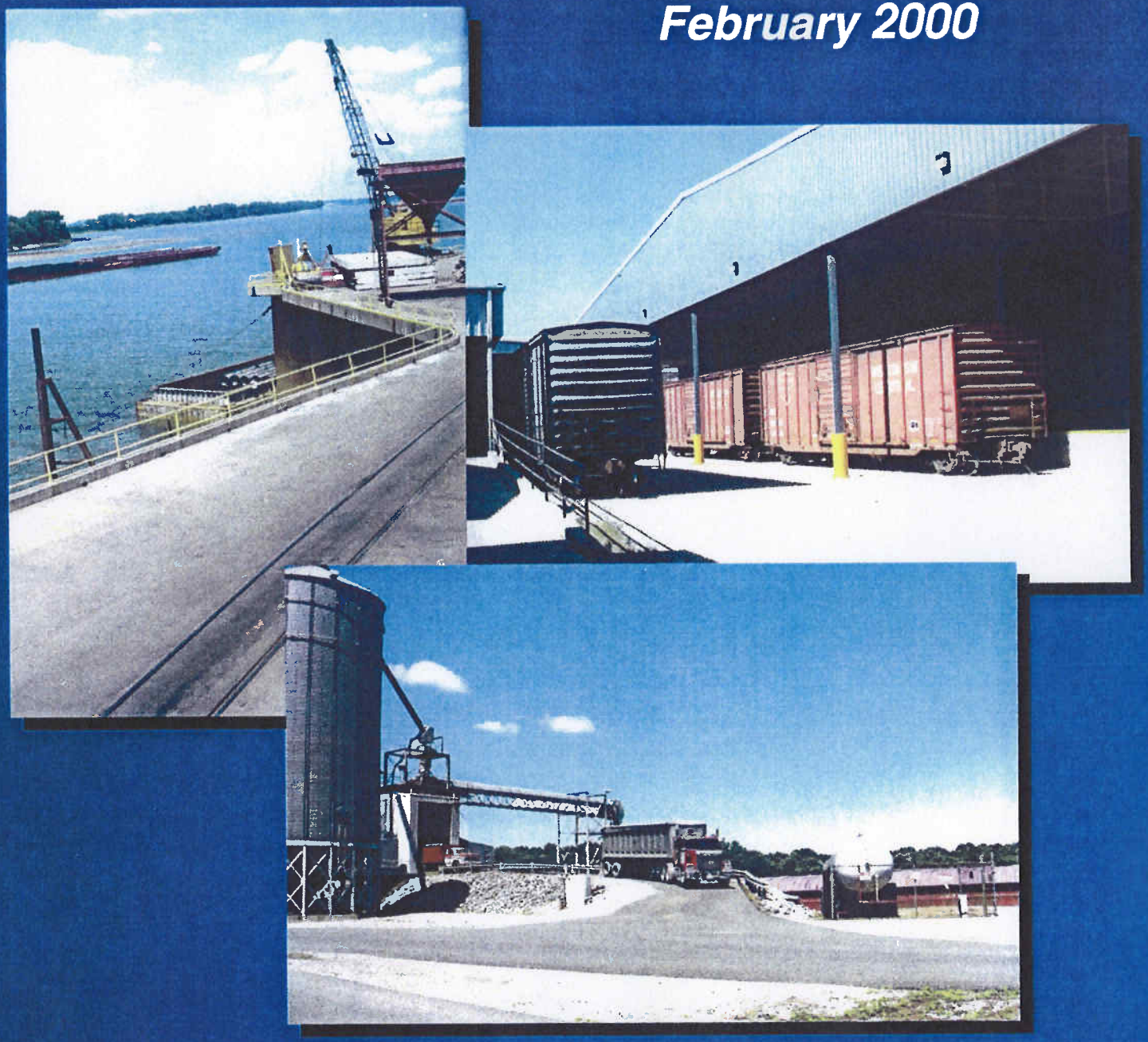
Kentucky Water Transportation Corridors
Public Riverport Development and Intermodal Access

February 2000



Prepared for
The Commonwealth of Kentucky
Transportation Cabinet

by
Wilbur Smith Associates

WSA

EDUCATION PAYS

Kentucky has one of the most extensive and strategically located waterway systems in the country. Of the Commonwealth's 49,100 miles of rivers, creeks, streams and tributaries, 1,090 are commercially navigable waterways. In fact, Kentucky has more miles of navigable waters than any state except Alaska. Six public ports/terminals are located on the commercial waterways, as are 163 private terminals[1] (See Exhibit E-1).

Kentucky Navigable Waterways

Kentucky's 1,090 miles of navigable waterways represent about four percent of the 25,000-mile national inland waterway system. The Ohio River is by far the largest component of the Commonwealth's eight-river waterway system, as its 664 Kentucky miles comprise 61 percent of the total state system. In addition, there is more Kentucky commerce on the Ohio River than any other state[2]. The Green River with its 108 miles is second. The other waterways are the Tennessee (63 miles), Cumberland (75 miles), Kentucky (82 miles), Mississippi (80 miles), Big Sandy (7.5 miles) and Licking (10 miles) Rivers.

Kentucky Waterway Use

Based on 1998 estimates, Kentucky ranked fifth among the states in domestic waterborne tonnage, and 11th in domestic and foreign tonnage. Its 89.6 million tons[3] in 1996 had an estimated value of $8.9 billion -- $5.0 billion for shipments and $3.9 billion in receipts. Shipments totaled 57.0 million tons and those received totaled 32.6 million tons.

Commodities – A breakdown of 1998 Kentucky waterway tonnage is shown below by commodity.

Exhibit E-1
KENTUCKY WATERWAY COMMODITY TONNAGE
1998

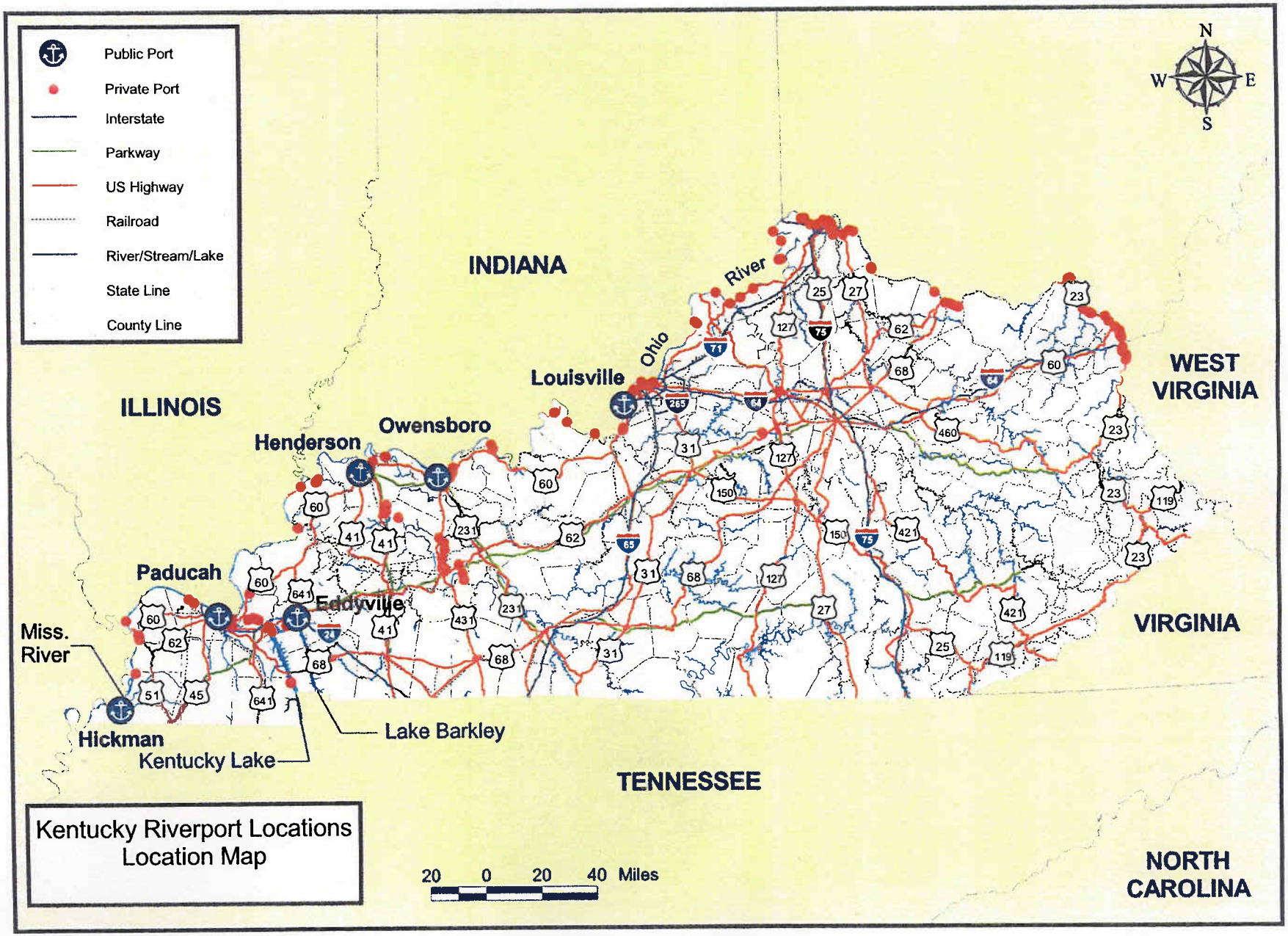
COMMODITY	TONS (millions)	PERCENT OF TOTAL
Coal	42.4	47.3
Sand/Gravel	26.2	29.2
Petroleum/Chemicals	10.8	12.1
Metals/Non-Metals/Iron, Ore, & Steel	5.0	5.6
Food/Farm Products	2.8	3.1
Other	2.4	2.7
Totals	**89.6**	**100.0**

Source: U. S. Army Corps of Engineers

[1] *Inland River Guide*, 1996 Edition, Waterways Journal, Inc., pp. 232-271.

[2] The National Waterway Conference

[3] U.S. Army Corps of Engineers



Kentucky Riverport Locations
Location Map

Kentucky is the second largest coal producer in the country and coal is the largest waterway commodity, representing almost half of the Commonwealth's total tonnage. Sand and gravel represent the second largest commodity group with almost one-third of total tonnage. Sixty percent of the total tonnage originated in Kentucky and 40 percent was terminated in the Commonwealth.

Traffic Flows – In 1996, almost 80 percent or $5.6 billion of the $7.2 billion in waterway traffic value could be contributed to intrastate traffic and flows to and from the five other states listed in Exhibit E-2.

Exhibit E-2
KENTUCKY WATERWAY TRAFFIC FLOWS
1996

TO/FROM	VALUE ($million)
Louisiana	$2,209.9
West Virginia	1,065.6
Tennessee	838.4
Kentucky (Intrastate)	713.8
Ohio	462.8
Arkansas	341.3
Total	**$5,631.8**

Source: The National Waterway Conference

Legislative Direction

In 1998 the Kentucky General Assembly established responsibility for riverports in the Kentucky Transportation Cabinet[4] (KYTC) "to provide oversight on development activities involving riverport authorities." The legislative directive contained in Kentucky Revised Statute (KRS) 65.520 also requires KYTC to manage a study to "develop a long-range capital improvements plan for Kentucky's riverports that shall include, but not be limited to:

(a) Guidelines for ground transportation access to riverports;
(b) A model for determining the economic impact of riverports; and
(c) A blueprint for creating long-term funding mechanisms for riverports."

Study Purpose

The purpose of this study is to determine the development and intermodal access needs of Kentucky's public riverports. For the purposes of this study, "public riverport" shall mean a riverport owned and operated by a state-approved Riverport Authority[5].

[4] March 6, 1998 – Amended 1994 Ky. Acts Ch. 583, Sec. 1

[5] Purpose, duties and powers are set forth in KRS 65.530

The Public Riverports

The public riverports included in this study are: **Henderson County Riverport, Hickman-Fulton County Riverport, Jefferson Riverport International, Lyon County Riverport, Owensboro Riverport** and **Paducah-McCracken County Riverport**. They are located in the western half of the Commonwealth from Louisville to Hickman. Four are located on or very near the Ohio River (as are 60 percent of Kentucky's private ports/terminals), one is on the Cumberland River, and one is located on the Mississippi.

Port Roles - Kentucky's riverports play many roles, some of which are more important at one port vis-à-vis another. All ports provide access to water transportation with facilities and equipment to effect the landside-water transfer. General cargo facilities exist at all six ports, as well as special facilities to handle various bulk commodities. The size, capacity and adequacy of these facilities, however, vary over a wide spectrum.

All six ports also act as industrial developers. The size of this effort also varies with developed industrial properties of just a hundred acres or so to one industrial park of over 1,200 acres. In some cases, the water-related transportation opportunity has been instrumental in locating industry, but, in many, the industries do not use the inland waterway system, and locate in port parks/properties for other reasons.

Some of the riverports are also engaged in other businesses, both on- and off-site, which are somewhat beyond their basic roles. These efforts are related, however, and provide supplemental revenues.

Markets - The existing markets of the riverports consist primarily of commodities traditionally associated with inland waterway transportation – coal, coke, sand, aggregates, fertilizers and other bulk materials, mixed with general cargoes such as metals and metal products/byproducts. Potential traffic falls into the same general categories. The study discovered that the port's customers often are not located in Kentucky and/or neither end of the transportation move, origin nor destination, are located in Kentucky, rather the ports are strategically located to effect modal shifts, and facilitate interstate transportation.

Attracting river traffic requires a port to be capable of meeting a variety of requirements such as a competitive cost, location that satisfies distribution/transportation patterns, and availability of needed facilities. The riverports reported failures to locate industries or meet transportation demand due to: 1) lack of rail service; 2) lack of storage capacity, open and covered; 3) inadequate lift capacity; 4) and various equipment and/or equipment-facility combinations. In many cases, one riverport's loss has been another's gain as customers have been attracted because of another port's inability to handle the commodity traffic being tendered.

Economic Impacts

Given the manner in which the public riverports function and their legislated role, it was decided that the most accurate measure of economic impact generated by creation and operation of the riverport authorities, and one that could be quantified, was related to employment.

The riverports are, and have been, active in recruiting both waterway- and non-waterway-using industry. While the location of non-waterway-using industry is certainly of benefit to the Commonwealth, it resulted from market factors not related to the availability of a port.

Therefore, it was further decided to limit impacts to those industries and activities related to waterway transportation.

Both direct and indirect impacts were estimated through interviews with port and customer personnel and use of the U. S. Department of Commerce's *"Regional Input-Output Modeling System/RIMS-II."* It is estimated that 595 and 4,568 jobs respectively are directly (port) or indirectly (customers), related to the use of barge transportation through Kentucky's riverports. These jobs generate $201.2 million in employment earnings per year and $814.7 million in total annual economic activity, a significant economic impact. Individual port contributions are the subject of Exhibit E-3.

Exhibit E-3
TOTAL ECONOMIC IMPACTS
Kentucky Riverports

	PORT IMPACTS ($000)						
	Lyon	Hickman-Fulton	Henderson	Jefferson	Owensboro	Paducah	Total
Port (Direct):							
Jobs	105	98	112	90	102	88	595
Earnings[1]	$2,486	$2,759	$3,243	$3,808	$3,101	$2,693	$18,090
Economic Activity	$10,980	$10,879	$17,923	$14,808	$15,821	$12,296	$82,707
Business User (Indirect):							
Jobs	109	394	270	2,914	449	432	4,568
Earnings[1]	$2,662	$10,611	$7,782	$131,310	$17,938	$12,804	$183,107
Economic Activity	$9,924	$43,250	$40,958	$494,423	$88,722	$54,754	$732,031

[1] Includes final demand expenditures and multiplier impacts.

Source: Wilbur Smith Associates

Needs

Over $62 million in capital needs were estimated for the riverports (see Exhibit E-4 for improvement details by port). Almost 60 percent ($35.6 million) of total needs are related to

Exhibit E-4

SUMMARY OF RIVERPORT NEEDS

	ESTIMATED PROJECT COSTS ($000)					
	WATER	TERMINAL		LANDSIDE ACCESS		TOTAL ESTIMATED COSTS
RIVERPORT		Facility	Equipment	Highway	Rail	
Henderson County		$1,408		$117		$1,525
Hickman-Fulton County		4,700	$1,200	$24,100	$5,700	$35,700
Jefferson International		$4,650				$4,650
Lyon County	$300	$2,072	$1,315	$775	$4,000	$8462
Paducah-McCracken County		$200		$250		$450
Owensboro		$10,700			$700	$11,400
Totals	**$300**	**$23,730**	**$2,515**	**$25,242**	**$10,400**	**$62,187**

Source: Riverports and Wilbur Smith Associates

landside access, and the remainder ($26.5 million) for facility and equipment improvements. Although highway access ranges from adequate to good for the most part, 70 percent of estimated funds for access needs are related to highway improvements. Landside access to Hickman-Fulton County Riverport is hampered by its lack of a connection to the National Highway System. Rail access is adequate to good for four ports. One of the two remaining ports, however, is totally without rail service, and the other has a deficiency related to maintenance needs of a locally owned short line operation.

Although terminal improvement needs are less than access needs, in terms of expenditures required, they are universal throughout the six riverports. Needs for additional cranes, conveyors, and dock improvements are common, as is the need for open and covered storage/warehousing space.

Funding

Based on a federal report[6], some 60-70 percent of shallow draft public port financing nationwide is derived, in almost equal portions, from port revenues, general obligation bonds, and grants. Revenue bonds, loans and other means (state transportation trust funds, state and local appropriations, tax and lease revenues) comprised the remaining categories.

Local Funding - Kentucky Revised Statutes 65.580, 590 and 600 provide each public port with the authority to borrow money from any source on its own credit, issue bonds, and receive funds from local government (cities or counties may appropriate funds or levy taxes for that purpose) for its expenditure needs. For the most part, Kentucky's riverports generate enough revenue from operations, rentals, and leases to cover operating and administrative expenses. The ports have also been able to repay loans with operating revenues and through long-term leases in selected cases.

State Funding - At one time, grants were made to the riverports through the Kentucky Port and River Development Commission. These monies are no longer available and state-level responsibility for the riverports has been transferred to the Kentucky Transportation Cabinet. The Kentucky Transportation Cabinet does not have funds designated for port projects. There are existing state programs, such as the Kentucky Transportation Cabinet's Economic Development Access Road program and programs of the Kentucky Cabinet for Economic Development and the Department of Local Government, which are applicable for fixed asset and infrastructure development and could satisfy limited port needs.

Federal Funding – Federal waterway fuel taxes and harbor maintenance taxes are used for waterway and maintenance improvements, not port development. Transportation funds available through the Transportation Equity Act for the 21st Century (TEA-21) are not specified for waterports but certain programs in the legislation can provide assistance, primarily for access. The Surface Transportation Program (STP) provides some flexibility and could be used to satisfy highway access needs. The Rail Rehabilitation and Improvement Financing (RRIF) will provide loans and loan guarantees for rail access projects. Section 1602 of TEA-21 designates (earmarks) "high priority" projects. It is understood that all of the funding available for this provision is yet to be fully committed.

[6] *United States Shallow Draft Public Port Development Expenditure Report, 1998.*

Innovative Financing

Under the Kentucky Revised Statute (KRS 092.281), City and County governments have the ability to initiate special revenues for such local interests as the riverports. This can be done through: local sales tax; local payroll tax; local hotel, motel, dining tax; local infrastructure tax; or by issuing bonds.

Local support may be the best means of financing riverports given the impact on the local jobs, port industries and port users. Some states set aside capital budget funds to support port and rail facilities and reuse the funds through using revolving payment funds as a means of sharing this capital with all port and rail facilities users.

Florida uses the State Transportation Trust Fund (1) as a means of funding riverports and railway projects; however, in the State of Kentucky, the fuel tax can be constitutionally used only for highway transportation projects.

A cargo handling tax is a means of gaining revenue by using a flat fee per unit of weight of cargo as it is being transferred from one mode to another. The negative impact in using this form of tax is that the user may go to another port on the river that has no such tax.

The State of Oregon uses revenues from their State Lottery to support waterway and railway programs. The majority of other states use capital budget funds to support programs outside of the highway transportation system.

Funding Considerations

Financing for facilities or equipment constructed or acquired for tenants with known or contracted business levels is usually available from a variety of sources. It is the more speculative investments with uncommitted traffic that are difficult to finance. Included in this category would be improvements to expand capacity in cases where the capacity of existing facilities/equipment has been reached or exceeded, but no contracts or guarantees are in place to make use of proposed additional capacity. Considering that many of the aforementioned public funding sources are loan programs, it is clear that Kentucky's riverports could use a source of funding for capital needs for which revenue generation may be undefined.

Recommendations

It is recommended that the following components be considered for a new program to assist and promote Kentucky's public riverports.

Designated Port Contact - The Kentucky Transportation Cabinet should formally designate a Riverport function within the Cabinet to act as a liaison with the Kentucky Riverport Association and its members. This function should coordinate efforts with the Cabinet for Economic Development insofar as industrial prospects are concerned and should help monitor prospects that require water transportation and advise the riverports. Maintenance of a database of potential funding sources which might be available for riverport use, would be essential. The function should also assist the riverports as necessary with participation in the statewide transportation planning process and address other waterway transportation issues as needed.

(1) Part fuel tax and part motor vehicle license fees; only the latter can be used for bonds backed by the trust fund.

Capital Assistance Program - A state-funded capital assistance program should be considered that would include projects which the riverport authorities cannot readily fund by traditional means. Louisiana, Missouri, and Minnesota have assistance programs for local/regional public ports that have certain features of common interest to Kentucky. Louisiana's capital program provides its ports with some $20 million per year. It has a rigid application, evaluation and prioritization process. Missouri's is less rigid and less well funded at approximately $1 million per year. Minnesota's program funding level is approximately $3 million per year and is applicable to Great Lakes ports as well as riverports. It also has a formal application process and provides both loans and grants to ports.

Benefit-Cost Analysis - All projects would be subject to benefit-cost analyses, and project benefits should exceed costs for a proposal to be eligible for assistance.

Project Priority - Project selection shall be a two-step process. The benefit-cost analysis determines project eligibility. Once a project is determined to be eligible, it would be subjected to prioritization for available funding. The following factors are suggested for consideration.

1. Immediacy of need;
2. Multi-year projects already underway;
3. Benefit-cost ratio; and
4. Leveraged funding from other sources.

The first factor would take care of emergencies such as a crane or bulkhead collapse. The second provides for project continuity. The benefit-cost ratio provides a measure of the level of benefits to be obtained from the contemplated investment. The final factor considers project contributions from other sources and provides another measure of investment return along with project commitment.

Funding Level - Funding in the amount of $2 to 4 million annually would meet the capital facility and equipment needs of the public ports. Access needs should be addressed through the State Transportation Plan development process with the Cabinet, Metropolitan Planning Organizations and Area Development Districts.

Summary

Kentucky's public riverports generate a high level of economic activity, based on the estimated economic impacts of their operation, that warrants consideration of public investment and financial assistance for capital projects for which funding cannot be secured from other private sources.

HENDERSON COUNTY RIVERPORT

- **Location**

  Henderson, Kentucky, Ohio River Mile 807.8.

- **Facilities**

  Site of 395 acres, including 276-acre industrial park. The operating port has a 90-foot wharf, 42,000 square feet of open dock space, and 42,000 square feet of warehouse and office space. Almost 2.5 miles of track provide on-site rail service. The port is located above the 100-year flood plain at 380.1 feet above sea level.

- **Tonnage and Commodities**

  The port is capable of handling both bulk and break-bulk cargo. Major commodities handled are: grain; steel, both scrap and processed; aluminum; fertilizer; and other assorted commodities. Over the last five years tonnage handled over the dock has over doubled to almost 600,000 tons per year.

- **Access**

  The multi-modal access is available via highway, rail and air. Connecting roadways KY 136 and KY 425 provide good roadway access to US 41, US 60 and the Pennyride Parkway which connects with I-64.

  The Henderson City-County airport is in the same vicinity as the riverport and its 5,500-foot runway can accommodate light commercial aircraft. The port and industrial park are served directly by a 6.5-mile CSX Transportation spur which connects with the railroad's Chicago-Atlanta main track in Henderson.

- **Economic Impact**

  Direct impacts = 112 jobs, $17.9 million annually in economic activity.

  Indirect Impacts = 270 jobs, $41 million annually in economic activity.

- **Capital Needs**

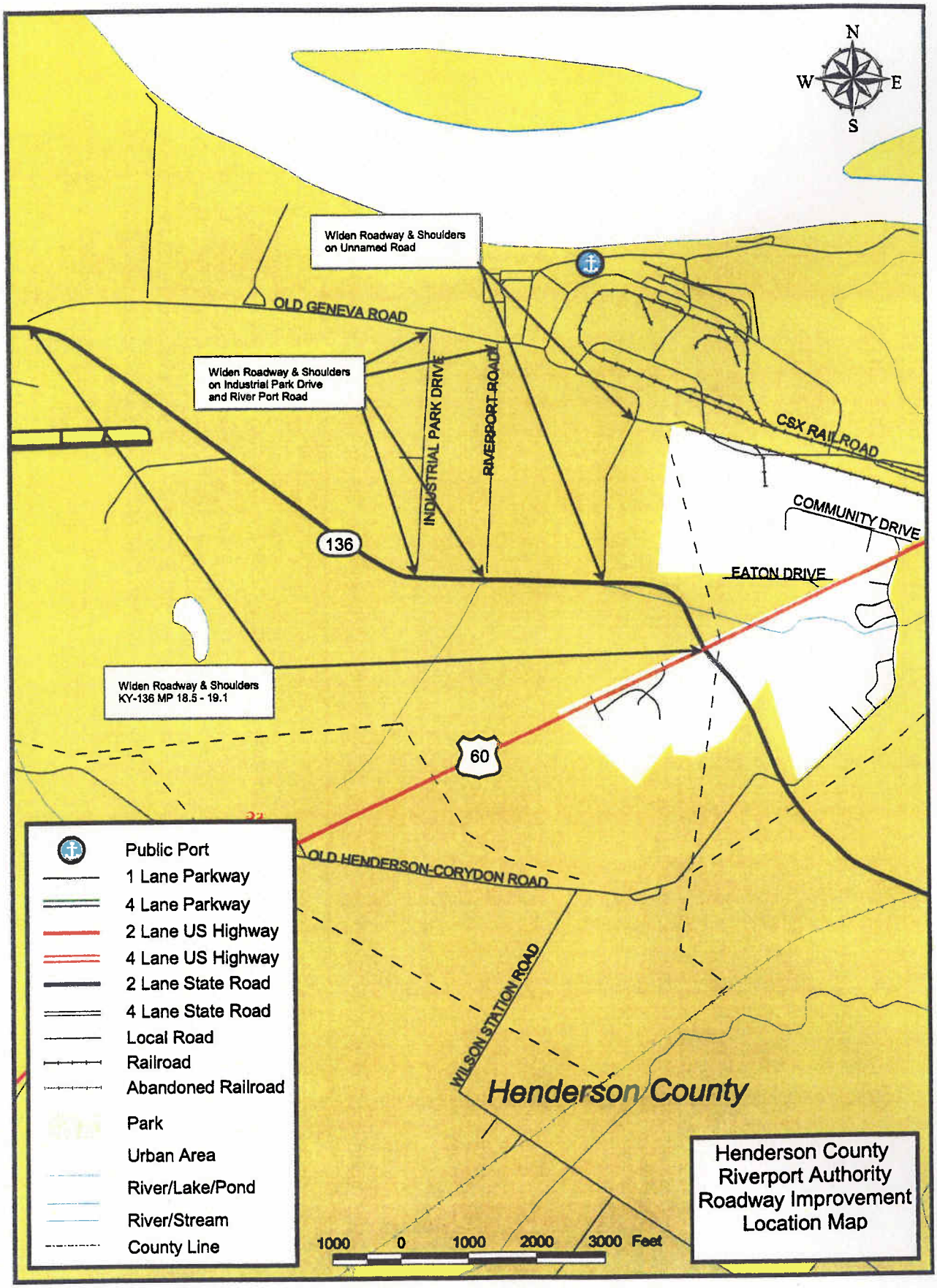
  On-site rail system improvements - $300,000 to $400,000.

  Mooring cells – $390,000.

  Hard-surface storage area – $150,000.

  Public warehousing – $468,000.

  Widening of access roadways – $117,000.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Widen Roadway & Shoulders on Unnamed Road
OLD GENEVA ROAD
Widen Roadway & Shoulders on Industrial Park Drive and River Port Road
INDUSTRIAL PARK DRIVE
RIVERPORT ROAD
CSX RAILROAD
COMMUNITY DRIVE
EATON DRIVE
136
Widen Roadway & Shoulders KY-136 MP 18.5 - 19.1
60
OLD HENDERSON-CORYDON ROAD
WILSON STATION ROAD
Henderson County
Public Port
1 Lane Parkway
4 Lane Parkway
2 Lane US Highway
4 Lane US Highway
2 Lane State Road
4 Lane State Road
Local Road
Railroad
Abandoned Railroad
Park
Urban Area
River/Lake/Pond
River/Stream
County Line
1000 0 1000 2000 3000 Feet
Henderson County Riverport Authority Roadway Improvement Location Map

HICKMAN-FULTON COUNTY RIVERPORT

- **Location**

  Hickman, Kentucky, Mississippi River Mile 922.

- **Facilities**

  Site of approximately 15 acres on Obion Creek. The port authority owns two warehouses, one with 9,000 sq. ft. and the other 18,000 sq. ft. A small office building, grain transportation system (conveyor), railcar unloading pit with elevator and conveyor, a short one-vehicle loading ramp and a cell-mounted crane (125-ton capacity) comprise the port's facilities.

- **Tonnage and Commodities**

  The port handles both bulk and break-bulk commodities including: grain, petroleum, coke, bulk fertilizers, steel coil and sand and aggregates. Grain has consistently comprised the largest portion of the total tonnage followed by fertilizers and petroleum coke. Annual tonnage increased 2.5 times between FY 1990 and 1996 to 414,000 tons, but dropped to 300,000 in FY 1998 due, in part, to a temporary cessation of operations during an expansion of one of the port's major users.

- **Access**

  Highway access is limited to Kentucky State and Hickman County routes, 94 and 125/166, respectively, with significantly amounts of less than "preferred lane widths and shoulders" and minor curve and intersection deficiencies. Two small airports used by recreational aircraft are each located approximately 20 miles away in Fulton and Clinton.

  The port is rail served over a line owned by the Hickman River City Development Corporation (HRCDC), a local non-profit corporation which was formed to acquire the line when abandoned by the Illinois Central (IC). The line runs from a connection with the IC main track in Dyersburg, Tennessee 41 miles to its terminus in Hickman. It is operated by the TennKen Railroad and is in need of rehabilitation.

- **Economic Impact**

  Direct impacts = 98 jobs, $10.9 million annually in economic activity.

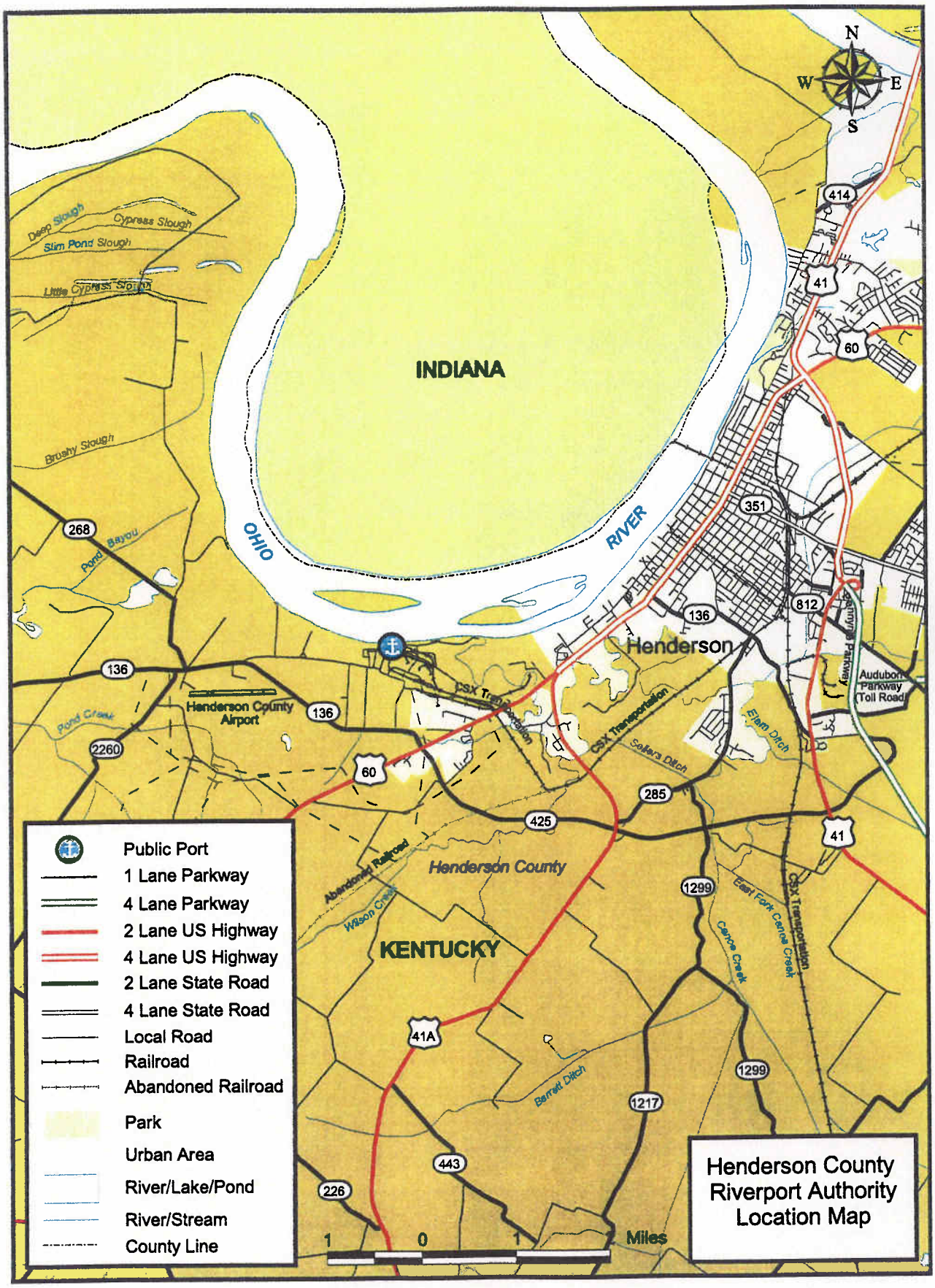
  Indirect Impacts = 394 jobs, $43.3 million annually in economic activity.

- **Capital Needs**

  Elevated multi-purpose wharf - $5.5 million.

  Warehouse or transit shed on wharf – $400,000.

  Rail line rehabilitation – $5.7 million.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RIVER
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Cypress Slough
Slim Pond Slough
Little Cypress Slough
Brushy Slough
Pond Bayou
Pond Creek
Henderson
Henderson County Airport
CSX Transportation
Sellers Ditch
Elam Ditch
Audubon Parkway
Audubon Parkway (Toll Road)
Henderson County
KENTUCKY
Abandoned Railroad
Wilson Creek
East Fork Canoe Creek
Canoe Creek
Barrett Ditch
414
41
60
351
812
136
268
2260
425
285
1299
41A
1217
443
226
Public Port
1 Lane Parkway
4 Lane Parkway
2 Lane US Highway
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2 Lane State Road
4 Lane State Road
Local Road
Railroad
Abandoned Railroad
Park
Urban Area
River/Lake/Pond
River/Stream
County Line
1 0 1
Miles
Henderson County
Riverport Authority
Location Map

JEFFERSON RIVERPORT INTERNATIONAL

- **Location** — Louisville, Kentucky, Ohio River Mile 618.

- **Facilities** — The Riverport complex is comprised of 1,810 acres, most of which is devoted to the Riverport Industrial Park. Waterfront facilities consist of two components – a general cargo dock with overhead crane and a bulk rail conveyor-served dock. The rail facility consists of a multi-track loop and a bottom-dump shaker house for unloading unit trains.

- **Tonnage and Commodities** — The Riverport has handled an average annual 1.09 million tons between 1993 and 1998. Coal and coke have comprised the vast majority of the tonnage, in excess of 80 percent of total tons in some years. Other commodities consist of slag, minerals, sand, gravel and steel.

- **Access** — The port is not far removed from I-264 (4 miles) and US 60/31W (3 miles) via County Routes 1934 and 1931, respectively. These roadways provide easy access to other principal highways such as I-265, I-65 and I-71 for all directional movements. The port is also rail served. Access is possible by CSXT, Norfolk Southern and Paducah and Louisville. Commercial air service is available at Louisville International Airport and Bowman Field, a designated reliever airport, which provides general aviation services.

- **Economic Impact** — Direct impacts = 90 jobs, $14.8 million annually in economic activity.

  Indirect Impacts = 2,914 jobs, $494.4 million annually in economic activity.

- **Capital Needs** — Modify existing rail dock for 2-way operation - $400,000.

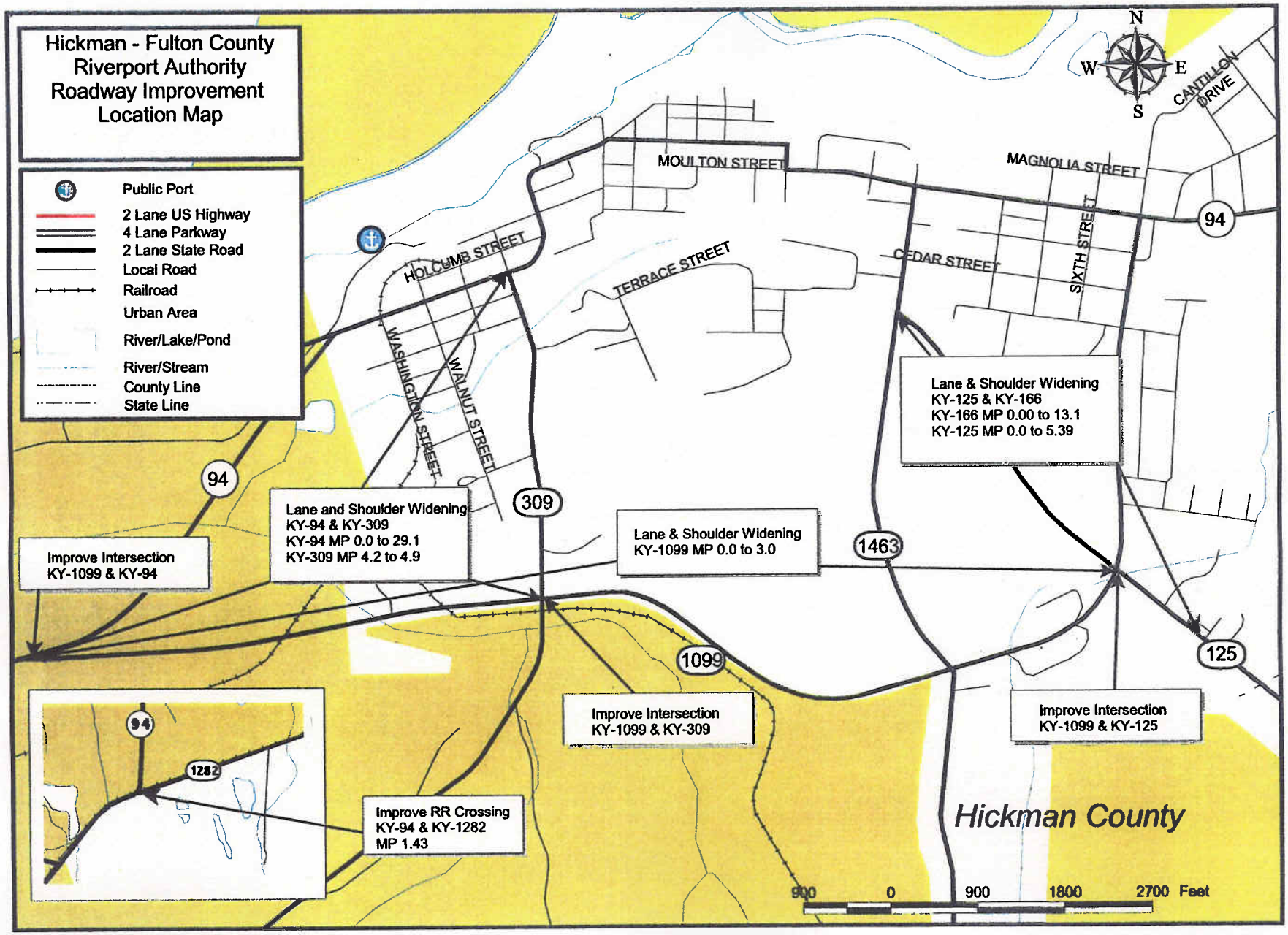
  Replace and upgrade dock barges (rail dock) – $250,000.

  Construct additional cargo dock – $2.5 million.

  Construct rail spur to cargo dock – $1.2 million.

New 150 ton crane and barge moving equipment - $1.5 million.

Highway improvements at intersection KY 1099 & KY 125, intersection KY 1099 & KY 309, intersection KY 1099 & KY 94, intersection KY 166 & KY 125, railroad crossing and intersection KY 94 & KY 1282 and lane and shoulder widening on KY 94, KY 125 and KY 166 – $24.1 million.


Hickman - Fulton County
Riverport Authority
Roadway Improvement
Location Map
Public Port
2 Lane US Highway
4 Lane Parkway
2 Lane State Road
Local Road
Railroad
Urban Area
River/Lake/Pond
River/Stream
County Line
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MAGNOLIA STREET
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TERRACE STREET
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WASHINGTON STREET
WALNUT STREET
Lane & Shoulder Widening
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KY-166 MP 0.00 to 13.1
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Lane and Shoulder Widening
KY-94 & KY-309
KY-94 MP 0.0 to 29.1
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Improve Intersection
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Lane & Shoulder Widening
KY-1099 MP 0.0 to 3.0
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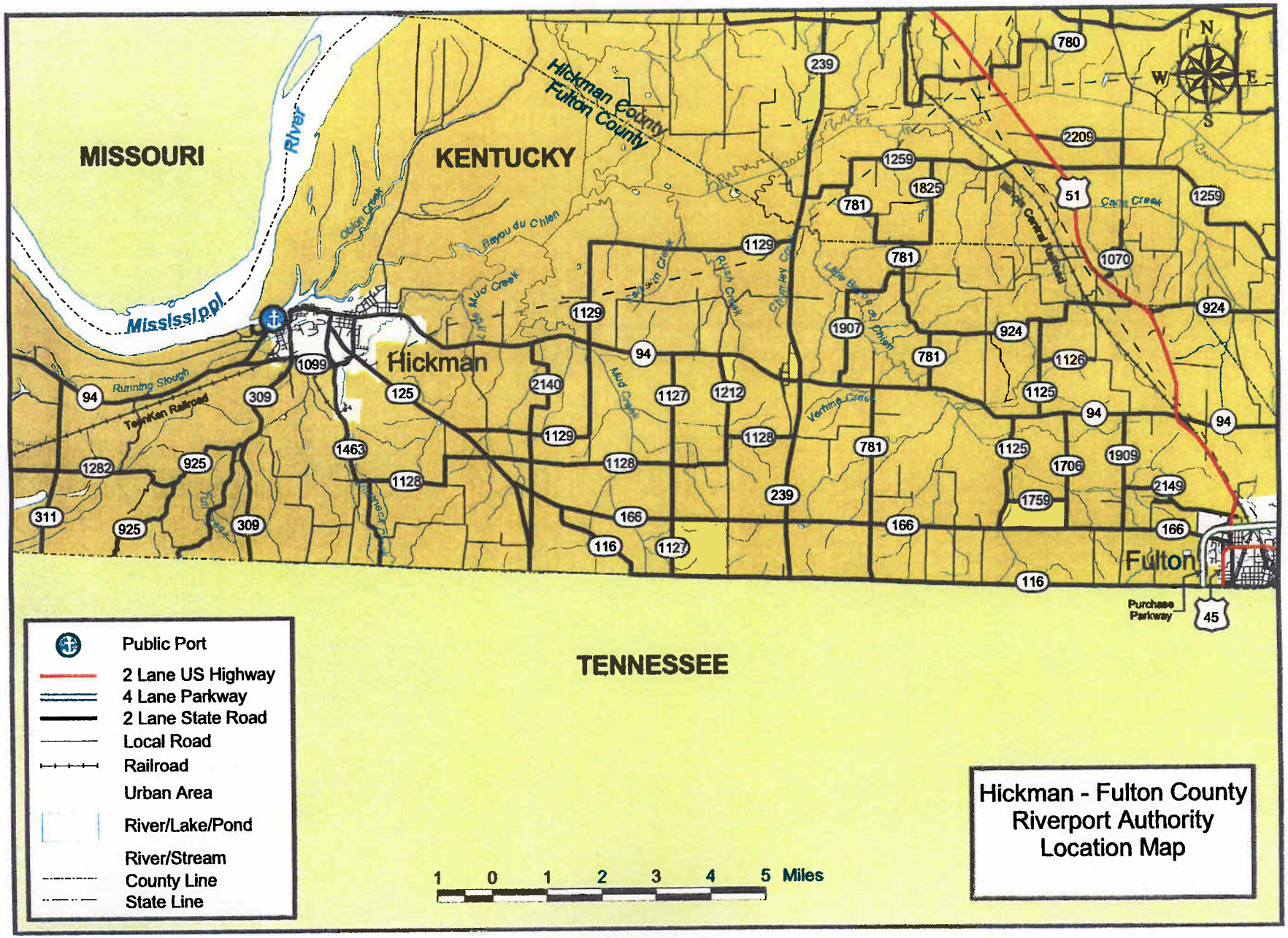
MISSOURI
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Hickman
Fulton
Obion Creek
Bayou du Chien
Mud Creek
Running Slough
Purchase Parkway
Public Port
2 Lane US Highway
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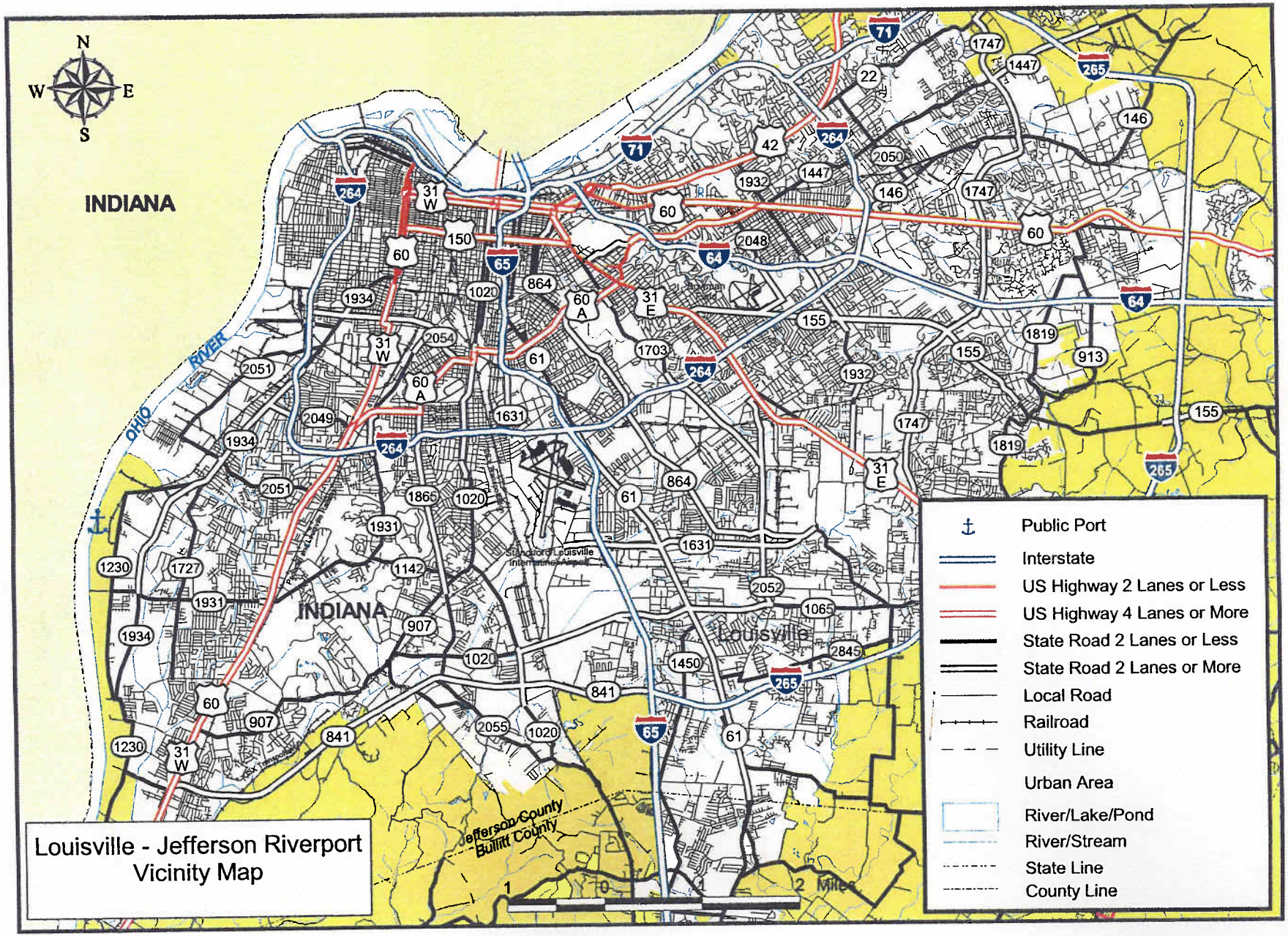
1 0 1 2 3 4 5 Miles
Hickman - Fulton County
Riverport Authority
Location Map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Jefferson County
Bullitt County
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Public Port
Interstate
US Highway 2 Lanes or Less
US Highway 4 Lanes or More
State Road 2 Lanes or Less
State Road 2 Lanes or More
Local Road
Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
State Line
County Line

LYON COUNTY RIVERPORT

- **Location**

  Eddyville, Kentucky, Cumberland River Mile 43.6.

- **Facilities**

  The port is located on a 117-acre site. Facilities include a grain terminal with truck dump and 70,000 bushels of storage capacity. Fertilizer and limestone facilities also provide storage and barge loading capabilities. A 50-foot x 100-foot concrete dock is available for off-loading, as is a 40-ton crane. Truck scales of 80-ton capacity are on-site.

- **Tonnage and Commodities**

  Annual port tonnage in the last few years has averaged around 250,000 tons. The principal commodity is grain followed by fertilizers.

- **Access**

  The port is located just off Kentucky Route 93 which connects with US 62/641 and I-24 via Route 293, in the case of the latter. Use of US 62 requires passing through part of the town of Eddyville. Rail access does not exist. A former rail line to the port site was removed 18 years ago when I-24 was constructed. The Kentucky Dam State Park Airport, a general aviation airport is located about 15 miles to the west.

- **Economic Impact**

  Direct impacts = 105 jobs, $11 million annually in economic activity.

  Indirect Impacts = 109 jobs, $9.9 million annually in economic activity.

- **Capital Needs**

  Replace and upgrade existing crane with one of 150-ton capacity - $975,000.

  Reconstruct rail spur from the Paducah and Louisville Railway main track to the Riverport (5 miles) – $4.0 million.

  Dredge Lick Creek – $300,000.

  Resurface new on-site roads – $150,000.

  Construct various material and barge handling facilities - $1.34 million.

  Relocate Riverport office - $100,000.

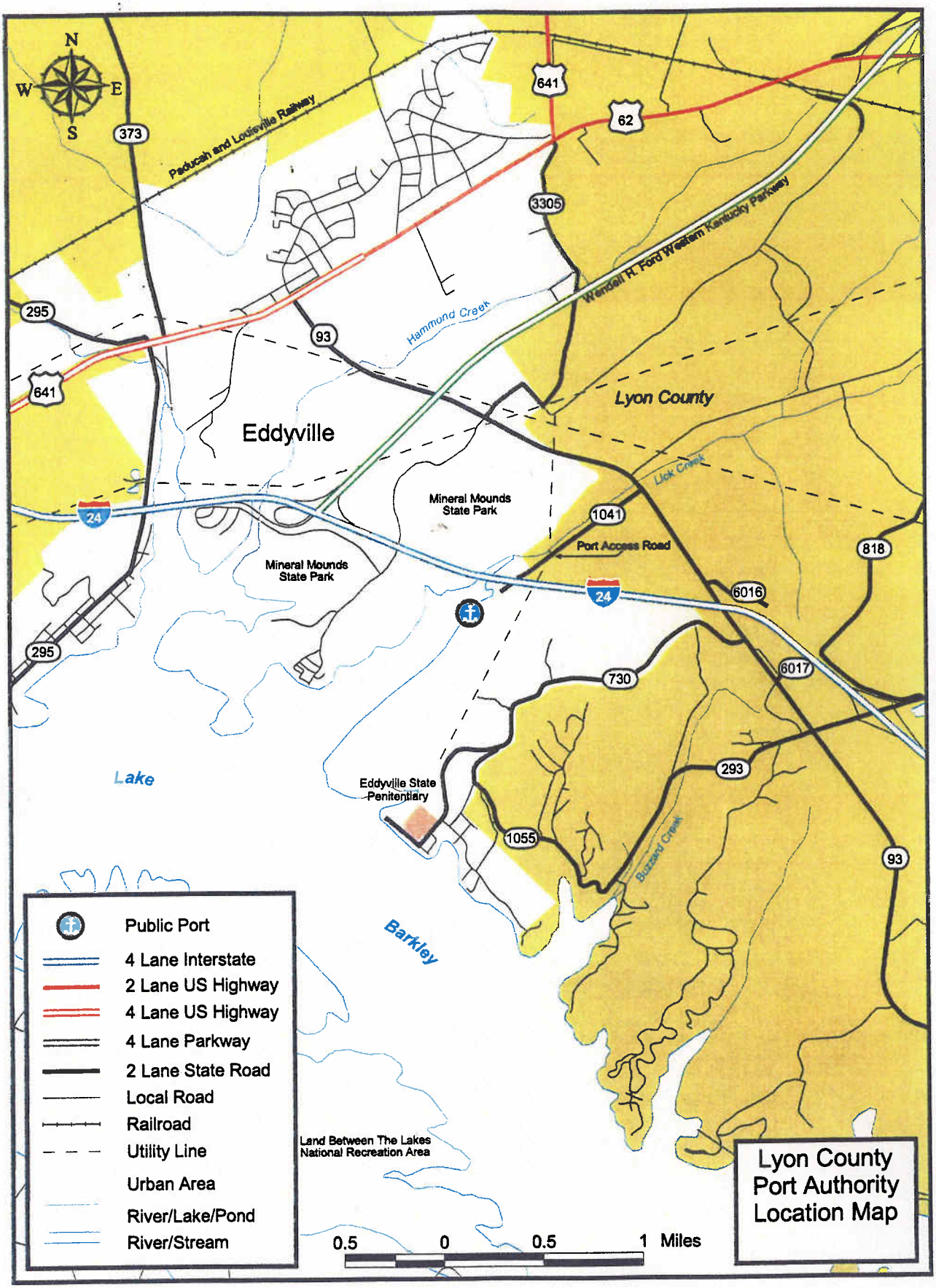
  Pay off existing loans - $700,000.

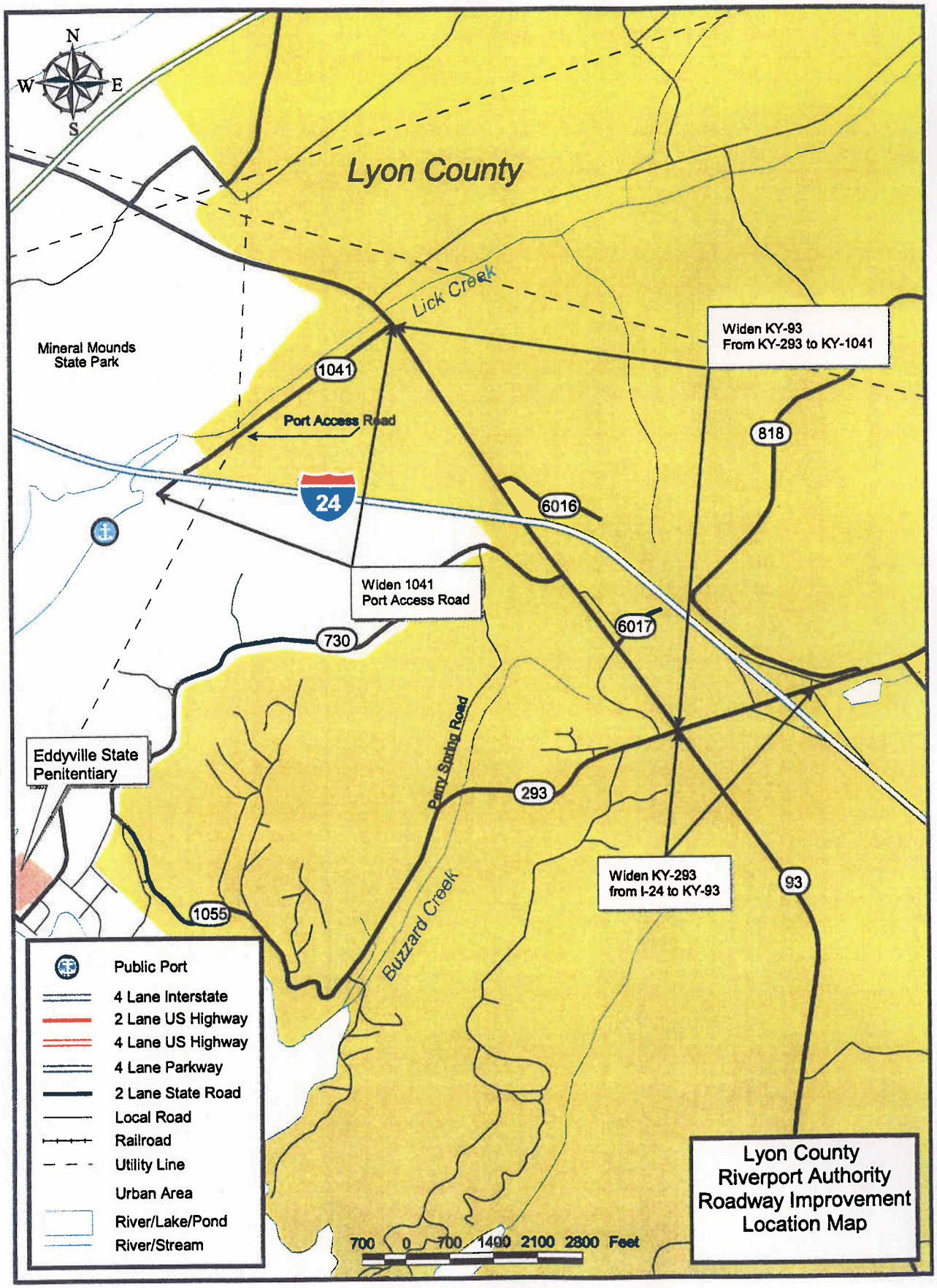
  Addition of second dock (50' X 150') along with three cells - $1.5 million

Acquire additional land for development - $127,000.

Excavation of exist land for additional tenants - $150,00

Widening of access roads - $775,000.


N
W
E
S
373
Paducah and Louisville Railway
641
62
3305
Wendell H. Ford Western Kentucky Parkway
295
93
Hammond Creek
641
Eddyville
Lyon County
Lick Creek
24
Mineral Mounds State Park
1041
Port Access Road
818
Mineral Mounds State Park
24
6016
295
730
6017
Lake
Eddyville State Penitentiary
293
1055
Buzzard Creek
93
Barkley
Land Between The Lakes National Recreation Area
Public Port
4 Lane Interstate
2 Lane US Highway
4 Lane US Highway
4 Lane Parkway
2 Lane State Road
Local Road
Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
0.5
0
0.5
1 Miles
Lyon County Port Authority Location Map


N
W
E
S
Lyon County
Lick Creek
Mineral Mounds
State Park
1041
Port Access Road
Widen KY-93
From KY-293 to KY-1041
818
24
6016
Widen 1041
Port Access Road
6017
730
Eddyville State
Penitentiary
Perry Spring Road
293
Widen KY-293
from I-24 to KY-93
93
1055
Buzzard Creek
Public Port
4 Lane Interstate
2 Lane US Highway
4 Lane US Highway
4 Lane Parkway
2 Lane State Road
Local Road
Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
700 0 700 1400 2100 2800 Feet
Lyon County
Riverport Authority
Roadway Improvement
Location Map

PADUCAH-McCRAKEN COUNTY RIVERPORT

- **Location**

  Paducah, Kentucky, Tennessee River Mile 1.2 to1.3 (at confluence with the Ohio River).

- **Facilities**

  The port occupies 48 acres and has three dock facilities with a 25,000-square foot dockside staging area served by a 20-ton tower crane. Operations are supported by warehouse capability for 14,000 tons of bulk commodities and 36,000 square feet of ground cargo space. Twenty-seven acres are available for open storage. Bulk materials can be handled with a 150-ton crawler crane, a three-quarter-mile-long conveyor system with three radial stackers and a 500-ton per-hour capacity. The port also has facilities to package products, and a liquid cargo tank facility permits barge-to-rail and barge-to-truck transfers. A grain elevator capable of handling unit trains is leased to a private operator.

- **Tonnage and Commodities**

  The port's throughput has ranged between 800,000 and 1,000,000 tons annually in recent years. The vast majority of the tonnage is comprised of bulk shipments (sand, aggregates, petroleum coke, and fertilizers). Tonnage moving through the privately operated grain elevator is not included in the reported totals.

- **Access**

  The port is served by rail by the CSXT-PAL rail system. Connections with the IC are also available. Barkley Regional Airport just southwest of Paducah has commuter air service. Highway access is via US 60 Business (Wayne Sullivan Drive) which runs by the port, and KY 1954, John Puryear Highway, which has an interchange with I-24 (Exit 11). Total length of the route between the port and I-24 is 4.2 miles.

- **Economic Impact**

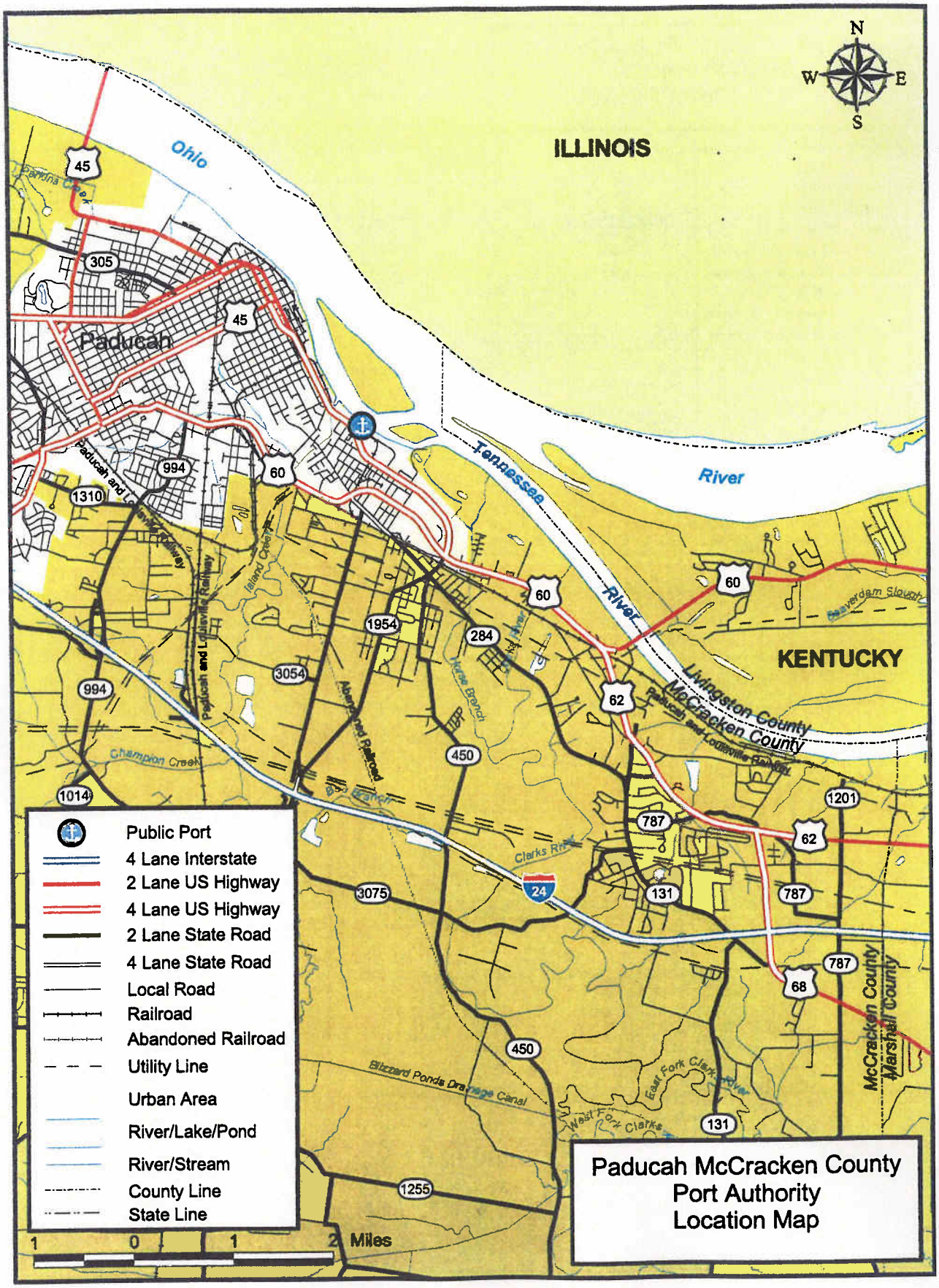
  Direct impacts = 88 jobs, $12.3 million annually in economic activity.

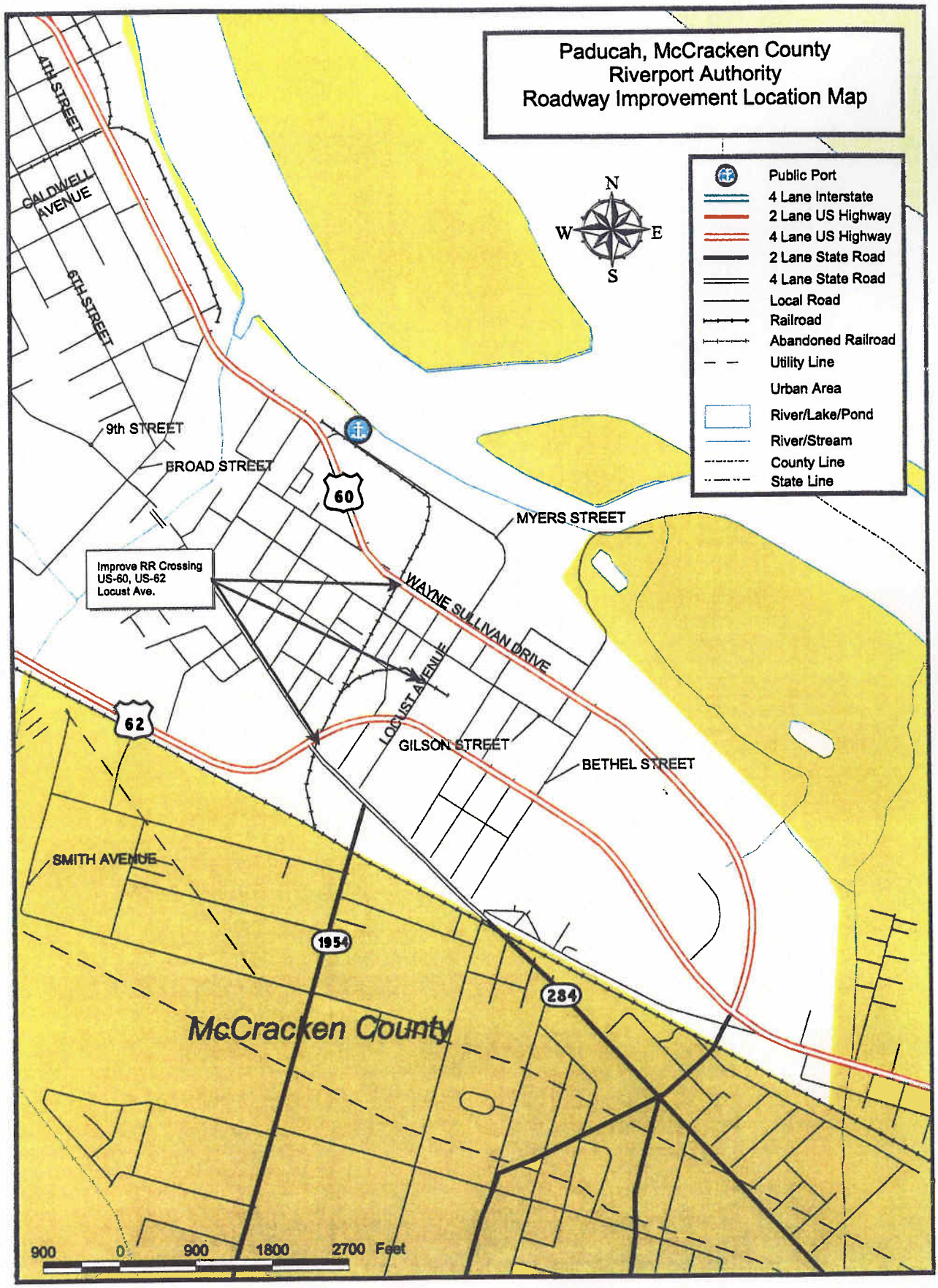
  Indirect Impacts = 432 jobs, $54.7 million annually in economic activity.

- **Capital Needs**

  Construct a domed warehouse - $200,000.

  Access road improvements - $250,000.


N
W
E
S
ILLINOIS
Ohio
Tennessee
River
Paducah
KENTUCKY
Livingston County
McCracken County
Marshall County
Public Port
4 Lane Interstate
2 Lane US Highway
4 Lane US Highway
2 Lane State Road
4 Lane State Road
Local Road
Railroad
Abandoned Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
County Line
State Line
1 0 1 2 Miles
Paducah McCracken County
Port Authority
Location Map


Paducah, McCracken County
Riverport Authority
Roadway Improvement Location Map
Public Port
4 Lane Interstate
2 Lane US Highway
4 Lane US Highway
2 Lane State Road
4 Lane State Road
Local Road
Railroad
Abandoned Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
County Line
State Line
N
W
E
S
4TH STREET
CALDWELL AVENUE
6TH STREET
9th STREET
BROAD STREET
60
MYERS STREET
Improve RR Crossing
US-60, US-62
Locust Ave.
WAYNE SULLIVAN DRIVE
LOCUST AVENUE
62
GILSON STREET
BETHEL STREET
SMITH AVENUE
1954
284
McCracken County
900 0 900 1800 2700 Feet

OWENSBORO RIVERPORT

- **Location**

  Owensboro, Kentucky, Ohio River Mile 759.

- **Facilities**

  The port is located on approximately 300 acres of property, 225 of which are an industrial park. The port has nine barge slips, 160,000 sq. ft. of on- and off-site warehouse space, 60 acres of open storage, 2 cranes of 110-ton capacity - one crawler and one floating.

- **Tonnage and Commodities**

  Total tonnage handled at the port for the 12 months ending June 1998 was 1.062 million. Of that total, 616,081 moved by water. The major commodity was aluminum followed by styrene and grain. Total tonnage was down from the 1.4 million tons reported in 1996 which included over 400,000 tons of coal. The coal facility is no longer in operation.

- **Access**

  The port is served by both rail and roadways. Rail service is provided by CSXT which runs through port property and directly serves several on-site facilities. The terminal is accessed via KY 331 from US 60, or alternatively via Ewing and Medley Roads. Both routes were judged to provide reasonable access but improvements are recommended. The Owensboro-Daviess Airport provides commercial commuter air service.

- **Economic Impact**

  Direct impacts = 102 jobs, $15.8 million annually in economic activity.

  Indirect Impacts = 449 jobs, $88.7 million annually in economic activity.

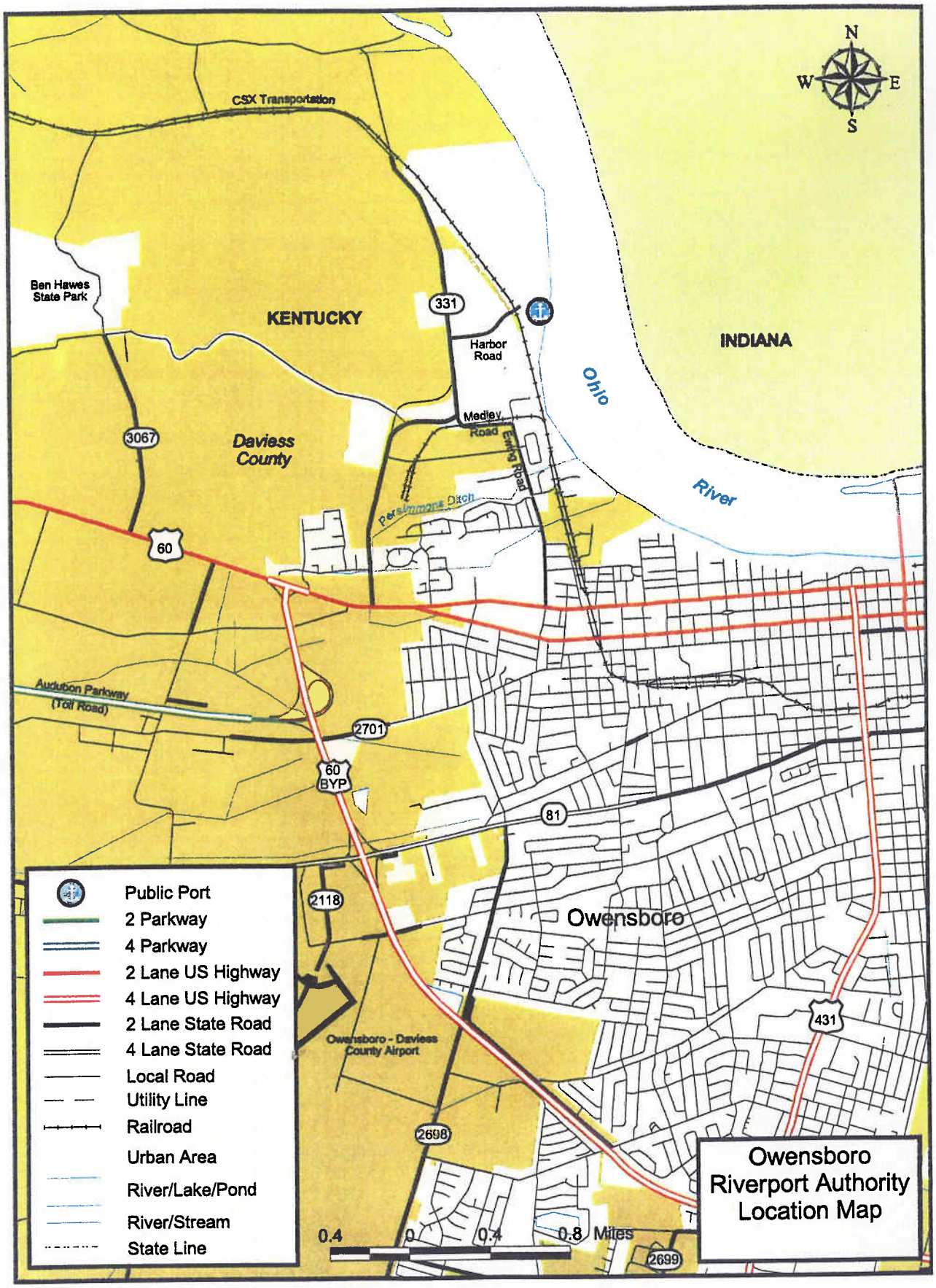
- **Capital Needs**

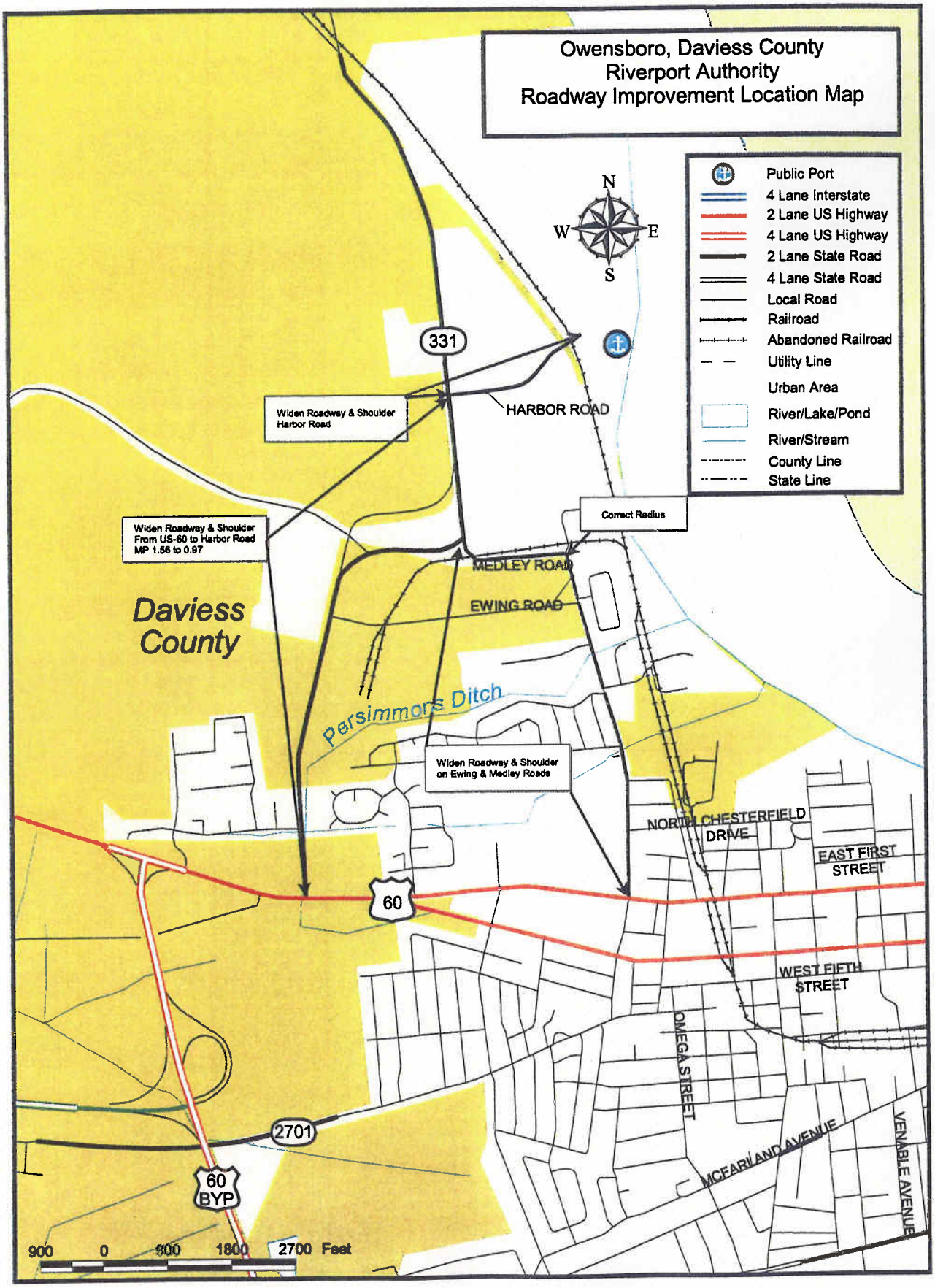
  Develop new terminal on former coal facility site, reconstruct access roadway and construct new internal roadway to connect existing and proposed terminals - $4.2 million.

  Construct a new 100,000 square-foot warehouse - $3.0 million.

  Extend upper level of existing wharf to dolphin line (out over existing lower level) - $3.5 million.

  Improve access roadways from US 60 to Riverport - $700,000.


N
W
E
S
CSX Transportation
Ben Hawes State Park
KENTUCKY
INDIANA
331
Harbor Road
Ohio River
Medley Road
Ewing Road
Persimmon Ditch
3067
Daviess County
60
Audubon Parkway (Toll Road)
2701
60 BYP
81
2118
Owensboro
431
Owensboro - Daviess County Airport
2698
2699
Public Port
2 Parkway
4 Parkway
2 Lane US Highway
4 Lane US Highway
2 Lane State Road
4 Lane State Road
Local Road
Utility Line
Railroad
Urban Area
River/Lake/Pond
River/Stream
State Line
0.4
0
0.4
0.8 Miles
Owensboro Riverport Authority Location Map


Owensboro, Daviess County
Riverport Authority
Roadway Improvement Location Map
Public Port
4 Lane Interstate
2 Lane US Highway
4 Lane US Highway
2 Lane State Road
4 Lane State Road
Local Road
Railroad
Abandoned Railroad
Utility Line
Urban Area
River/Lake/Pond
River/Stream
County Line
State Line
N
W
E
S
331
HARBOR ROAD
Widen Roadway & Shoulder Harbor Road
Widen Roadway & Shoulder From US-60 to Harbor Road MP 1.56 to 0.97
Correct Radius
MEDLEY ROAD
EWING ROAD
Daviess County
Persimmons Ditch
Widen Roadway & Shoulder on Ewing & Medley Roads
NORTH CHESTERFIELD DRIVE
EAST FIRST STREET
60
WEST FIFTH STREET
OMEGA STREET
MCFARLAND AVENUE
VENABLE AVENUE
2701
60 BYP
900 0 900 1800 2700 Feet