.2	16.0	1.5	Gravel	Fair-Poor	Windy Gravel Road	N	N	N	Geometry and pavement possibly needed	
14	1	0.5	26.0	11.0	Appears to be Gravel	Unknown	None	0.5	N	N	Pavement	
15	1	0.2	38.0	22.5	Gravel	Unknown	None	On site	Y - On Site	Y		Rail Terminal onsite
16	3	0.5	1.1	30.0	Unknown	Good	None	N	N	N		Right at Access controlled MO 54 and MO 63
17	3	0.5	1.1	30.0	Unknown	Good	None	N	N	N		Right at Access controlled MO 54 and MO 63
18	3	0.5	1.1	30.0	Unknown	Good	None	N	N	N		Right at Access controlled MO 54 and MO 63
19	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
20	1	0.4	2.5	3.0	Asphalt	Unknown	None	N	N	N	Road goes through Rural Residential Area	Goes across slough or inland pool

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
21	1	0.3	4.0	0.6	Appears to be Gravel	Unknown	None	N	N	N		
22	0	0.3	3.5	0.4	N/A	N/A	N/A	Adjacent	N	Y - But no current facilities	No Access	
23	1	0.2	23.0	0.4	Asphalt	Unknown	None	Adjacent	Y - On Site	Y		New Glasgow bridge 10-16-2009
24	1	0.0	23.0	0.4	Asphalt	Fair	None	On site	Y - On Site	Y		New Glasgow bridge 10-16-2009
25	1	0.0	23.0	0.4	Asphalt	Fair	None	On site	Y - On Site	Y		New Glasgow bridge 10-16-2010
26	1	0.0	34.0	7.0	Concrete	Good	None	Adjacent	N	Y		Rail Crossing to get to main Road, possible room for siding to access rail
27	1	0.1	27.0	0.3	Unknown	Unknown	None	N	N	N		
28	1	1.0	23.0	6.0	Gravel	Unknown	None	N	N	N		
29	1	0.8	17.0	2.5	Asphalt	Unknown	None	Adjacent	Y - On Site	Y		New Bridge 8-25-2004

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
30	1	0.5	17.0	2.0	Asphalt	Unknown	None	Adjacent	Y - On Site	Y		New Bridge 8-25-2004
31	1	0.0	21.0	6.0	Concrete	Good	None	N	N	N		Was at old river crossing (Lexington Bridge) New Ike Skelton Bridge opened in 2005 2.3 miles down river
32	1	0.0	14.0	5.0	Asphalt	Good	Tight Turns once you cross RR tracks	Adjacent	N	Y		
33	1	0.0	12.0	7.0	Asphalt	Fair	None	Adjacent	N	Y		Rail Crossing to get to main Road, possible room for siding to access rail
34	1	1.7	10.0	2.5	Asphalt	Good	None	Adjacent	Y - On Site	Y		
35	2	3.0	11.0	3.5	Asphalt	Good	None	Adjacent	Y - 1.0	Y		
36	2	4.0	12.0	4.5	Asphalt	Good	None	Adjacent	Y - On Site	Y		

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
37	1	2.2	4.0	5.5	Appears to be Gravel - or Dirt	Unknown	Windy Road to get to terminal	Adjacent	Y - On Site	Y		Apparently connected to huge intermodal yard and industry needs to cross Blue River
38	1	0.0	0.6	1.2	Asphalt	Unknown	None	Adjacent	Y - On Site	Y - Across Birmingham Road		
39	1	0.0	1.6	2.2	Asphalt	Unknown	None	On site	Y - On Site	Y		
40	4	0.0	1.3	1.8	Asphalt	Unknown	None	On site	Y - On Site	Y		
41	2	0.0	1.5	2.0	Asphalt	Unknown	None	On site	Y - On Site	Y		
42	1	0.0	1.0	1.3	Asphalt	Unknown	None	On site	Y - On Site	Y		
43	1	0.0	1.2	1.5	Asphalt	Unknown	None	On site	Y - On Site	Y		
44	Multiple	0.0	0.4	0.5	Asphalt	Good	None	On site	Y - On Site	Y		
45	Multiple	0.0	1.2	1.4	Asphalt	Good	None	On site	Y - On Site	Y		
46	1	0.0	0.5	2.0	Asphalt	Good	None	Adjacent	N	Y		

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
47	1	0.5	2.1	1.6	Asphalt	Fair	None	Adjacent	Y - Adjacent	Y		
48	2	0.3	2.2	3.3	Gravel	Unknown	Some tight turns to get to river	On site	Y - On Site	Y		
49	1	0.4	4.4	7.0	Appears to be Gravel	Unknown	None	0.4	N	N		Close Rail Crossing off of River Road
50	1	0.2	2.4	4.2	Gravel	Unknown	None	Adjacent	Y - On Site	Y		Shares Access with Site 51
51	1	0.2	2.4	4.2	Gravel	Unknown	None	Adjacent	Y - On Site	Y		Shares Access with Site 50
52	1	0.0	12.0	2.5	Concrete	Good	None	Adjacent	N	Y		
53	1	1.3	23.0	3.5	Asphalt	Good	None	On site	N	Y		
54	1	1.2	23.0	3.4	Asphalt	Good	None	On site	N	Y		
55	Multiple	0.0	21.0	1.0	Asphalt	Unknown	None	N	N	N		
56	1	0.3	2.3	2.4	Unknown	Unknown	Some tight turns to get to river	On site	Y - On Site	Y		Multiple rail crossings to get to river
57	1	0.0	1.1	1.2	Concrete	Unknown	None	On site	Y - On Site	Y		

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
58	2	0.1	0.5	0.7	Concrete	Unknown	None	Adjacent	N	Y		
59	1	0.0	25.0	11.0	Asphalt	Unknown	None	N	N	N		
60	Multiple	0.0	9.0	9.0	Unknown	Unknown	None	N	N	N		
61	1	0.0	5.7	0.4	Concrete	Good	None	N	N	N		
62	1	0.1	5.7	0.4	Gravel	Unknown	None	N	N	N		
63	1	0.0	5.6	0.4	Asphalt	Good	None	N	N	N		
64	2	0.0	4.0	0.9	Asphalt	Fair	None	Adjacent	Y - 0.1	Y		
65	1	0.1	4.6	1.4	Gravel	Unknown	None	On site	Y - On Site	Y		Inactive Rail lines on site and in disrepair
66	1	0.1	4.6	1.5	Gravel	Unknown	None	On site	Y - On Site	Y		Inactive Rail lines on site and in disrepair
67	1	0.5	5.0	1.8	Gravel	Unknown	None	On site	Y - On Site	Y		Inactive Rail lines on site and in disrepair

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
68	1	1.5	15.0	12.0	Unknown	Unknown	Some tight turns to get to river	N	N	N		Plattsmouth Bridge is Toll Bridge
69	1	1.6	14.0	11.0	Appears to be Gravel - or Dirt	Unknown	None	N	N	N		Long Drive to site from roadway network
70	1	0.0	1.3	0.8	Asphalt	Unknown	None	Y - .25	Y - .75	Y		
71	1	0.0	0.3	2.4	Unknown	Unknown	None	Adjacent	Y - On Site	Y		
72	1	0.0	0.2	2.3	Unknown	Unknown	Driveway is very close to Casino Drive intersection	Adjacent	Y - 0.1	Y		
105	1	0.4	34.0	8.1	Unknown	Unknown	None	N	N	N		6.5 Miles form Access controlled US 54
106	1	0.6	31.0	2.8	Unknown	Unknown	None	N	N	N		2.2 Miles form Access controlled US 54
107	1	0.7	27.0	3.6	Appears to be Gravel	Unknown	None	N	N	N		
118	1	0.1	9.3	0.5	Appears to be Concrete	Unknown	None	Adjacent	N	Y		

2.8 Road and Rail Connections Table (Continued)

Hanson ID	Number of truck access points	Distance to Major Roadway (Miles)	Distance to Interstate System (Miles)	Distance to River Crossing (Miles)	Roadway Material	General Roadway Condition	Roadway Geometry Comments	Rail Line (Y/N) Distance? (Miles)	Rail Terminal (Y/N) Distance ? (Miles)	Apparent Adjacent Rail (Y/N)	Potential Access Improvements	Additional Comments
123	2	0.2	0.6	0.8	Appears to be Concrete	Unknown	None	On site	Y - On Site	Y		
134	0	0.3	3.5	0.4	N/A	N/A	N/A	Adjacent	N	Y - But no current facilities	No Access	

2.8.1 Comments on Needs to Improve Infrastructure

Waterside infrastructure needs can be divided into two distinct groups; 1) facilities infrastructure and 2) vessel operational support services infrastructure.

1. Facilities infrastructure requirements and needs were captured during the Task 2 site visits and are more fully identified in the following Water Facilities Needs Table. The Table more fully describes in estimated investment dollars the upgrades and improvements required at individual locations. Preliminary indications suggest that privately held facilities are generally in a better position to upgrade than public facilities, because of the investment required, the ability to make improvements in a timely fashion, and the time it takes to recognize economic benefits.

Public sector facilities on the other hand, require a significantly different approach to enhance infrastructure that includes securing funds through public or grant sources, potential market/feasibility studies for justification, and substantially more dollars required to complete the process of making improvements.

2. Vessel operational services (stevedoring, fuel service, etc.) are not purely related to infrastructure but are mainly related to developing a service business opportunity at an appropriate location. To some extent this business will develop based on demand driven by the successful implementation of future freight growth strategies. However, it is probably likely that staged growth in services will occur around existing underutilized mooring structures in locations where public property holdings and temporary moderate investment can meet near term needs. Additional vessel operational services will be required as long term freight growth occurs. Some of these requirements will include commitment (public or private) to other non-infrastructure elements such as; switch boats, topside and cleaning support equipment.

2.8.2 Water Facilities Needs

During the inventory development, each facility was categorized regarding the capability and condition of its existing infrastructure to support growth in freight. The six categories and their definitions are given in Section 2.1.2 above. Of the six categories, two of them include preliminary assumptions about investment needed to support growth in freight. Assessment Classification #2 and Assessment Classification #3 are the two for which preliminary investment numbers are given in the Water Facilities Needs Table under 2.8.3 below and discussed in 2.8. Assessment Classification #1 includes those facilities where existing infrastructure and equipment is or appears functional and does not appear to require initial investment. Assessment Classifications 4, 5, and 6 include those for which some information was obtained, but access to the site was limited and no evaluation could be made; equipment or infrastructure appeared or was reported to be missing but no evaluation could be made; and those for which no information was available.

At this point in the overall study it should be understood that the preliminary assumptions about cost given for Assessment Classifications 2 and 3 below may not include all of the costs necessary to support freight growth on the Missouri River. Additionally, the numbers presented are a mix of reported costs from stakeholders at the facilities and assumptions by Hanson based on similar facilities. The review and assumptions included do not constitute an inspection or formal evaluation of the condition or capabilities of the infrastructure or equipment. The actual investment necessary may be substantially more or less depending on cost of mobilization fluctuation in construction costs in general, availability of materials and contractors, additional identified deficiencies or needs, etc. As this study continues into the market assessment and development of Concepts of Operations, it will likely become more clear where additional infrastructure investment is required to support the identified markets and associated freight movements. Additionally, the presumably private investment required to create and sustain the operational support elements discussed in Section 2.8.4 below are not included as infrastructure investment and are not quantified at this time.

Water Facilities Needs Table

Hanson ID	MILE	BANK	Owner	Operator	Condition Category	Approximate Preliminary Needs Cost
1	8	Right	Central Stone Co.	Central Stone Co.	1	\$0
2	9	Right	Central Stone Co.	Not operated	5	Equipment not Present
4	17	Right	Leuke Hauling, Inc.	Joe Tori Dredging, Inc. (Fred Weber)	6	No Information Obtained
5	28	Right	Lafarge Corp	Limited Leasing	1	\$0
6	28	Right	Lafarge Corp	Limited Leasing	1	\$0
8	32	Left	Lafarge Corp	Joe Tori Dredging, Inc.	1	\$0
9	32	Left	Lafarge Corp	Joe Tori Dredging, Inc.	1	\$0
10	44	Right	Lafarge Corp	Limited Leasing	1	\$0
11	65	Right	Capital Sand Co.	Washington Sand Co., LLC	1	\$0
12	82	Right	Maczuk Industries, Inc.	Maczuk Industries, Inc.	3	\$200,000
13	97	Left	Hermann Sand & Gravel, Inc.	Hermann Sand & Gravel, Inc.	1	\$0
14	104	Left	United States Government	U.S. Army Corps of Engineers	6	No Information Obtained
15	117	Right	Central Electric Power Cooperative	Central Electric Power Cooperative-Chamois	3	\$300,000
16	143	Left	Jefferson City River Terminal, Inc.	Jefferson City River Terminal, Inc.	1	\$0
17	143	Left	Capital Sand Co., Inc.	Capital Sand Co., Inc.	1	\$0
18	144	Left	Capital Sand Co., Inc.	Capital Sand Co., Inc.	1	\$0
19	149	Left	Amoco Oil Co.	Not operated	6	No Information Obtained
20	186	Left	Capital Sand Co, Inc.	Capital Sand Co., Inc.	1	\$0
21	196	Left	Gavilon Fertilizer, LLC	Interstate Marine Terminals, Inc.	3	\$800,000
22	197	Right	Capital Sand Co, Inc.	Capital Sand Co.	1	\$0
23	226	Left	Capital Sand Co., Inc.	Glasgow Sand Plant.	1	\$0
24	226	Left	MFA Agri Services	MFA Agri Services - Glasgow	2	\$40,000
25	226	Left	United States Government	U.S. Army Corps of Engineers	1	\$0

Hanson ID	MILE	BANK	Owner	Operator	Condition Category	Approximate Preliminary Needs Cost
26	256	Left	Brunswick River Terminal, Inc.	AgriServices of Brunswick LLC	1	\$0
27	263	Right	Cooperative #1	Central Missouri AGRIService	4	No Assessment Made
28	287	Left	Capital Sand Co., Inc.	Capital Sand Co., Inc.	1	\$0
29	293	Right	Bartlett and Co.	Bartlett and Co. - Waverly	2	\$30,000
30	293	Right	Central Missouri Agriculture	Central Missouri Agriculture	2	\$75,000
31	317	Left	Division of Capital Sand Co., Inc.	Lexington Sand Co.	1	\$0
32	318	Right	MFA Agri Services	MFA Agri Services - Lexington	2	\$90,000
33	345	Left	Independence Power Corp.	Independence Power.- Missouri City	5	Equipment not Present
34	355	Right	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	1	\$0
35	356	Right	LaFarge Corp., Cement Group	LaFarge Corp., Cement Group	1	\$0
36	357	Right	BP Amoco Oil Co.	BP Amoco Oil Inc.	4	No Assessment Made
37	358	Right	AK Asset Management Co.	Sheffield Station Industrial Park.	5	Equipment not Present
38	360	Left	Holliday Sand and Gravel Co.	Holliday Sand and Gravel Co-Randolph	1	\$0
39	361	Left	Conoco Phillips Inc.	Conoco Phillips - Asphalt Terminal	1	\$0
40	361	Left	Bartlett Grain Co.	Bartlett Grain - Kansas City	3	\$150,000
41	362	Left	Cargill Inc.	Cargill Inc. - Chouteau	2	\$60,000
42	367	Right	American Compressed Steel, Inc.	American Compressed Steel, Inc.	4	No Assessment Made
43	367	Right	City of Kansas City	Port of Kansas City	3	\$500,000
44	368	Right	The Kansas City-Wyandotte County Joint Port Authority	Bartlett and Company	2	\$90,000
45	368	Right	Williams Energy Services Co. (reported)	Conoco Phillips	3	\$400,000
46	372	Left	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-Kansas City	1	\$0
47	373	Right	Bartlett Grain Company	Bartlett Grain - Fairfax	2	\$95,000

Hanson ID	MILE	BANK	Owner	Operator	Condition Category	Approximate Preliminary Needs Cost
48	376	Left	Intercontinental Engineering-Manufacturing Corp.	Intercontinental Engineering-Manufacturing Corp.	1	\$0
49	385	Left	Massman Construction Co., Inc.	Massman Construction Co., Inc.	6	No Information Obtained
50	386	Right	Westway Terminal Co.	Westway Terminal Co.	4	No Assessment Made
51	387	Right	ADM/Growmark, subsidiary of Archer-Daniels-Midland Co.	ADM/Growmark, - Wolcott	3	\$200,000
52	396	Right	Chemtronics, Inc.	Chemtronics, Inc.	6	No Information Obtained
53	421	Right	Bartlett Grain Company	Bartlett Grain - Atchison	3	\$150,000
54	421	Right	Unknown	Not operated	6	No Information Obtained
55	423	Right	Maczuk, Industries, Inc.	Maczuk, Industries, Inc.	5	Equipment not Present
56	446	Left	Ag Processing, Inc.	Ag Processing, Inc.	3	\$200,000
57	447	Left	Bartlett Grain Company	Bartlett and Co. - St. Joseph	3	\$150,000
58	448	Left	Holliday Sand and Gravel Co.	Holliday Sand and Gravel-St. Joseph	1	\$0
59	488	Right	White Cloud Grain Co., Inc.	White Cloud Grain Co., Inc.	6	No Information Obtained
60	503	Left	Maczuk, Industries	Maczuk, Industries-Craig Terminal	6	No Information Obtained
61	535	Right	Brownville Development Corp.	Brownville Development Corp.	6	No Information Obtained
62	535	Right	Searcy Grain	Searcy Grain	6	No Information Obtained
63	535	Right	Bunge Corp.	Bunge Corp. - Brownville, NE	6	No Information Obtained
64	562	Right	DeBruce Grain, Inc.	DeBruce Grain, Inc.	6	No Information Obtained
65	562	Right	City of Nebraska City	DeBruce Ag Service, Inc.	6	No Information Obtained
66	562	Right	Bartlett and Co.	Bartlett and Co.-Nebraska City	6	No Information Obtained
67	563	Right	City of Nebraska City	American Commercial Terminals, LLC	6	No Information Obtained
68	584	Right	Haveman Grain Co.	Haveman Grain Co.	6	No Information Obtained
69	595	Right	PCS Nitrogen Fertilizer LP	Not operated	6	No Information Obtained
70	612	Right	Westway Feed Products Co.	Not operated	6	No Information Obtained
71	614	Left	AGRI Grain Marketing	AGRI Grain Marketing	6	No Information Obtained

Hanson ID	MILE	BANK	Owner	Operator	Condition Category	Approximate Preliminary Needs Cost
72	614	Left	Agriliance Co.	Agriliance Co.	6	No Information Obtained
105	139	Left	Capital Sand & Gravel	Capital Sand & Gravel	6	No Information Obtained
106	142	Left	Capital Sand Company	Capital Sand Company	1	\$0
107	147	Left	Unknown	Unknown Sand & Gravel	6	No Information Obtained
123	448	Left	St. Joseph Regional Port Authority	Kinder Morgan Terminals	1	\$0
Preliminary TOTAL						\$3,530,000

2.8.2.2 Assessment Classification #2

ID 24 MFA Agri Services – Glasgow; \$40,000

Waterside infrastructure review indicates the basic mooring structures for securing barges alongside are intact and appear in acceptable condition and sufficient to stage multiple barges for loading. The elevator appears to have substantial grain capacity and a long elevated conveyor gallery extends from the elevator to the barge loading area. Structurally, it appears in good condition. A load spout is at the waterside end and has good outreach. Investment would have to be made in the material handling system equipment to upgrade conveyor motors, cables, and moving parts which have had no maintenance in some time.

ID 29 Bartlett and Company – Waverly; \$30,000

It was reported barge loading last occurred in 2006. The facility has assessed the elements necessary for reactivation if it appears economically viable to do so. The facility sits close to the riverside; therefore a long conveyor gallery is not required. The short gallery length and recent use of the facility just four years ago indicates only a modest investment is needed to reactivate. There are about six mooring cells and they appear to be in generally in good condition.

ID 30 Central Missouri Agriculture – Waverly \$75,000

It was reported the marine facility is generally in good condition, but the mechanical components of the conveyor system are in need of upgrade and repair. Access was not permitted to view the infrastructure. Visual long range observation and Google Earth/MapQuest review confirms some investment is required and the cost would be more than nearby facilities because the gallery run is much longer. Moorings were not observable from any position available at the time.

ID 32 MFI Agri Services – Lexington \$90,000

The General Manager and Regional Manager provided a very valuable status update of the facility. The facility's marine infrastructure is sound, but all cables, belts, moving parts and drag conveyor require extensive refurbishment to bring production to near acceptable levels. The facility is near waterside and the moorings and gallery look good. It was suggested that longer term improvements should include a productivity upgrade, as that has been identified in the past as a needed permanent improvement.

ID 41 Cargill Grain – Chouteau \$60,000

The local manager indicated the marine structures are apparently in good condition, however, some mechanical upgrades to conveyor portions of the system are required to become operational again. A recent review was done to estimate the cost to get the

facility back in service. The marine facility appears to be sturdy and in good condition. Moorings were not observed but were reported as in good condition.

ID 44 Bartlett & Company – Kansas City, KS \$90,000

No one responded to the inquiry to gain access to the marine facilities. The marine infrastructure and conveyor gallery was observable from a business park nearby. Observations included a very long conveyor gallery that was probably in excess of 100 yards from the elevator to the river. It crossed above railroad tracks, a major highway, and an industrial warehouse complex. The marine facilities observed appeared to be in good condition, but how long they have been idle is unknown. The grain elevator appears to be one of the largest with marine access. The gallery has been painted and the exterior looked good. The waterside configuration of load out spouts indicates good capacity and productivity potential, but they look as if some mechanical maintenance is needed. Moorings appear in good condition.

ID 47 Bartlett and Company – Fairfax \$95,000

A local supervisor contributed that he felt the marine infrastructure was in good condition but was not operable mechanically and would require additional work. Access to the waterside area was denied. Observation from a distance indicated a long run from the elevator to the river of the elevated gallery. The gallery was rusted and looked worn and in need of maintenance. It is presumed a large amount of mechanical work would be required to place the elevator into marine service.

2.8.2.3 Assessment Classification #3

ID 12 Maczuk Industries – New Haven \$200,000

The owner of the business indicated the commercial viability may be questionable given existing river management practices. Observation showed the transfer pipelines were apparently intact from waterside to the tank containment area. However, the tank connections appear not connected, and tank placements may have been altered or possibly removed within the former terminal layout. The internal tank farm system and integrity are in question and presumed to require additional work and inspection to bring to operating condition.

ID 15 Central Electric Power Coop – Chamois \$300,000

The Plant Manager discussed the existing situation and condition. Coal has been received via rail and some truck for over 20 years. Although the dock was reported intact, the material handling system is suspect and likely requiring significant investment. The material handling system was reported in “poor condition” with minimal available system components or structure.

ID 22 Gavilon Fertilizer (Howard Cooper Port Authority) \$800,000

The Port Director indicates the existing sheet pile structure observed has no structural integrity left and no suitable mooring is available. The dock adjoins a land area of less than 1 acre and is only 50% owned by the Port Authority with the remainder in the hands of a third party. This ownership may complicate actual improvement strategies for the facility. Gavilon's contiguous waterside land is unimproved.

ID 40 Bartlett and Company – North Kansas City \$150,000

No management was available to provide insight into the condition of the marine infrastructure at this facility. Based on other Bartlett facility condition opinions and considering the external observation taken, primary investment will probably have to be made in mechanical upgrades and the internal material handling system. The gallery condition appears satisfactory but waterside observation was not allowed. The estimate is based on similar improvements, but considers a much longer length of gallery mechanical improvements.

ID 43 City of Kansas City (Port of Kansas City Authority) \$500,000

A tour was provided of the facility; however the technical response to the existing condition was minimal. Some bulk handling capability is assumed to be the most obvious direction of funding needed to get the facility back in operation after being idle for a reported three years. Investment and maintenance was likely deferred for some period before suspension of operations. Conveyors will need some mechanical upgrade and an overall condition inspection. Notable are the following: 1) apparent bank erosion that will probably have to be partially mitigated, 2) dock cell structures capable for operations need to be inspected, certified and repaired 3) crane inspection and upgrades for cycle work to discharge bulk material via bucket. The crane was reported as having previously been in service before shutdown. Because of the risk of stevedore operations in this setting as well as the change to public ownership role, investment and upgrade required is likely to be substantial.

ID 45 Conoco Phillips – Kansas City KS \$400,000

An inability to access this facility or to review the infrastructure has necessitated a Google Earth review of infrastructure at the facility. It appears some infrastructure is intact however no record of actual liquid petroleum (probable refined products) transfer is known. The risk and regulatory requirements for placing this facility into marine operations would be extensive and probably included pipelines, fire protection systems, security updates or other substantial investment requirements.

2.8.3 Preliminary evaluation of existing infrastructure as it relates to its apparent suitability and sufficiency to facilitate and support the successful implementation of freight growth strategies

The review of existing infrastructure based on the widespread site visit assessments, anecdotal comments, and review of imagery available through various sources reveals the fundamental general condition to support freight growth is acceptable. It is important to recognize these fundamentals vary based on commodity classification, freight recovery adaptation and interest of public and private ownership commercial vitality.

For the greatest density of facilities such as sand and gravel operations, freight activity has been sustained and the multitude of facilities in this market are very active and not requiring infrastructure investment or enhancement. Infrastructure to support freight growth is adequate and commercial interests are apparently very adaptable to location adjustments or increased market opportunity.

Facilities and infrastructure supporting agricultural related dry bulk, such as fertilizers and grain, are resilient. The commodity lends itself to modal adaptability created by transportation rate differentials and origin/destination change mainly driven by world market opportunities. The evaluation indicates many of these facilities are well suited to adjust to freight growth opportunity with minimal, if any, investment. Several facilities handling dry bulk fertilizers have maintained continuing operations. As a consequence, infrastructure, including those for handling grain, has been maintained or is in active service. Dedicated grain facilities' marine infrastructure is in a different position. Although implementation of necessary improvements to accommodate freight growth strategy is required, the threshold of investment is generally limited to mechanical material handling components and not relatively high cost structural needs. Surprisingly, many firms were already evaluating or discussing the requirements to accommodate marine transportation activity should inland barge service recover.

Liquids infrastructure varies significantly based on specific commodity characteristics. The transportation risk of liquid products limits the number of transportation firms engaged in this service. Likewise, terminal infrastructure required makes entry and continuing operations more challenging to these liquid commercial ventures. Asphalt terminals are generally operated or used by major refiners for distribution and have continued to operate and maintain marine facilities. Liquid fertilizer terminals, particularly a number which relied heavily on marine transportation, are in a significant state of disrepair. Those which have maintained multi-modal options of rail, truck and/or marine have done well and maintained the infrastructure to continue service to support freight growth strategies. The number of viable liquid terminals positioned to take advantage of freight growth opportunities is modest.

An infrastructure weakness is found in the capability to handle general cargo which may include steel, containers, palletized or other loose cargo which may require unitized type

handling requirements. Few of the existing facilities have marine infrastructure suitable to accommodate large capacity lift machines or to support the weight and footprint associated with cranes, truck turn around space, cargo staging area, or large material handling rolling stock. The typical configuration required usually includes dock infrastructure paralleling the river in order to securely hold a barge to its face or a large dimension sheet pile cell of open design for this cargo type. Appropriate structures in good condition are available in the Jefferson City and St. Joseph areas. Other facilities that may develop into having such capability are in or near Kansas City, MO. Another facility that may be used for general cargo service is being planned in the Kansas City area. It is presently moving to public port control but substantial investment would be required to upgrade the facility to serve the general cargo market.

2.8.4 Operational Support

Although the Missouri River has a substantial number of waterside facilities in varied condition and suitability; the existing infrastructure related to towing operational support is minimal. The securing of barges and support services required to conduct towing operations under a line haul model is an important element toward improved economics. These services also reduce risk and downtime related to vessel breakdown and cargo operations.

Operational services are and could be any of the following:

- Fleeting & cleaning
- Fuel services
- Topside & auxiliary repairs
- Shipyard services

2.8.4.1 Fleeting and Cleaning

A review of the infrastructure inventory revealed no dedicated fleets in business at this time which formally advertise or conduct third party fleeting or barge cleaning services. A review of the *Inland River Guide 2009*, a publication of the Waterways Journal and recognized directory of inland waterways services, confirms this capability does not exist for third party service. Fleeting does exist in varied locations but is developed for and apparently operated as private fleet facilities associated with support of a particular facility. This situation does not imply third party requirements to tie off barges may be denied or excluded. It does suggest limited capacity designed for special purpose requirements would likely take priority over other needs and may make towing operations challenging for certain operators serving many discreet market demands.

Fleeting facilities generally provide cleaning services to barges and assist with meeting the demand to clean prior cargo residue from barges so other cargoes can be loaded back into them. This is an important service to enhance backhaul cargo capability for barge operators. No facilities of this nature for third party use were identified.

Most private facilities had limited berth capacity designed into the cargo transfer areas and likely had towboats stand by while transferring cargo.

Existing Apparent Fleeting:

- Above Hermann Sand, Hermann, MO LDB Mile 98 (reported not confirmed)
- Capital Sand & Gravel, near Jefferson City, Hanson Inventory ID #18 and #106, Mile 142, 143 LDB
- AgriServices Brunswick, MO LDB Mile 256 local capacity only
- St. Joseph Regional Port Authority, St. Joseph, MO LDB Mile 448, Hanson Inventory ID #123, local capacity only

Potential Fleeting Areas:

- Former Washington Sand Co. location, approximate MO RDB Mile 68. Reported good water and unused facility.
- Amoco Moorings MO LDB Mile 149, Hanson Inventory ID #19 – suitability and ownership question, distance approximately five miles from regional terminal demand
- Mile 197 RDB former berth of Capital Sand in front of the Isle of Capri Casino location at Mo RDB Mile 197, Hanson Inventory ID #134
- Port of Kansas City (Mid-West Terminal) – Mo RDB Mile 367, Hanson Inventory ID #43. Possible addition as a general services regional fleet as facility gets redeveloped, bank stabilized and crane operational.

2.8.4.2 Fuel Services

A review of the *Inland River Guide 2009* confirms this capability does exist on a limited basis. It appears service demand is probably minimal and delivery is made by truck which will have higher price thresholds compared to typical midstream or waterway fuel suppliers.

- Borchers Oil, Inc. Independence, MO (unable to obtain confirmation)
- Sapp Brothers Petroleum Omaha, NE (confirmed regional service offering)

2.8.4.3 Top Side, Auxiliary Repair and Shipyard Services

No facilities or organized entities exist to provide these services to the industry along the Missouri River. Most operators indicated ample services are available in the St. Louis area on the Mississippi River. As operation in the recent past has created the need for operators to bring barges to the Mississippi River, the operators have scheduled repair or dry docking during their visits to the St. Louis area. Marine transportation levels are apparently insufficient for private industry to undertake development of infrastructure to support these occasional needs on the Missouri.

Electronic and technical diesel needs can be met through call out services from St. Louis that are within driving range for this demand and railroad diesel and auxiliary power suppliers servicing other large transportation equipment regionally.

Section 3.0

Site Visit Reports



Hanson ID No: 1 – Fig. 01

Commercial Name

Central Stone Co.

Location

City	Florissant
State	MO
River Mile	7.8
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private
Purpose	Dry Receipt of sand and shipment of stone. Sand received about once a year. Clients pick up rock about once a year.

Landside Terminal

Active – good working condition

Infrastructure

Docks and Wharfs	
Open Storage	Quarry at rear has unlimited storage for stone and sand.
Warehouse	N/A
Tank Farm	N/A
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Cranes, trackmobile(s), conveyors. Have movable drawbridge style ramp on barge where trucks can back onto and load rock.
Connections	BNSF rail spur that is currently unused but was reason for purchase of west property. Very close to rail river crossing, interstate system, and river crossing.

Other Notes

Quarry has no river equipment. Companies wanting to use dock facility hire their own river operators and equipment. Limited leasing also uses their dock +/- once a year when they need sand.



Hanson ID No: 2 – Fig. 01

Commercial Name

Central Stone Co.

Location

City	Florissant
State	MO
River Mile	8.5
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private
Purpose	Not used

Landside Terminal

Inactive

Infrastructure

Docks and Wharfs	
Open Storage	Open storage in rear has capacity for approximately 15,000 tons of sand
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	
Connections	BNSF rail connection

Other Notes

Asphalt plant uses land now. No facilities seen or used.



Hanson ID No: 4 – Fig. 2

Commercial Name **Lueke Hauling – Riverview Quarry**

Location

City	Florissant
State	MO
River Mile	16.8
Descending Bank	Right

Marine Terminal

Cargo Facilities	Dry
Purpose	Receipt of sand

Landside Terminal

Private active – good working condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	N/A
Tank Farm	N/A
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Conveyors
Connections	Hard to get to. Far from interstate system

Other Notes

No river equipment on site. Fred Weber operates river equipment. Floats equipment to site when needed.



Hanson ID No: 5 & 6 – Fig. 3

Commercial Name **Lafarge Corp. (Prev. St. Charles Sand Co.)**

Location

City	Bridgeton
State	MO
River Mile	27.8 & 28
Descending Bank	Right

Marine Terminal

Cargo Facilities	Private
Purpose	Dry Sand only. At one time salt, haydite, and steel beams.

Landside Terminal

Active – good working condition

Infrastructure

Docks and Wharfs	Open dock. Large land available for sand storage. Many adjacent acres downstream of current yard could be developed if business dictated.
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Open Storage	
Warehouse	N/A
Tank Farm	N/A

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Cranes, trackmobile(s), conveyors. Sand equipment is in good to very good condition. Dock areas are good and usable; in good repair. Lots of capacity potential. There are three locations for docking all with 800 amp electrical service.

Connections	Nearby rail spur, not on property. Very close to rail river crossing, interstate system and river crossing.
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Other Notes

Would like consistent water depth to spark business. Interested in possible other uses of dock. Believe there is untapped capacity and potential for the river.



Hanson ID No: 8, 9 – Fig. 4

Commercial Name**Lafarge Corp. St. Charles Dock**

Location

City	St. Charles
State	MO
River Mile	31.3 & 31.5
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Dry Receipt of sand

Landside Terminal

Active – good working condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	N/A
Tank Farm	N/A

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Cranes, trackmobile(s), conveyors
Connections	Next to concrete redimix plant and quarry. Close to good roads that lead to interstate system.

Other NotesGood condition. Probably only use would be conveyed products due to Katy Trail Crossing.



Hanson ID No: 10 – Fig. 5

Commercial Name **Lafarge Corp. (Prev. St. Charles Sand Co.)**

Location

City	Chesterfield
State	MO
River Mile	43.8
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private
Purpose	Dry Receipt of sand

Landside Terminal

Active – good working condition

Infrastructure

Docks and Wharfs	One open dock. Land available for sand storage. Not much property for expansion. Dock area good and usable; in good repair.
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Open Storage	
Warehouse	N/A
Tank Farm	N/A

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Trackmobile(s), conveyors. Sand equipment is in good to very good condition.
Connections	Very close proximity to interstate system and river crossing.

Other Notes

Observed transfer of unloaded empty barge to full barge and dredging operations. Leasing out boats to contractor painting the Boone Bridge. Site recently hit by vandals; \$100K+ in damage.



Hanson ID No: 11 – Fig. 8

Commercial Name Washington Sand Co.

Location

City	Washington
State	MO
River Mile	65.4
Descending Bank	Right

Marine Terminal

Cargo Facilities	Private active
Purpose	Dry Receipt of sand

Landside Terminal

Active – good working condition

Infrastructure

Docks and Wharfs	
Open Storage	Large storage available
Warehouse	N/A
Tank Farm	N/A

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Cranes, trackmobile(s), conveyors. Conveyors in good shape. Some front loaders.
Connections	Rail is close, but no access. River slough between plant and rail. Close proximity to river crossing. Needs to travel local roads and state highways to get to interstate system approximately 9 miles away.

Other Notes

The plant moved from old location about 2.5 miles upriver in 2004 due to lack of access and land. The old dock is still in pretty good shape with concrete structures. Channel is very close to the dock at the old location. There is currently about 30 acres at the current site. Dredging is done on an as needed basis, about once a year. Hard to get into with channel on the other side of the river. The loading area can get very shallow. Old location had channel close to dock.



Hanson ID No: 12 – Fig. 7

Commercial Name**Maczuk Industries, Inc.**

Location

City	New Haven
State	MO
River Mile	81.7
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private Inactive
Purpose	Liquid Receipt of liquid fertilizer Facility Not active - Pipelines still in place but tankage appears somewhat dismantled.

Landside Terminal**Infrastructure**

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	Various
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	
Connections	One 10-car capacity surface track that appears not in service. Not close proximity to interstate system and river crossing.

Other Notes

Owner was somewhat uncooperative with regards to the Study. Indicated has shutdown all operations of this and three other terminals caused by the River decline.



Hanson ID No: 13 – Fig. 8

Commercial Name**Hermann Sand & Gravel Inc.**

Location

City	Hermann
State	MO
River Mile	96.9
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Dry Sand, stone, and clay

Landside Terminal

Active

Infrastructure

Docks and Wharfs	2 open docks with extensive acreage and several other nearby properties. Dock structure in very poor condition at high water.
Open Storage	
Warehouse	Small for maintenance and equipment
Tank Farm	N/A
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Truck scale, conveyors and crawler in poor condition
Connections	No rail connection. Gravel road connection to state highway.

Other Notes

Capability to load outbound bulk material from truck. Can handle other cargoes but very limited facilities. Lower dock for sand dredged material discharge and upper dock having a barge mounted hinged ramp for clay truck dumping to barge. Another deck barge has a crane for lifting covers and general maintenance.



Hanson ID No: 16, 17, 18 – Fig. 12

Commercial Name

**Capital Sand Co. – Upper & Lower Docks
Jefferson City River Terminal**

Location

City	Holts Summit
State	MO
River Mile	143
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private Active
Purpose	Dry Cement, sand and general cargo

Landside Terminal

Facility Active

Infrastructure

Docks and Wharfs	Large open dock for sand, rock and general cargo.
Open Storage	
Warehouse	1 – 15,000 sq. ft. steel building with concrete floors. Primary use is packaging of mulch with F.F.S. equipment.
Tank Farm	N/A
Fleeting Facility	Sufficient Fleeting nearby. Pilings are limited for securing with barges mostly anchored to other barges and bank.
Other Structure or Facility	
Material Handling Equipment	Rolling stock, conveyors, truck loader for cement
Connections	Good connector to state highway. No rail.

Other Notes

Location is suitable for Missouri River load center terminal development.



Hanson ID No: 20 – Fig. 14

Commercial Name**Columbia Sand Company – Rocheport**

Location

City	Rocheport
State	MO
River Mile	186.4
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Dry Sand – fill and concrete mix usage reported.

Landside Terminal

Facility active – good condition

Infrastructure

Docks and Wharfs	Construction is concrete chunks and rock stabilized bank. Securing through blocks anchored at riverside bank
Open Storage	Sand stored in high pile radial stacker – good condition. Front end loader for truck service. Scale and scale house.
Warehouse	N/A
Tank Farm	N/A
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Cranes, front end loaders, conveyors, radial stacker and stored grab bucket. Equipment in acceptable condition.
Connections	Two-lane road through Rocheport. 1.3 miles from I-70.

Other Notes

Dredge and barges are moved to facility to discharge to bank side conveyor fed by a hopper. Active terminal and truck traffic observed. Reported capacity of 65,000 tons of sand (not verified).



Hanson ID No: 21 – Fig. 15

Commercial Name **Gavilon Fertilizer LLC & Howard/Cooper Regional Port Authority**

Location

City	New Franklin
State	MO
River Mile	196.4
Descending Bank	Left

Marine Facilities

Cargo Facilities	Gavilon - Private active & Howard/Cooper County Regional Port Authority - Public inactive
Purpose	Dry and liquid Gavilon fertilizer and Howard/Cooper grain capability

Landside Terminal

Facility Active

Infrastructure

Docks and Wharfs	Howard/Cooper; approximately 100 feet slight curved structure. Sand filled with cheats on top. Condition unknown due to high water. Dock is Inactive
Open Storage Warehouse	Dry bulk storage in good condition. Gavilon; 11,000 tons total capacity. Adequate for existing conveyors. (reported not verified)
Tank Farm	Gavilon; 3 tanks – Exterior condition is poor. Unable to access interior. No dockside pipelines identified to serve liquid storage tanks. Scale available.
Fleeting Facility	N/A
Other Structure or Facility	Howard/Cooper; metal grain shipping bins – good condition.
Material Handling Equipment	Frontend loaders, fertilizer equipment, conveyors. Portable conveyors in poor condition. Rolling stock in good condition. Internal equipment and piping not accessed.
Connections	No rail. Near US 40 & I-70. Local access roads are well maintained and in good condition. Nearby bridge in excellent condition.

Other Notes

This facility appears to be undergoing an upgrade. Two new scales installed. Power company present on arrival. Howard/Cooper owns the dock and grain bins but apparently without any commercial activity. Riverside open sand area leased to Capital Sand of Jefferson City by Gavilon.



Hanson ID No: 22 – Fig. 15

Commercial Name**Capital Sand Co. – Boonville Dock**

Location

City	Jefferson City
State	MO
River Mile	196.4
Descending Bank	Left

Marine Terminal

Cargo Facilities	Private Active
Purpose	Dry Sand only

Landside Terminal

Facility Active on inducement – Dredge moved to area from other locations as contracts require.

Infrastructure

Docks and Wharfs	Operates to riverside hopper from barge
Open Storage	Sand – acceptable condition
Warehouse	N/A
Tank Farm	N/A
Fleeting Facility	N/A
Other Structure or Facility	
Material Handling Equipment	Frontend loader, conveyors, radial stacker. Equipment in adequate condition.
Connections	Near I-70 and US 40. Encumbered by truck traffic through Boonville if heading south. Bridge is new. Roads in good condition.

Other Notes

Facility moved to leased space at Interstate Marine Terminal. Inducement operation. Former River Mile 197 dock fronts Casino; availability unknown.



Hanson ID No: 23 – Fig. 16

Commercial Name**Capital Sand Co.**

Location

City	Glasgow
State	MO
River Mile	226.2
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private Active
Purpose	Dry Sand, high pile dredged

Landside Terminal

Facility Active

Infrastructure

Docks and Wharfs	Open dock
Open Storage	Sand storage for large capacity
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Conveyors, hopper, scale, front end loaders
Connections	MO 87 (North/South) – 2 lane well maintained truck route to I-70 (30 miles). MO 240 (East/West) – well maintained 2 lane asphalt; crosses river at Glasgow.

Other Notes



Hanson ID No: 24 – Fig. 16

Commercial Name**MFA Agri Services - Glasgow**

Location

City	Glasgow
State	MO
River Mile	226.4
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private Inactive – could be put in service
Purpose	Dry Outbound grain

Landside Terminal

Facility Active

Infrastructure

Docks and Wharfs	Conveyor gallery to barge loader at waterside
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain terminal active for truck and rail; 6 mooring supports
Material Handling Equipment	Conveyors – refurbishment required
Connections	MO 87 (North/South) – 2 lane well maintained truck route to I-70 (30 miles). MO 240 (East/West) – well maintained 2-lane; crosses river at Glasgow. Rail served by KCS

Other NotesIntact inactive marine structure for mooring and load out. All equipment requires work – estimate given approximately \$40,000.



Hanson ID No: 26 – Fig. 17

Commercial Name**AgriServices of Brunswick**

Location

City	Brunswick
State	MO
River Mile	256.2
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private Active – very good condition
Purpose	Dry and liquid Grain, dry and liquid fertilizer.

Landside Terminal

Facility Active

Infrastructure

Docks and Wharfs	Bulk handling and bulk load out capability
Open Storage	
Warehouse	Fertilizer warehouses
Tank Farm	3 primary tanks
Fleeting Facility	Limited fleeting alongside bank secured barges
Other Structure or Facility	Grain bins (capacities not verified)
Material Handling Equipment	Cranes, rolling stock – front end loaders, conveyors. All equipment well-maintained and in good condition. Mooring is accomplished alongside two barges anchored to shoreline. Mooring cell in deep side of channel.
Connections	NS rail connection. US-24 (East/West) – good paved road

Other Notes

Operates a 3,700 hp boat – operational with good success to third parties.



Hanson ID No: 29 – Fig. 20

Commercial Name **Bartlett Grain Co. – Waverly**

Location

City	Waverly
State	MO
River Mile	293.2
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain Facility

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain Terminal
Material Handling Equipment	Conveyors, scales and truck facilities
Connections	Truck route through local neighborhoods, but acceptable condition. Asphalt to US Hwy 65 (East/West) & crossing US 24 on newer bridge.

Other Notes

Marine terminal not operating, but reported in good condition (infrastructure). Upgrade in material handling required (reported estimate \$20,000), 6 mooring cells observed from river bridge. Barges were last worked in 2006.



Hanson ID No: 30 – Fig. 20

Commercial Name **Central Missouri AgriService – Waverly**

Location

City	Waverly
State	MO
River Mile	293.4
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain Terminal
Material Handling Equipment	Conveyors, scales, truck facilities
Connections	UP railroad connection. Truck route through neighborhoods, but acceptable condition. Asphalt to US Hwy 65 (East/West) & crossing US 24 on newer bridge.

Other Notes

Marine facility not active, but in generally good condition. Needs some upgrades and repairs. Large grain capacity present.



Hanson ID No: 31 – Fig. 21

Commercial Name**Lexington Sand Co.**

Location

City	Lexington
State	MO
River Mile	317.2
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private Active
Purpose	Dry Sand – typical sand operation from dredged river material

Landside Terminal

Facility Active – good condition

Infrastructure

Docks and Wharfs	
Open Storage	For sand receipt
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Rolling stock – front end loaders, scale, conveyors
Connections	No rail connection. Approximately 2-3 miles from county roads to US 24/65. NS at bridge.

Other NotesObserved from opposite bank as unable to find access into site.



Hanson ID No: 32 – Fig. 21

Commercial Name **MFA AgriServices Lexington**

Location

City	Lexington
State	MO
River Mile	318.2
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry and liquid Grain, fertilizer

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	For bulk loading
Open Storage	
Warehouse	Storage tanks for dry bulk grain
Tank Farm	Some modest liquid fertilizer storage
Fleeting Facility	
Other Structure or Facility	Scale, conveyors,
Material Handling Equipment	
Connections	UP service adjacent to facility. Terminal is approximately 3 miles from US 24 (East/West) and MO-13 (North/South). Some travel through town outskirts on narrow river road.

Other Notes

For grain receipt – primarily truck to rail. Liquid fertilizer – rail to truck. Marine facility is inactive. Structure is sound but some refurbishment required (estimate \$80-\$90,000 for basics)



Hanson ID No: 33 – Fig. 22

Commercial Name**Missouri City Power Station**

Location

City	Missouri City
State	MO
River Mile	345.3
Descending Bank	

Marine Facilities

Status	Private inactive. Security reported no marine activity for over 25 years.
Cargo Facilities	
Purpose	Power plant

Landside Terminal

Reported by security as active but unable to verify

Infrastructure

Docks and Wharfs	Open dock ¹
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	2 mooring dolphins ¹
Material Handling Equipment	None determined
Connections	No rail. Truck route direct to US 210 – good 2-lane/4-lane highway.

Other Notes

All product is reported to be received by truck (witnessed no evidence of this). The plant appears small but reported as being online (it did not appear operational from observation).

¹ Review completed based on Google Earth and/or MapQuest imagery



Hanson ID No: 34, 35 – Fig. 23

Commercial Name**LaFarge Corp. Sugar Creek Plant & Terminal**

Location

City	Sugar Creek
State	MO
River Mile	354.7 & 355.8
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Cement plant and facilities are reported as operating via rail

Landside Terminal

Facilities active

Infrastructure

Docks and Wharfs	Reported extensive dock facilities in good condition
Open Storage	
Warehouse	Bulk storage for cement, flyash and slag blend products
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Pneumatic overhead structure from waterside to large hillside bulk storage plant. Other facility is waterside and in excellent condition and all rail served at this time.
Material Handling Equipment	Rolling stock, conveyors, pneumatic systems
Connections	BNSF connection. East roadway from 291 Cement City Road to plant does not allow trucks to that point from east. Truck traffic is routed via west side of Cement City Road to two-lane truck route.

Other Notes

The terminal facility appeared well maintained and in good condition – unable to look at marine facilities; management indicated excellent to acceptable condition.



Hanson ID No: 36 – Fig. 23

Commercial Name **BP Amoco – Sugar Creek Terminal**

Location

City	Reported Sugar Creek
State	MO
River Mile	356.5
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private appears inactive
Purpose	Liquid petroleum products Petroleum product storage

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Unable to determine
Open Storage	
Warehouse	
Tank Farm	

Many and all types and sizes – huge facility and is probably served via pipeline system and rail. Marine insulated lines to the waterfront observed but are inaccessible and entry denied.

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	
Connections	

BNSF. Truck access via city truck routes on city streets..

Other Notes

Truck rack observed for distribution of petroleum products



Hanson ID No: 37 – Fig. 23

Commercial Name	Sheffield Station Industrial Park (ex. ARMCO Steel)
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Location

City	Kansas City
State	MO
River Mile	357.6
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private Inactive
Purpose	Mixed warehouses Possible tenant leased mixed use

Landside Terminal

Facility unknown

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	Numerous
Tank Farm	Unknown

Fleeting Facility

Other Structure or Facility

Material Handling Equipment

Connections

BNSF, KCS & UP appear connected into the facility.

Other Notes

Tired and worn industrial park. Many vacant buildings inside the boundaries of an apparent former ARMCO Steel Plant. Could not find the dock area and access was denied for all parts of the facility. Looks like most tenants in light to moderate manufacturing. The name was on a fenced entrance to the site but determination of boundaries impossible. Part of the facility may be used for scrap movement from open storage to rail.

Hanson ID No: 38 – Fig. 24

Commercial Name **Holiday Sand & Gravel – Randolph Plant**

Location

City	Randolph
State	MO
River Mile	360
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Dry Sand – Typical sand operation from dredge river material

Landside Terminal

Facility active – good condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Conveyors, front end loaders and scale
Connections	No rail. Good route along Birmingham road. 2-lane to 4-lane primary roads to US 210.

Other Notes



Hanson ID No: 39 – Fig. 24

Commercial Name	Conoco Phillips Asphalt Terminal
------------------------	---

Location

City	Kansas City
State	MO
River Mile	360.6
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Liquid Asphalt products

Landside Terminal

Facility active – excellent condition reported by terminal manager

Infrastructure

Docks and Wharfs	Not Observed
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Open Storage

Warehouse

Tank Farm

Fleeting Facility

Other Structure or Facility

Material Handling Equipment

Connections

Various

Pipelines

No rail. 2-lane good route and connection to 4-lane US 210.

Other Notes

Product has always been received by barge even in low water (a rock near the dock is a risk at low water). Magnolia Marine does all towing. Mention was an upstream facility that also gets shipments of asphalt by barge. (not a Conoco Phillips facility).



Hanson ID No: 40 – Fig. 24

Commercial Name **Bartlett Grain – Kansas City Elevator**

Location

City	Kansas City
State	MO
River Mile	361.1
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active – good condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain Terminal of apparent significant capacity
Material Handling Equipment	Overhead conveyor toward waterfront appeared in structurally adequate condition. Could not get waterfront access.
Connections	2-lane good road and connection to US 210

Other Notes

BNSF Rail



Hanson ID No: 41 – Fig. 24

Commercial Name	Cargill – Chouteau Elevator
------------------------	------------------------------------

Location

City	Kansas City
State	MO
River Mile	361.6
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active – good condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain Terminal of modest capacity
Material Handling Equipment	scale
Connections	2-lane good road and connection to US 210

Other Notes

Facility in good condition. Marine structures reported as in good condition but would need mechanical upgrades. Google Earth indicates probably structurally fine with adequate moorings. Product received by truck delivery to BNSF rail.



Hanson ID No: 42 – Fig. 25

Commercial Name**American Compressed Steel**

Location

City	Kansas City
State	MO
River Mile	366.8
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Unknown

Landside Terminal

Facility appears inactive (couldn't verify)

Infrastructure

Docks and Wharfs	Couldn't observe
Open Storage	Area served by outside bridge crane
Warehouse	Apparent distribution warehouse

Tank Farm

Fleeting Facility

Other Structure or Facility

Material Handling Equipment

Connections

Bridge crane travels along the facility parallel with the river. Rail into the site is apparently discontinued and a resurfaced road appears at turn from the facility. Trucks travel to interstates less than 1 mile in industrial area with 2-lanes.

Other Notes

May still be in use for non-marine handling but do not see any activity. This facility adjoins to the east the property proposed for the KC Port Authority.



Hanson ID No: 43 – Fig. 25

Commercial Name	City of Kansas City (Midwest Terminal)
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Location

City	Kansas City
State	MO
River Mile	367.1
Descending Bank	Right

Marine Facilities

Cargo Facilities	Public inactive
Purpose	No cargo activity Grain, fertilizer, sand, other

Landside Terminal

Facility inactive – fair condition overall

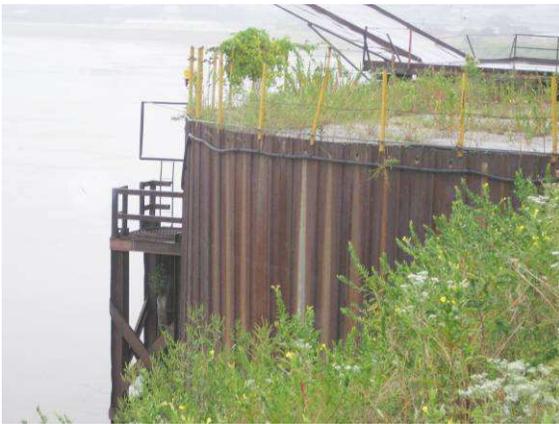
Infrastructure

Docks and Wharfs	Several cells and bulk handling structures
Open Storage	
Warehouse	3 – large warehouses for fertilizer & storage dome
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Crane, conveyors, hoppers appear to be setup for varied bulk operations. Some structures are suspect, but others may be usable. Crane reported as good condition and last used about 3 years ago.

Connections	UP reported but not serving facility by all appearances
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Other Notes

Facility is proposed to be developed by the Port of Kansas City. Bank erosion is a reported issue. Tiger II grant request for feasibility study applied for by Port Authority.



Hanson ID No: 44 – Fig. 25

Commercial Name**Bartlett Grain – Kansas City**

Location

City	Kansas City
State	KS
River Mile	367.6
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Loading structure appears sound
Open Storage	
Warehouse	Grain Terminal – apparent significant capacity
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	
Connections	Grain conveyor to the waterfront in elevated gallery UP rail. On well traveled industrial 4-lane, divided highway. Minimal residential impact. Connects to nearby interstates. Infrastructure appears sound but would require mechanical reconditioning. Maybe very costly to upgrade. Reported as Kansas City Wyandotte County Port Wharf, but only connection is a long above warehouse gallery through facility.

Other Notes



Hanson ID No: 45 – Fig. 25

Commercial Name**Conoco Phillips – Kansas City**

Location

City	Kansas City
State	KS
River Mile	368.3
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private apparently inactive
Purpose	Liquid

Landside Terminal

Facility apparently active

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	High capacity large tank terminal for petroleum products
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	pipelines
Connections	

Other Notes

Access denied, but marine structure identified. Condition unknown. Extensive moorings noted on Google review. Pipeline shown to area but under the levee, not over. Probably refined products, but likely inactive.



Hanson ID No: 46 – Fig. 26

Commercial Name **Holiday Sand & Gravel – N. Kansas City**

Location

City	North Kansas City
State	MO
River Mile	371.8
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Dry Sand – Typical sand operation from dredge river material

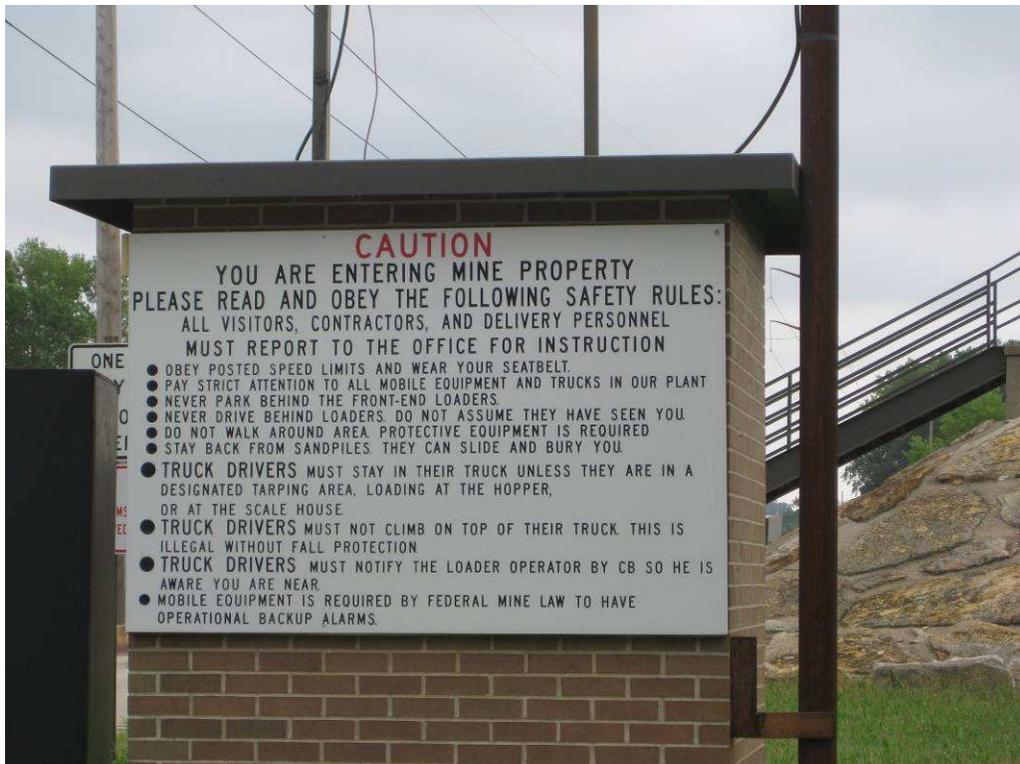
Landside Terminal

Facility active – good condition

Infrastructure

Docks and Wharfs	
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	Rolling stock, conveyors
Connections	No rail. Good road connections. 2 lanes with junction to MO-9 less than 1 mile away to US-69

Other Notes



Hanson ID No: 47 – Fig. 26

Commercial Name**Bartlett Grain Company – Fairfax**

Location

City	Kansas City
State	KS
River Mile	373
Descending Bank	Right

Marine Terminal

Cargo Facilities	Private Inactive
Purpose	Dry Grain

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Unable to Observe
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Grain Terminal
Material Handling Equipment	Conveyors, Scale
Connections	UP rail. Good 2 lane road. Development in Fairfax District with heavy truck traffic.

Other NotesMarine facility gallery appears in good condition. Marine waterside not observed. Reported good but not operable.



Hanson ID No: 48 – Fig. 27

Commercial Name **Intercontinental Engineering – Riverside**

Location

City	Riverside
State	MO
River Mile	375.7
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private active
Purpose	Other – OD/OW facility Manufacturing facility for large structures

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Heavy Lift Dock
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Rotating heavy lift crane with capacity unknown
Material Handling Equipment	Heavy lift crane on and served by interior rail transfer line
Connections	BNSF – Truck accessible on 4 lane divided highway to east and 2 mile connection to I-635 to west along a 2 lane River Park road to MO 9.

Other Notes

Unique single purpose facility for moves of large units – lift-on/lift-off. Did not observe any Ro-Ro capability.



Hanson ID No: 53-54 – Fig. 30

Commercial Name**Bartlett Grain Co. LP**

Location

City	Atchison
State	KS
River Mile	421 & 421.1
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Unknown
Open Storage	
Warehouse	
Tank Farm	
Fleeting Facility	
Other Structure or Facility	Bulk material elevators, multiple bins, new and improved truck yard.
Material Handling Equipment	Scale
Connections	UP rail. Road is gravel adjoining old Hwy 73. Paved road but poor routing to Hwy 59.

Other Notes

Likely serving rail facility but unable to confirm marine status at this time. Reported formerly did marine loading before Bartlett purchase.



Hanson ID No: 55 – Fig. 30

Commercial Name**Maczuk Industries**

Location

City	Atchison
State	KS
River Mile	423.1
Descending Bank	Right

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Liquid Fertilizer

Landside Terminal

Facility inactive

Infrastructure

Docks and Wharfs	None observed
Open Storage	
Warehouse	
Tank Farm	Many tanks of varied capacity. Reported as liquid fertilizer
Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	None
Connections	None – Gentrification and waterside park on River Road. Many people and terrible truck route to site. Connects with state highway 59

Other Notes

Very poor condition. No dockside connectors observed. Rusting and poor condition tanks and building in concrete containment areas. Overall terminal looked abandoned in a poor site area and requiring significant upgrade. Appears to have been in the fertilizer service but sweet smell may indicate corn oil or grain fermentation. At least 6 liquid tanks. No site security apparent. Pleasure boat tie up in river associated with independent park about 100 yards downstream.



Hanson ID No: 56 – Fig. 31

Commercial Name	AGP (AG Processing)
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Location	
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City	St. Joseph
State	MO
River Mile	446
Descending Bank	Left

Marine Facilities	
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Cargo Facilities	Private inactive
Purpose	Dry and/or Liquid Grain

Landside Terminal	
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	Facility appears Active
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Infrastructure	
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Docks and Wharfs	Unknown
Storage	Very large grain house
Warehouse	
Tank Farm	Some tanks observed for soybean or corn oils (Google Earth)

Fleeting Facility	
Other Structure or Facility	
Material Handling Equipment	
Connections	UP rail. State Hwy 75a to I-229 & US 36 within 1.5 miles.

Other Notes	
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	Could get no one to discuss or respond to inquiry on marine structure or to get access.
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Hanson ID No: 57 – Fig. 31

Commercial Name **Bartlett Grain Co.**

Location

City	St. Joseph
State	MO
River Mile	446.6
Descending Bank	Left

Marine Facilities

Cargo Facilities	Private inactive
Purpose	Dry Grain

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs	Unknown
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Storage

Warehouse

Tank Farm

Fleeting Facility

Other Structure or Facility

Material Handling Equipment

Connections

Grain Terminal of large capacity

UP rail connection. State Hwy. 759 to I-229 and US 59 & 36 within a mile

Other Notes

Marine facility not used in many years. Large major grain facility with all modal connections. Statement made if river served, we would probably use it but would need mechanical upgrade.



Hanson ID No: 58 – Fig. 31

Commercial Name	Holiday Sand & Gravel – St. Joseph
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Location

City	St. Joseph
State	MO
River Mile	447.5
Descending Bank	Left

Marine Terminal

Cargo Facilities	Public active
Purpose	Dry Sand

Landside Terminal

Facility active

Infrastructure

Docks and Wharfs
Storage
Warehouse
Tank Farm
Fleeting Facility
Other Structure or Facility
Material Handling Equipment
Connections

Front end loaders, rolling stock, conveyors, truck scales
No rail. Connects via 2 blocks of side streets to MO-759, a well improved asphalt divided highway to US 36 & I-220 all within 1 mile of plant.

Other Notes

Traditional sand operation from river material dredging



Hanson ID No: 123 – Fig. 42

Commercial Name

St. Joseph Regional Port Authority
(operated by Kinder Morgan Terminals)

Location

City	St. Joseph
State	MO
River Mile	448
Descending Bank	Left

Marine Facilities

Cargo Facilities	Public Active
Purpose	Dry Steel and other misc. products.

Landside Terminal

Facility active (8 years old)

Infrastructure

Docks and Wharfs	Open dock – 14 total acres. 8 acres stabilized hardstand.
Storage	None
Warehouse	N/A
Tank Farm	N/A
Fleeting Facility	Limited to a few barges alongside
Other Structure or Facility	Loading cell capacity is not documented. Several mooring cells with capacity for at least 3 barges.
Material Handling Equipment	1 active jib crane – capacity estimated at 15 tons. Other equipment to be supplied by contractor. No dockside equipment on terminal. Crane must be brought in. 60,000 # forklift on site.
Connections	UP with single working track. Holds up to 8 cars. Trucks connect via 3 blocks of side streets to MO-759 divided improved highway and US 36 & I-220 within 1 mile.

Other Notes

Could handle almost anything but no warehouse, conveyors or other material handling equipment limits capability.

