



Re: KPRCM Grant Application Request for Grain Conveyor Infrastructure Project

Dear Water Transportation Advisory Board:

The Hickman-Fulton County Riverport Authority (HFCRA) respectfully requests funding through the Kentucky Public Riverport Construction and Maintenance (KPRCM) Fund to complete a critical grain-handling infrastructure improvement project at the Hickman-Fulton County Riverport.

In January 2024, HFCRA was awarded a \$3,298,879 U.S. Department of Transportation Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) grant. Together with HFCRA's \$823,978 local match, the project budget totaled \$4,122,857 for the replacement and modernization of the Riverport's grain conveyor system. Changes in federal administration priorities and turnover within MARAD resulted in a prolonged review and approval process for required NEPA documentation and final grant agreements. As a result, HFCRA did not receive a fully executed grant agreement until March 4, 2026, nearly two years after the award announcement. During this nearly two-year delay, construction costs increased significantly due to inflation, material cost escalation, and tariffs on key project components.

HFCRA has completed 85% of final design and is preparing to proceed with bidding and construction. However, updated estimates show project costs have increased approximately 44 percent since 2023, resulting in a funding shortfall of approximately \$2.6 million. To close this gap and advance the project to construction, HFCRA respectfully requests **\$2,687,746** in KPRCM funding. This investment will leverage existing federal and local commitments, protect a substantial public infrastructure investment, and ensure completion of a project that will improve freight efficiency, strengthen Kentucky's agricultural economy, and enhance the long-term competitiveness of the Riverport.

Thank you for your consideration of this request and for your continued support of Kentucky's public riverports and multimodal transportation infrastructure. We appreciate the opportunity to submit this application and look forward to partnering with the Commonwealth to complete this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Curlin", is written over a light blue circular background.

Greg Curlin

Executive Director



Hickman-Fulton County Riverport Authority

2026

HFCRA Conveyor Upgrade & Replacement

Projected Total Cost \$6,807,595.00

September 30, 2026

**Prepared By:
Greg Curlin
Executive Director**

KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

INSTRUCTIONS: A guidance document is provided to assist in completing the application packet and may be accessed at <https://transportation.ky.gov/MultimodalFreight/Pages/KPRCM.aspx>
See the guidance document for required attachments and acceptable methods of submittal.

SECTION 1: APPLICANT INFORMATION

PUBLIC RIVERPORT NAME		TOTAL PROJECT COST	KPRCM FUND	
Hickman-Fulton Co. Riverport Authority, Inc.		\$6,807,595.00	\$2,687,746	
STREET ADDRESS	CITY	STATE	ZIP	
625 Catlett Street	Hickman	KY	42050	
CONTACT NAME & TITLE	PHONE	EMAIL		
Greg Curlin, Executive Director	270-236-2563	greg@hickmanriverport.com		

SECTION 2: PROJECT DESCRIPTION

PROJECT TITLE	DURATION
HFRCA Conveyor Upgrade & Replacement Project	16 months weeks

FACILITIES AFFECTED BY THE PROPOSED PROJECT

☒ Owned by Riverport Authority ☐ Leased to:

DESCRIPTION OF THE PROPOSED PROJECT (Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)

The project includes construction of a new conveyor system supported by a modern truss structure with enhanced structural capacity. The upgraded system will increase belt width from 30 inches to 48 inches, allowing significantly greater grain-handling capacity while reducing reliance on operating the conveyor at the upper limits of recommended belt speeds. To accommodate the upgraded conveyor, the project also includes expansion and replacement of the existing 20-foot mooring cell and tower. Electrical and control systems will be modernized to increase automation, improve coordination between storage and loading operations, reduce material loss, and enhance environmental performance throughout the facility.

Select ONE: ☐ Applicant plans to use their own manpower, equipment, or materials on the project (Force Account).
☒ Applicant plans to competitively bid out all work related to the project.

TRAFFIC	CURRENT	AFTER PROJECT
Trucks per day	30	44
Train cars per week	20	20
Barges per week	3.6	5.2

SECTION 3: PERMITS AND APPROVALS

	YES	NO
Has the applicant consulted with state and federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish & Wildlife Service, KY Division of Water, KY Heritage Council, etc.)?	☒	☐
Has state and federal agency consultation determined permits are needed?	☒	☐
Have all required permits (environmental, encroachment, etc.) been obtained?	☐	☒

FOR KYTC USE ONLY

Date Received: _____	WTAB Approval ☐ Yes ☐ No	Notification of Award: _____ MOA #: _____ Notice to Proceed: _____
Application Complete: ☐ Yes ☐ No	Sec. Approval ☐ Yes ☐ No	
Eligible Applicant? ☐ Yes ☐ No	Award Amount _____	
Permits Needed? ☐ Yes ☐ No	Award Date: _____	

KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

SECTION 4: PROJECT EVALUATION

A. DESCRIPTION OF THE PROPOSED PROJECT'S CRITICALITY AND TRANSPORTATION IMPACT ON RIVERPORT OPERATIONS AND KENTUCKY'S MULTIMODAL FREIGHT NETWORK *(Text is limited to the space provided below.)*

The Conveyor Upgrade & Replacement Project is a critical system investment that protects existing operations, sustains jobs, preserves freight throughput, and ensures the Riverport remains a reliable gateway on the Mississippi River. With final design close to completion, a fully executed MARAD grant agreement in place, additional funding is urgently needed to overcome unforeseen cost increases caused by a two-year federal authorization delay. See Attachment A - Criticality Narrative.

B. DESCRIPTION OF THE PROPOSED PROJECT'S ECONOMIC DEVELOPMENT IMPACT AND ABILITY TO SUPPORT ECONOMIC GROWTH, JOBS, INDUSTRY, AND PRIVATE INVESTMENT *(Text is limited to the space provided below.)*

The project is a strategic investment in Kentucky's only public Mississippi River port, modernizing critical grain-handling infrastructure to improve reliability and support projected grain growth of 29% (1.2 million tons) by 2045. Enhanced operations will strengthen an agricultural industry generating \$45.6 billion annually and 138,000+ jobs and support a supply chain producing \$3.3 billion in economic output and 24,000+ jobs statewide. See Attachment B - Economic Development Impact Narrative.

C. DESCRIPTION OF THE PROPOSED PROJECT'S ABILITY TO IMPROVE SAFETY, PRESERVE INFRASTRUCTURE, AND IMPROVE RESILIENCY *(Text is limited to the space provided below.)*

The Project will enhance terminal performance, safety, and resilience by reducing barge loading times by up to 166% and increasing capacity by 60%, resulting in more efficient freight movement and fewer operational delays. Modern safety features and dust controls will reduce worker risks, while the upgraded system, together with the Riverport's 500-year flood protection levee and routine dredging, will improve reliability and sustain operations during challenging river conditions. Attachment C - Safety, Resiliency Narrative.

D. DESCRIPTION OF THE PROPOSED PROJECT'S READINESS & DELIVERABILITY AND LIKELIHOOD THE PROJECT CAN PROCEED EFFICIENTLY AND SUCCESSFULLY *(Text is limited to the space provided below.)*

The Hickman-Fulton County Riverport Authority has completed final design, NEPA review, and Section 106 consultation, with all required concurrence received. Remaining permits are in progress, and an executed MARAD grant agreement is already in place. With environmental reviews complete and permitting coordination underway, the project is shovel-ready and positioned for immediate procurement and construction upon receipt of funding. See Attachment H-Performance History and Attachment D- Readiness.

E. DESCRIPTION OF THE PROPOSED PROJECT'S FINANCIAL LEVERAGE & PARTNERSHIP AND WHETHER THE PROJECT LEVERAGES OUTSIDE INVESTMENT OR PARTNERSHIPS *(Text is limited to the space provided below.)*

The Conveyor Upgrade & Replacement Project demonstrates strong financial leverage and partnership, building on a \$3,298,879 FY 2023 MARAD PIDP grant award and \$823,978 in local matching funds for a total project investment of \$4,122,857. HFCRA has further invested in final design, environmental compliance, and project development, while leveraging more than \$3 million in prior state and federal infrastructure investments. See Attachment E - Financial Leverage & Partnership Narrative.

F. DESCRIPTION OF THE PROPOSED PROJECT'S STRATEGIC IMPORTANCE TO KENTUCKY AND BROADER STATEWIDE TRANSPORTATION AND ECONOMIC SIGNIFICANCE *(Text is limited to the space provided below.)*

HFCRA is a critical Mississippi River freight gateway that supports rural Kentucky industries, agricultural exports, and regional economic growth. The Conveyor Upgrade & Replacement Project aligns with KYTC's freight and economic development priorities by strengthening multimodal freight mobility, enhancing supply chain resilience, preserving critical river infrastructure, and supporting long-term growth in Kentucky's waterways economy. See Attachment F - Strategic Importance to Kentucky.

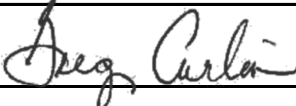
KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

SECTION 5: SUBMISSION CHECKLIST *(See guidance document for details.)*

- ☒ Kentucky Public Riverport Construction and Maintenance (KPRCM) Application (TC 59-113)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Purchase quote or cost estimate for the project
- ☒ Project Schedule/Timeline
- ☒ Maps, aerial photos, drawings, and photographs, as needed
- ☒ Engineering plans, schematics, details, drawings of the proposed project, as needed
- ☒ Copies of all correspondence or evidence of consultation that has occurred with state and federal agencies, if app
- ☒ Required Affidavit for Bidders, Offerors and Contractors from applicant

SECTION 6: CERTIFICATION

I have read the Kentucky Public Riverport Construction and Maintenance Project Guidance Document and understand and agree to abide by what is stated therein. I agree that incomplete applications, applications missing any of the above required supporting documents, or applications received after the deadline, will be deemed ineligible by Division staff without consideration for KPRCM funds and returned to applicant. I also hereby certify, subject to the provision of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME & TITLE	SIGNATURE	DATE
Greg Curlin Executive Director		9/11/2026

Completed applications and all required attachments must be submitted electronically in PDF format. Paper copies will not be accepted. Emailed applications must be received by the Division by date indicated in call for projects. PDF copies shall be sent via email to the address indicated in the call for projects.

Narratives for TC59-113 Form

A. Criticality & Transportation Impact

The HFCRA Conveyor Upgrade & Replacement Project is an urgent and mission-critical investment necessary to preserve the operational viability and economic competitiveness of the Hickman-Fulton County Riverport Authority. The existing grain conveyor system is the primary link between grain storage facilities and barge loading operations. As this infrastructure continues to age, the risk of mechanical failure, operational disruptions, and unplanned outages increases significantly. Failure to complete this project would place one of the Riverport's most important revenue-generating assets at risk and jeopardize its ability to efficiently serve agricultural producers and shippers throughout Western Kentucky and the surrounding four-state region.

The Riverport serves as Kentucky's only public riverport on the Mississippi River and functions as a critical multimodal gateway connecting trucks, barge transportation, and domestic and international agricultural markets. The facility supports a large agricultural hinterland of approximately 21 counties in Kentucky, Illinois, Tennessee, and Missouri. These areas handled approximately 8.8 million tons of agricultural products and livestock and is projected to experience nearly 29 percent growth in grain movements by 2045. The existing conveyor system was not designed to efficiently accommodate these future volumes and is increasingly becoming a capacity constraint. Without the proposed improvements, the Riverport will struggle to meet market demand, limiting opportunities for growth and reducing its competitiveness relative to other regional river terminals.

The urgency of this project is heightened by the fact that the Riverport has already completed a preliminary engineering review, completed geotechnical analysis, and a full environmental assessment as part of the MARAD pre-awarded services, advanced design and engineering to 85% to initiate permitting with the State and Federal Regulatory agencies and received a fully executed MARAD grant agreement, and is prepared to proceed to equipment procurement and construction upon securing the additional funding needed to address the unforeseen cost escalation that occurred during the two-year federal authorization delay. Significant federal and local investments have already been committed to the project. Failure to secure the remaining funding would place more than \$4 million in previously awarded federal and local investments at risk and prevent the realization of the transportation and economic benefits anticipated through the MARAD PIDP award.

If the project remains unfunded, the consequences to Riverport operations would be substantial. The existing conveyor system would continue to operate with aging equipment that is more susceptible to breakdowns, resulting in longer loading times, increased vessel dwell times, and reduced terminal productivity. Equipment failures during peak harvest and shipping periods could delay grain shipments, disrupt supply chains, and force shippers to seek alternative facilities. Such diversions would likely result in permanent losses of market share as grain exporters and agricultural customers move their business to competing river terminals that can offer greater reliability and efficiency.

The project is expected to increase carrying capacity by approximately 60 percent and reduce barge loading times by as much as 166 percent. Without these improvements, the Riverport will continue operating below its potential capacity, limiting throughput growth and reducing its ability to capture additional grain volumes forecasted for the region. Lost throughput translates directly into lost terminal revenues, fewer transportation-related jobs, and reduced economic activity throughout the agricultural supply chain. Farmers, grain elevators, processors, exporters, trucking firms, and barge

operators all depend on efficient loading operations at the Riverport to move commodities to market. Any reduction in operational efficiency increases transportation costs and weakens the competitiveness of regional agricultural producers.

The economic consequences extend far beyond the Riverport itself. The Riverport supports a supply chain that contributes approximately \$3.3 billion in economic output and more than 24,000 jobs across Kentucky. In Fulton County, where total employment is only about 2,090 jobs, the Riverport is one of the community's most important economic engines. A decline in cargo volumes or loss of customers resulting from aging infrastructure would negatively impact direct Riverport employment as well as indirect jobs in transportation, warehousing, agriculture, logistics, equipment maintenance, and related industries. For a rural county with a limited employment base, even modest losses in freight activity can have an outsized effect on local jobs, tax revenues, and economic development opportunities. In addition to the economic impacts, failure to modernize the conveyor system would reduce the efficiency of the regional freight transportation network. The Riverport plays a key role in shifting freight from highways to barges, helping reduce truck traffic and transportation costs. Continued reliance on aging infrastructure could restrict future waterborne freight growth and force additional commodity movements onto highways, increasing congestion, roadway maintenance costs, and transportation inefficiencies across the region.

B. Economic Development Impact & Strategic Importance

The Hickman-Fulton County Riverport Authority (HFCRA) serves as a critical transportation and economic development asset for Western Kentucky and the broader Mississippi River freight network. As Kentucky's only public riverport operating on the Mississippi River, the Riverport provides essential access to domestic and international markets for one of the Midwest's most productive agricultural regions. The conveyor replacement project will modernize a key component of the Riverport's grain handling system, ensuring the efficient movement of grain from storage facilities to barges and supporting the continued flow of agricultural commodities through the national freight network.

The project directly supports HFCRA's mission to promote commercial and industrial development, retain and attract businesses, create quality jobs, and foster regional economic growth. Replacing aging infrastructure will strengthen the Riverport's operational performance and enhance its role as a multimodal freight gateway serving Kentucky, Tennessee, Missouri, Illinois, and surrounding agricultural markets.

Agriculture remains one of Kentucky's most important economic sectors, generating approximately \$45.6 billion in annual economic activity and supporting more than 138,000 jobs statewide. The industry depends on an integrated transportation system that connects truck, rail, and barge networks to move commodities from farms to domestic processors and export markets. The Riverport plays a vital role in this system by providing producers with cost-effective access to inland waterways that move more than 80 million tons of freight through Kentucky each year.

The Riverport's economic influence extends well beyond Fulton County. Its catchment area handled approximately 8.8 million tons of agricultural products and livestock in 2018, and forecasts indicate grain movements will increase by nearly 29 percent, or 1.2 million tons, by 2045. Accommodating this projected growth will require dependable loading infrastructure capable of supporting higher agricultural volumes and evolving market demands.

The conveyor replacement project will reduce operational bottlenecks and minimize disruptions that can affect farmers, shippers, processors, and exporters throughout the region. Improved grain handling capabilities are expected to attract additional agricultural customers, increase cargo volumes, and support continued investment in the Riverport and surrounding communities. These improvements will help maintain an efficient transportation outlet for thousands of farms across Western Kentucky and neighboring states.

The project's benefits extend throughout Kentucky's agricultural economy. Analysis indicates that every 100 new jobs in oilseed and grain production support an additional 92 jobs through indirect and induced economic activity. Likewise, each dollar of agricultural output generates additional business activity across transportation, logistics, manufacturing, and service sectors. By supporting the movement of agricultural commodities, the Riverport contributes to a supply chain that generates approximately \$3.3 billion in output, supports more than 24,000 jobs, and produces nearly \$1 billion in labor income across Kentucky.

The project will also support broader freight transportation objectives. According to the Kentucky Riverport, Highway & Rail Study, improvements at the Riverport could divert more than 600,000 annual truck vehicle miles traveled to barge transportation. Increased utilization of inland waterways reduces pressure on highway infrastructure, improves freight system efficiency, and supports the movement of agricultural exports through the Mississippi River system.

For Fulton County, where the 2020 population was approximately 6,064 residents and total employment was roughly 2,090 jobs, the Riverport remains one of the community's most important economic engines. Continued investment in Riverport infrastructure will help attract business opportunities, generate tax revenues, and support future industrial development. The project will also reinforce workforce opportunities in maritime transportation, logistics, and related industries by creating demand for skilled workers and supporting career pathways through regional education and training programs.

Ultimately, the conveyor replacement project represents a strategic investment in critical freight infrastructure with benefits that extend beyond the Riverport itself. Failure of the aging conveyor system could disrupt grain shipments, increase transportation costs for agricultural producers, reduce export efficiency, and shift freight to less cost-effective transportation modes. The current system handles 75% of the port's commodities. By modernizing this essential asset, HFCRA will strengthen the transportation network that supports agricultural production, facilitate future freight growth, and help ensure the long-term economic vitality of Western Kentucky and the broader Mississippi River region.

The Riverport's service area lies within one of the most productive agricultural regions in the United States. Freight studies indicate that approximately 1.0 billion tons of freight valued at \$1.5 trillion move through the broader hinterland served by the Riverport. Modernizing the grain handling system will position the Riverport to accommodate future demand while continuing to provide efficient and dependable access to domestic and global markets for regional producers.

C. Safety, Resiliency & System Preservation

The Project will significantly improve terminal performance by increasing loading capacity and reducing barge loading times by up to 166 percent, resulting in shorter vessel dwell times, reduced congestion, and more efficient movement of agricultural commodities. The larger conveyor provides approximately 60 percent greater carrying capacity than the existing system while reducing the risk of equipment failures that can delay shipments and disrupt supply chains.

Safety improvements are a central benefit of the Project. The new conveyor system incorporates modern engineering standards, advanced dust-control technologies, enhanced guarding and fall-protection features, and more durable materials that reduce mechanical failures and worker exposure to operational hazards. Faster loading rates will also reduce the need for nighttime operations, lowering fatigue-related risks and creating a safer working environment.

The Project will enhance port resilience by replacing aging infrastructure that represents a growing operational vulnerability and by increasing the Riverport's ability to maintain freight movements during challenging river conditions. The facility's landside access is protected by a levee system built to 500-year flood standards, allowing loading and unloading activities to continue during high-water events as long as navigation remains open. Combined with routine dredging activities that maintain access during low-water conditions, the upgraded conveyor system will provide the capacity and reliability needed to sustain operations amid increasing weather-related variability.

H. Applicant Performance History

The Hickman-Fulton County Riverport Authority has more than 60 years of experience managing and improving multimodal transportation infrastructure that supports freight movement, economic development, and regional supply chains throughout Western Kentucky and the surrounding four-state region. Since its establishment in 1964, HFCRA has successfully administered federal, state, and regional grant-funded projects while maintaining compliance with all applicable procurement, financial management, reporting, and regulatory requirements.

HFCRA has demonstrated a consistent record of delivering capital improvement projects that enhance port operations, increase efficiency, improve safety, and preserve critical maritime infrastructure. As detailed in the following **Table I - Applicant Performance History**, the Authority has successfully managed more than \$3.2 million in grant-funded transportation and infrastructure investments from the U.S. Department of Homeland Security, Delta Regional Authority, Kentucky Riverport Improvement Program, and Kentucky Public Riverport Construction & Maintenance Program. These investments have supported projects including dredging, roadway improvements, crane and equipment replacement, conveyor upgrades, warehouse restoration, and mooring cell repairs.

HFCRA's project portfolio reflects a sustained commitment to preserving and modernizing port infrastructure. Notable projects include the Emergency Dock Dredging Project, Crane Replacement Project, Truck Conveyor Upgrade Project, Warehouse Restoration Project, CAT 950GC Front-End Loader acquisition, Dock Dredging Project, and multiple Mooring Cell Repair Projects, all of which were completed to improve operational reliability, cargo handling efficiency, and navigational access.

Most recently, HFCRA secured more than \$1.36 million through the Kentucky Public Riverport Construction & Maintenance Program for strategic infrastructure investments, including Mooring

Dock Cell Repairs (\$481,900), a Volvo L90H2 Wheeled Loader (\$268,100), a Grain Truck Conveyor Upgrade (\$175,000), a Crane Aggregate Clamshell Bucket (\$84,895), the Conveyor Upgrade & Replacement Project (\$750,000), and the Barge Moving System Project (\$353,895). These awards demonstrate continued confidence by state funding agencies in HFCRA's ability to successfully manage complex transportation infrastructure projects and deliver measurable public benefits.

The Authority's recent completion of repairs to Mooring Cells 2,3 and 4 further demonstrates its capability to effectively manage construction projects in an active marine operating environment while minimizing disruptions to cargo operations. Through careful project management and coordination with contractors, regulatory agencies, and funding partners, HFCRA has consistently delivered projects that strengthen regional supply chains, support Kentucky industries, and enhance utilization of the nation's Marine Highway system.

Table 1 - Applicant Performance History

YEAR	SOURCE	PROJECT	GRANT AMOUNT
2010	U.S. Department of Homeland Security	Port Security Grant	\$34,150.00
2011	U.S. Department of Homeland Security	Port Security Grant	\$67,756.00
2012	Delta Regional Authority	Emergency Dock Dredging Project	\$51,975.00
2014	Kentucky Riverport Improvement	Dock Dredging Project	\$27,500.00
2014	Kentucky Riverport Improvement	Port Road Access Project	\$15,000.00
2015	Kentucky Riverport Improvement	Grain Dump Pit Access Project	\$5,425.00
2015	Delta Regional Authority	Crane Replacement Project	\$150,000.00
2016	Kentucky Riverport Improvement	Crant Bridge Resurface Project	\$60,000.00
2017	Kentucky Riverport Improvement	Truck Conveyor Upgrade Project	\$135,000.00
2018	Kentucky Riverport Improvement	Dock Forklift Replacement Project	\$29,025.00
2019	Kentucky Riverport Improvement	Warehouse Restoration Project	\$47,355.00
2021	Kentucky Riverport Improvement	CAT 950GC Front End Loader	\$136,265.00
2022	Kentucky Riverport Improvement	Dock Dredging Project	\$31,800.00
2022	Kentucky Riverport Improvement	Mooring Dock Cell Repair Project	\$50,000.00
2025	KY Public Riverport Construction & Maintenance	Mooring Dock Cell Repair	\$481,900.00
2025	KY Public Riverport Construction & Maintenance	Volvo L90H2 Wheeled Loader	\$268,100.00
2025	KY Public Riverport Construction & Maintenance	Grain Turck Conveyor Upgrade	\$175,000.00
2025	KY Public Riverport Construction & Maintenance	Crane Aggregate Clamshell Bucket	\$84,895.00
2026	KY Public Riverport Construction & Maintenance	Conveyor Upgrade & Replacement	\$750,000.00
2026	KY Public Riverport Construction & Maintenance	Barge Moving System Project	\$353,895.00

D. Project Readiness & Deliverability

The Hickman-Fulton County Riverport has completed final design and possesses the technical, managerial, and financial capacity necessary to successfully implement the Conveyor Upgrade & Replacement Project. The project is fully developed and can advance to procurement and construction immediately upon award of funding and receipt of final regulatory approvals. Copies of all correspondence, evidence of consultation and agency approvals are in **Attachment G**.

National Environmental Policy Act (NEPA)

Environmental review requirements under the National Environmental Policy Act (NEPA), 42 U.S.C. § 4321 et seq., have been completed in coordination with the Maritime Administration (MARAD), and environmental concurrence has been received. MARAD, as the lead federal agency, has reviewed the project in accordance with applicable federal environmental regulations and determined that the requisite NEPA documentation and review requirements have been satisfied.

National Historic Preservation Act (Section 106)

Section 106 consultation under the National Historic Preservation Act (54 U.S.C. § 306108) has been completed. Coordination with the Kentucky State Historic Preservation Office (SHPO) resulted in concurrence regarding the project's effects on cultural and archaeological resources. The required review process considered potential impacts to historic properties and archaeological resources within the Area of Potential Effects (APE), and concurrence has been received, satisfying Section 106 compliance requirements.

Permitting Status

The project includes conveyor replacement, maintenance of existing mooring cells, and construction of an additional mooring cell along the Mississippi River. Remaining regulatory approvals are being coordinated with the appropriate agencies and include:

- U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit;
- USACE Section 408 Permission, as applicable;
- FEMA Floodplain Development Permit and floodplain compliance review;
- Kentucky Division of Water (KDOW) permits;
- Notice of Intent (NOI) for Construction Stormwater Permit coverage under the Kentucky Pollutant Discharge Elimination System (KPDES).

Consultation and coordination with federal and state resource agencies are ongoing to ensure permit issuance remains aligned with the project schedule and does not delay construction activities.

Project Schedule and Risk Mitigation

Project delivery risk has been substantially reduced through completion of 85% engineering design, completion of NEPA and Section 106 reviews, and early coordination with permitting agencies. The Riverport has an executed MARAD grant agreement in place and is prepared to initiate procurement immediately following funding approval. This advanced level of project development positions the project for timely implementation and rapid obligation of grant funds while minimizing environmental, regulatory, and schedule risks.

E. Financial Leverage & Partnership

The Conveyor Upgrade & Replacement Project reflects a strong partnership among federal, local, and regulatory stakeholders and maximizes the value of prior public investments. In January 2024, the Hickman-Fulton County Riverport Authority (HFCRA) received a FY 2023 Port Infrastructure Development Program (PIDP) grant award of \$3,298,879 from the U.S. Department of Transportation Maritime Administration (MARAD). HFCRA committed an additional \$823,978 in local matching funds, creating a total project budget of \$4,122,857 for critical grain-handling infrastructure improvements.

HFCRA has further demonstrated its commitment through investments in project development, including final engineering, environmental compliance, permitting coordination, and grant administration. The Authority has also successfully managed more than \$3 million in previous state and federal infrastructure grants, supporting dredging, conveyor improvements, equipment replacement, and mooring cell rehabilitation projects that strengthen port operations and freight mobility.

The project benefits from extensive coordination among MARAD, the Kentucky Transportation Cabinet, the Kentucky Riverport Improvement Program, the U.S. Army Corps of Engineers, the Kentucky Division of Water, FEMA, and the Kentucky State Historic Preservation Office. Through these partnerships, the project has completed final design, NEPA review, and Section 106 consultation while advancing the remaining permitting requirements.

By leveraging \$3.3 million in federal funding, \$823,978 in local matching funds, and substantial prior state and federal infrastructure investments, this project demonstrates strong financial commitment from all partners and ensures the efficient delivery of a critical transportation asset that supports regional industries, freight movement, and economic competitiveness along the Mississippi River.

F. Strategic Importance to Kentucky

The Hickman-Fulton County Riverport is a strategically important multimodal freight asset that serves as a critical transportation gateway for Western Kentucky, connecting rural industries and agricultural producers to national and global markets via the Mississippi River. Located in one of Kentucky's most rural regions, the Riverport supports key industries including agriculture, grain processing, manufacturing, and bulk commodity transportation, providing essential access to cost-effective freight services that sustain jobs and economic activity throughout the region.

The proposed Conveyor Upgrade & Replacement Project directly supports the goals of the Kentucky Transportation Cabinet (KYTC)'s Statewide Freight Plan, which prioritizes safe, reliable, efficient, and multimodal freight transportation systems that improve economic competitiveness, strengthen supply chains, reduce highway congestion, and connect Kentucky businesses to domestic and international markets. The project will preserve and enhance a critical waterborne freight asset, improving the efficiency and reliability of bulk commodity movements while supporting Kentucky's broader multimodal freight network.

The project also aligns with statewide economic development priorities that recognize riverports as key drivers of business retention, industrial growth, and rural prosperity. KYTC's Kentucky Riverports, Highway & Rail Freight Study identified investments in riverport infrastructure as essential to strengthening supply chains, improving access to critical markets, and supporting future economic growth across the Commonwealth.

By modernizing aging grain-handling infrastructure, the project will improve freight resiliency, reduce the risk of operational disruptions, and maintain the efficient movement of agricultural commodities that are vital to Kentucky's economy. The investment strengthens geographic diversity within the state's freight system by supporting a rural Mississippi River port that provides an alternative to truck and rail transportation, enhancing supply chain reliability and ensuring continued access to national and global markets. As Kentucky continues to invest in its waterway's economy, the Hickman-Fulton County Riverport plays an increasingly important role in advancing statewide freight priorities, supporting rural economic development, and maintaining a resilient transportation network.

G. Developing (the) Riverport recognizing developing riverports with long-term strategic potential.

The Hickman-Fulton County Riverport Authority exemplifies the type of developing riverport this program seeks to support. While smaller than many established inland and coastal ports, HFCRA occupies a uniquely strategic location on the Mississippi River with year-round, lock-free access to the Gulf of Mexico, providing significant advantages for agricultural shippers and positioning the Riverport for long-term growth. The Riverport's vision is to serve as a catalyst for commercial and industrial development, business attraction, job creation, and regional economic growth centered on the marine transportation industry. This project represents a critical step toward realizing that vision by building the infrastructure capacity needed to support future demand and attract additional customer and investment.

The Conveyor Upgrade & Replacement Project is not merely a maintenance investment. It is a strategic growth investment that expands the Riverport's ability to compete for future business opportunities. The proposed modern conveyor system will increase operational capacity, improve loading efficiency, and provide the scalability needed to accommodate future expansion. Modern conveyor technology is designed with adaptability in mind, allowing HFCRA to integrate future infrastructure improvements, respond to changing market demands, and support additional cargo growth without requiring costly system-wide replacements.

The project also strengthens the long-term viability of the nation's Marine Highway network. By enhancing cargo-handling capabilities at a strategically located Mississippi River port, the project will help divert freight to efficient waterborne transportation, reduce dependence on overburdened highway and rail networks, and improve supply chain resiliency. These benefits extend well beyond current operations and support the Riverport's evolution into a more significant freight gateway for western Kentucky and the broader region.

Importantly, the Riverport's future growth opportunities are directly tied to this investment. Without upgrading the existing conveyor system, HFCRA's ability to attract new customers, accommodate anticipated grain growth, and compete for emerging freight opportunities will be constrained by aging infrastructure. Conversely, funding the project creates a foundation for sustained expansion, increased throughput, future job creation, and additional private-sector investment over the coming decades.

For these reasons, the Conveyor Upgrade & Replacement Project should be viewed not simply as an investment in existing operations, but as a strategic investment in the future development of a rural riverport with demonstrated potential for long-term growth, regional economic impact, and expanded contribution to the U.S. marine transportation system.



Hickman-Fulton County Riverport Authority

2026

HFCRA Conveyor Upgrade & Replacement

Statement of Work

Project Guarantee: Hickman-Fulton County Riverport Authority

County: Fulton County

Purpose: Design, Purchase, and Construction of Conveyor System and New Cell

Funding: PIDP & Local Funding \$ 4,119,849.00

KPRCM Funding \$ 2,687,746.00

The project will modernize the Riverport's grain-loading facilities, increase throughput capacity, improve operational efficiency and safety, and strengthen the regional agricultural supply chain. It includes construction of a new grain conveyor and barge-loading system, including foundations, approximately 1,200 linear feet of covered elevated 48-inch belt conveyor, structural support systems, catwalks, hoppers, discharge equipment, motors, controls, and associated electrical infrastructure. The upgraded system will increase grain transfer capacity to a minimum average of 32,000 bushels per hour while improving reliability, automation, and environmental performance. The project also includes replacement and expansion of the existing mooring cell and support tower and installation of a new barge-loading chute system.

Although the PIDP grant was awarded in 2024, execution of the MARAD grant agreement was delayed until March 4, 2026, due to extended federal review and approval processes. During this period, significant cost escalation occurred as a result of inflation, material price increases, labor costs, and tariffs on critical components. Updated estimates included in this application indicate project costs have increased approximately 44 percent since 2023, creating a funding gap of approximately \$2.6 million.



Hickman-Fulton County Riverport Authority

2026

HFCRA Conveyor Upgrade & Replacement

Scope of Work

The Project includes the procurement, delivery, and installation of all equipment, materials, and components necessary to construct and commission a complete grain transfer and barge loading system. The Scope shall include the installation of foundations and approximately 1,200 linear feet of covered, elevated 48-inch belt conveyor, including but not limited to the support bridge truss, structural steel support legs, catwalks, receiving hoppers, discharge spouts, drive motors, control systems, and all associated appurtenances. The conveyor system shall be designed and installed to provide a minimum average transfer capacity of 32,000 bushels per hour. The Project shall also include the procurement, delivery, and installation of a barge loading chute system capable of operating over a water elevation range of 50.5 feet. The barge loading system shall include a support tower, control room, controls, drive motors, required electrical components, and all associated appurtenances necessary for complete and operational service.



Hickman-Fulton County Riverport Authority

2026

HFCRA Conveyor Upgrade & Replacement

Detailed Budget

2026 Cost Estimate

ITEM	ORIGINAL COST 2023	UPDATED COST 2026	* INCREASE
Cell 6 Repairs (completed)	0	0	0
1,200 - ft Conveyor System w/Discharge Head	\$1,941,985.00	\$3,459,810.00	\$1,517,825.00
Conveyor Support Tower	\$235,934.00	\$351,070.00	\$115,136.00
Control House		\$54,785.00	\$54,785.00
PE Stamped Drawings	\$8,440.00	\$8,440.00	
Foundations	\$233,490.00	\$433,490.00	\$200,000.00
Electrical	\$300,000.00	\$300,000.00	
Subsurface Treatments	\$300,000.00	\$500,000.00	\$200,000.00
Supplementary Mooring Cell	\$600,000.00	\$1,200,000.00	\$600,000.00
Professional Services	\$500,000.00	\$500,000.00	
Additional Budget Request	\$4,119,849.00	\$6,807,595.00	\$2,687,746.00

- *Cost Increase reflects a two-year delay by the Federal government resulting in substantial increases in construction costs driven by inflation, material price escalation, and the impact of tariffs on key project components. Updated cost estimates indicate that the conveyor project cost has increased by approximately 44 percent since 2023, resulting in a total cost increase of approximately \$2.6 million.*



Hickman-Fulton County Riverport Authority

2026

HFCRA Conveyor Upgrade & Replacement

Project Schedule

HFCRA PIDP Conveyor Project Schedule	2026										2027															
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	OCT	NOV	DEC	Jan	Feb	Mar	Apr
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
PIDP Grant - Receipt of Fully Executed Agreement																										
Conveyor Engineering and Design																										
Permitting																										
Discharge Chute - Bid Package and Advertisement																										
Discharge Chute Award																										
Discharge Chute Procurement																										
Conveyor - Bid Package & Advertisement																										
Conveyor - Procurement & Construction																										
Complete Mooring Cell 70%Design																										
Complete Mooring Cell 100 %Design																										
Mooring Cell - Bid package & Advertisement																										
Mooring Cell Award																										
Mooring Cell Installation																										

Notes:

Wheat Harvest Season - Early June through Early July	
Beans and Corn Harvest Season September through November	
Sturgeon Spawning Season (Late April - June)??	
Critical Dates	
\$500K Budget Expiration December 2026	
Full Permit Apporvals	



Hickman-Fulton County Riverport Authority
2026
HFCRA Conveyor Upgrade & Replacement
Maps, Aerial Photos, Photographs

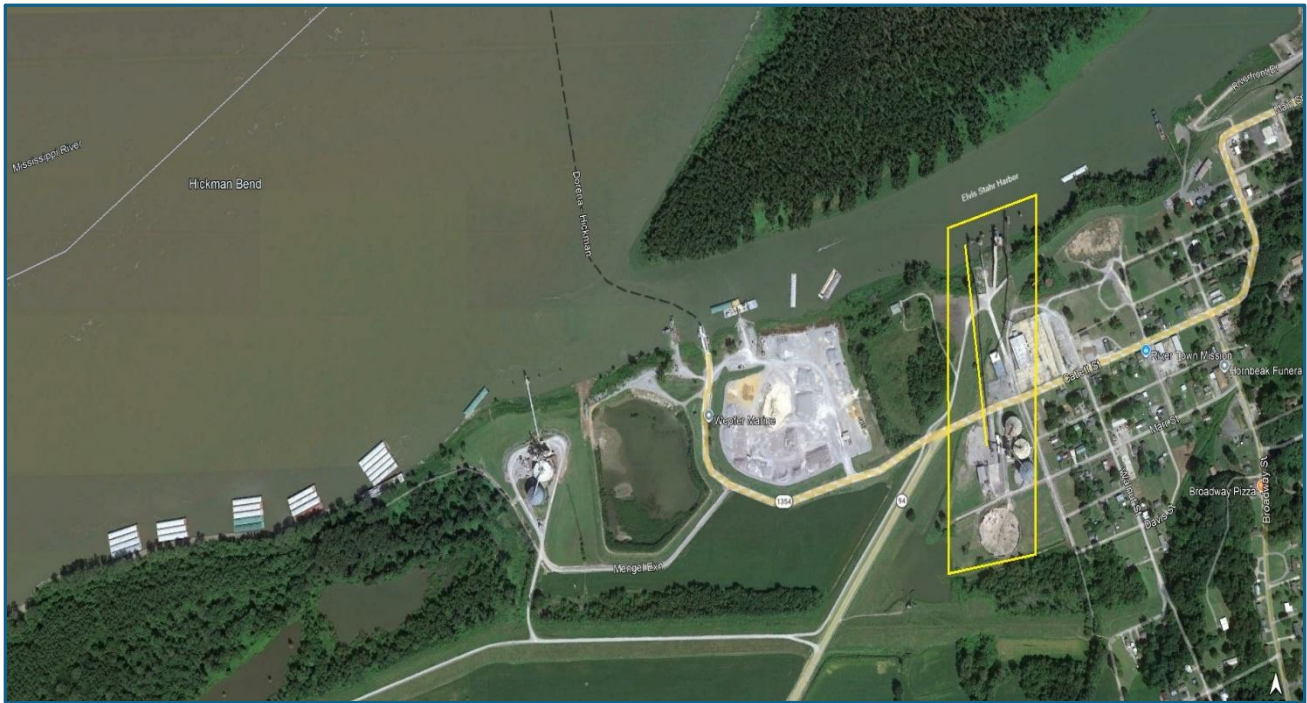


Photo # 1 - Aerial of Elvis Stahr Harbor



Photo # 2 - Aerial of New Cell Location

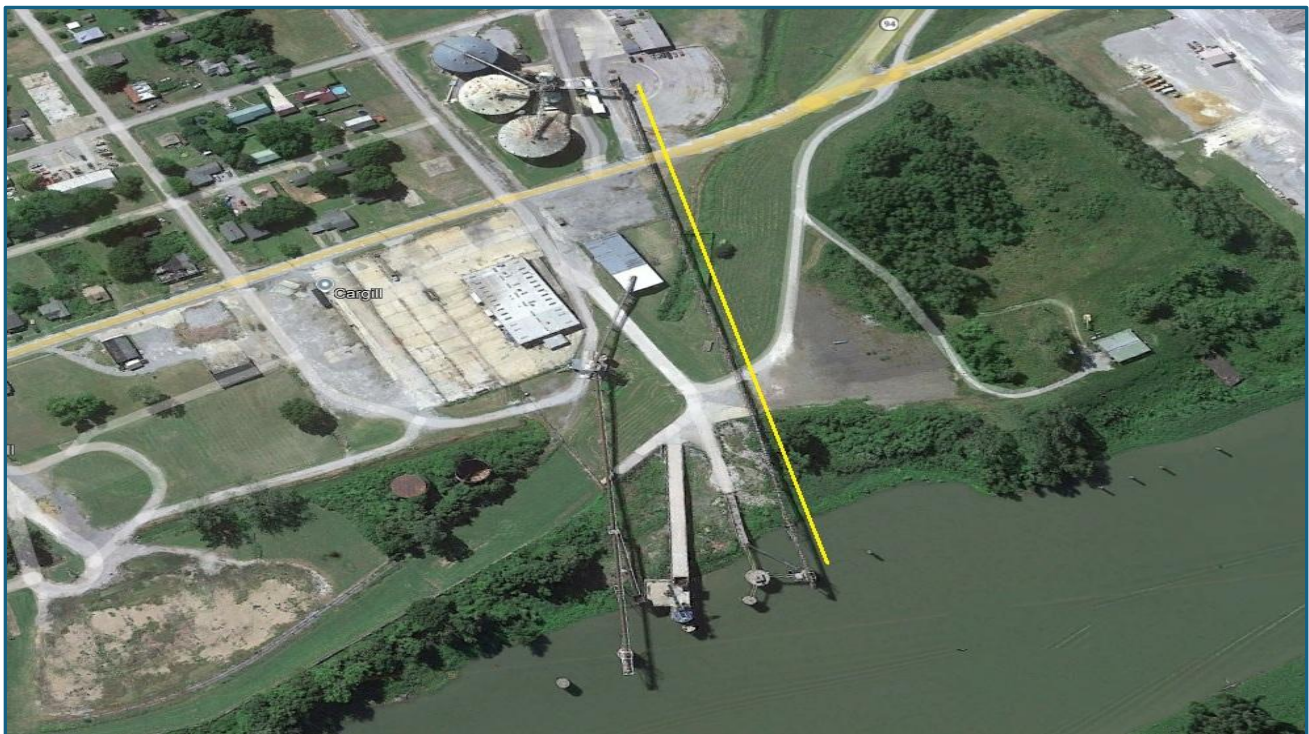


Photo # 3- Location of new Conveyor



Hickman-Fulton County Riverport Authority 2026

HFCRA Conveyor Upgrade & Replacement

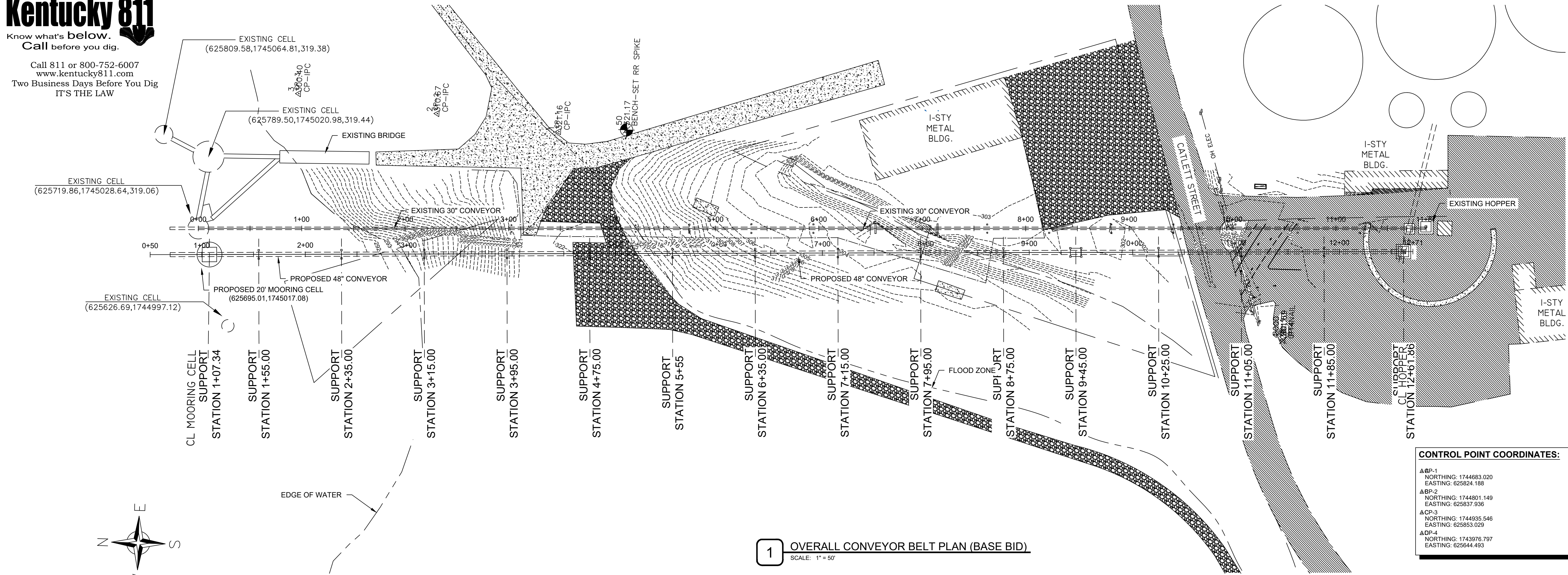
Engineered Plans

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1 OVERALL CONVEYOR BELT PLAN (BASE BID)
SCALE: 1" = 50'

CONTROL POINT COORDINATES:

ABP-1
NORTHING: 1744883.020
EASTING: 625624.188
ABP-2
NORTHING: 1744801.149
EASTING: 625837.936
ACP-3
NORTHING: 1744935.546
EASTING: 625853.029
ADP-4
NORTHING: 1743976.797
EASTING: 625644.493

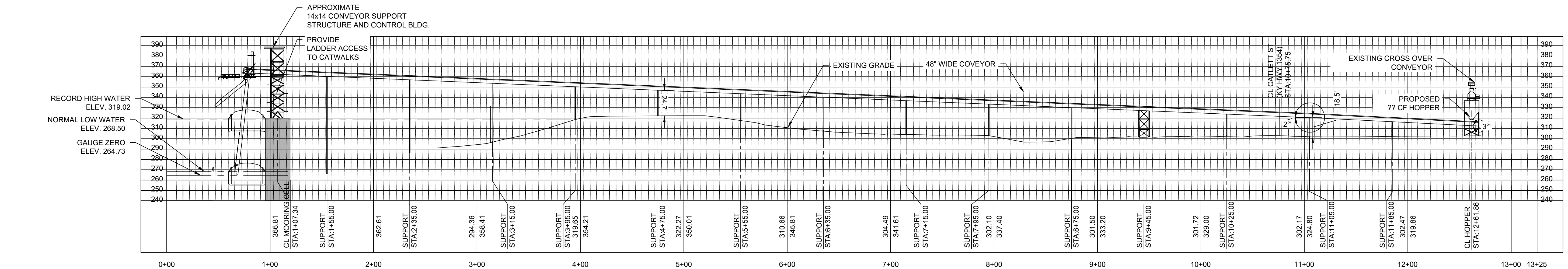
FLOOD ZONE INFORMATION:

THIS PROPERTY IS LOCATED IN FLOOD ZONE X, "AREA WITH REDUCED FLOOD RISK DUE TO LEVEE", AND FLOOD ZONE AE, "SPECIAL FLOOD HAZARD AREAS WITH BFE OR DEPTH", AS SHOWN ON THE NATIONAL FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 21075C0154D, EFFECTIVE JUNE 2, 2011.

BENCHMARK INFORMATION:

NOTE: ELEVATIONS ARE BASED FROM U.S.G.S. DATUM (NAVD 88)

BM RAILROAD SPIKE IN POWER POLE
ELEVATION = 321.17



2 OVERALL CONVEYOR BELT PROFILE (BASE BID)
SCALE: HORIZ. 1" = 50' VERT. 1" = 50'



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625 CAULETT STREET

HICKMAN, FULTON CO., KY. 42050

HICKMAN-FULTON COUNTY RIVERPORT CONVEYOR

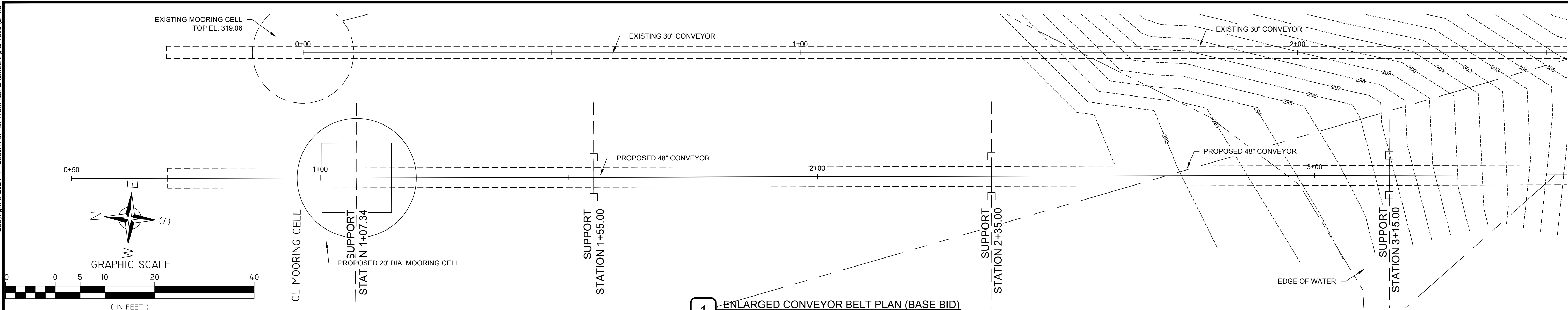
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#	Description	Date

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Issue Date: 07.08.2026
Project No: 24108

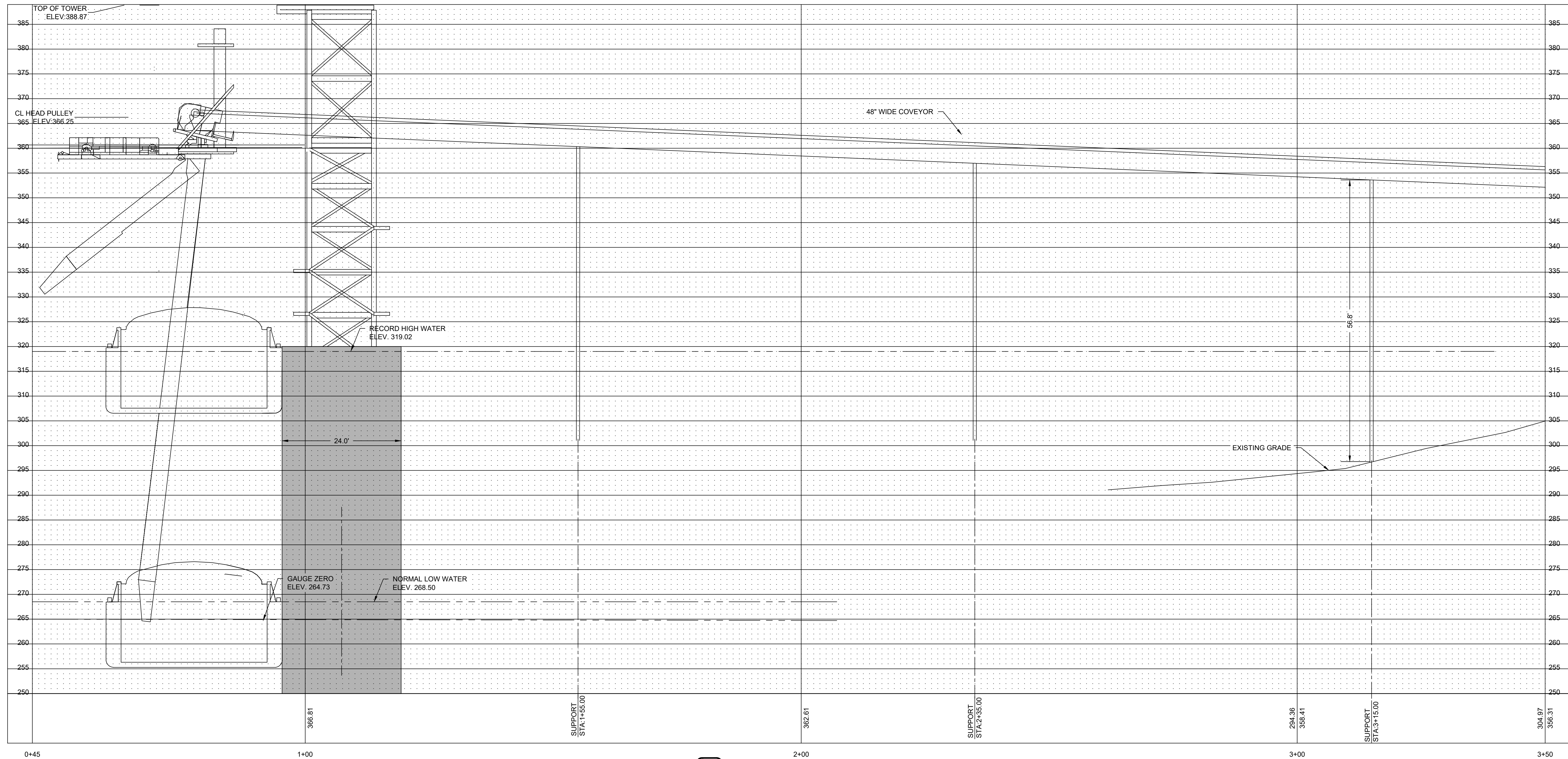
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OVERALL PLAN & PROFILE (BASE BID)

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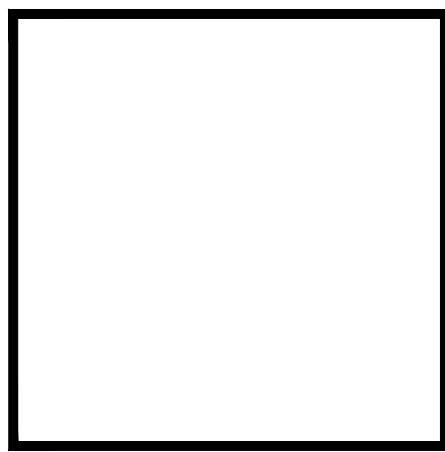
1 ENLARGED CONVEYOR BELT PLAN (BASE BID)
SCALE: 1" = 10'



2 ENLARGED CONVEYOR BELT PROFILE (BASE BID)
SCALE: 1" = 10'



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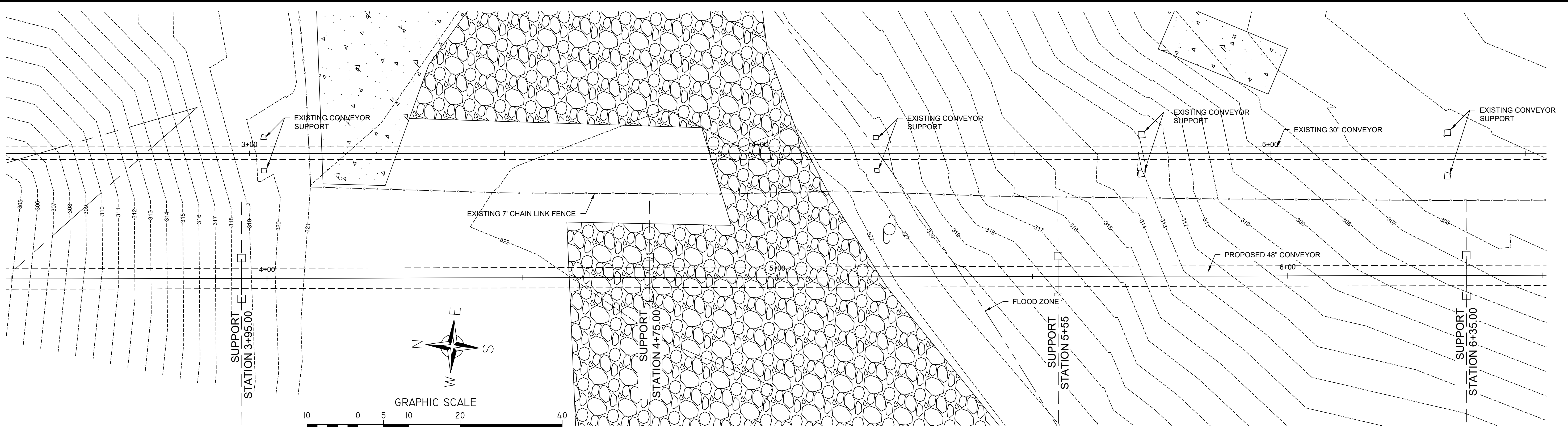
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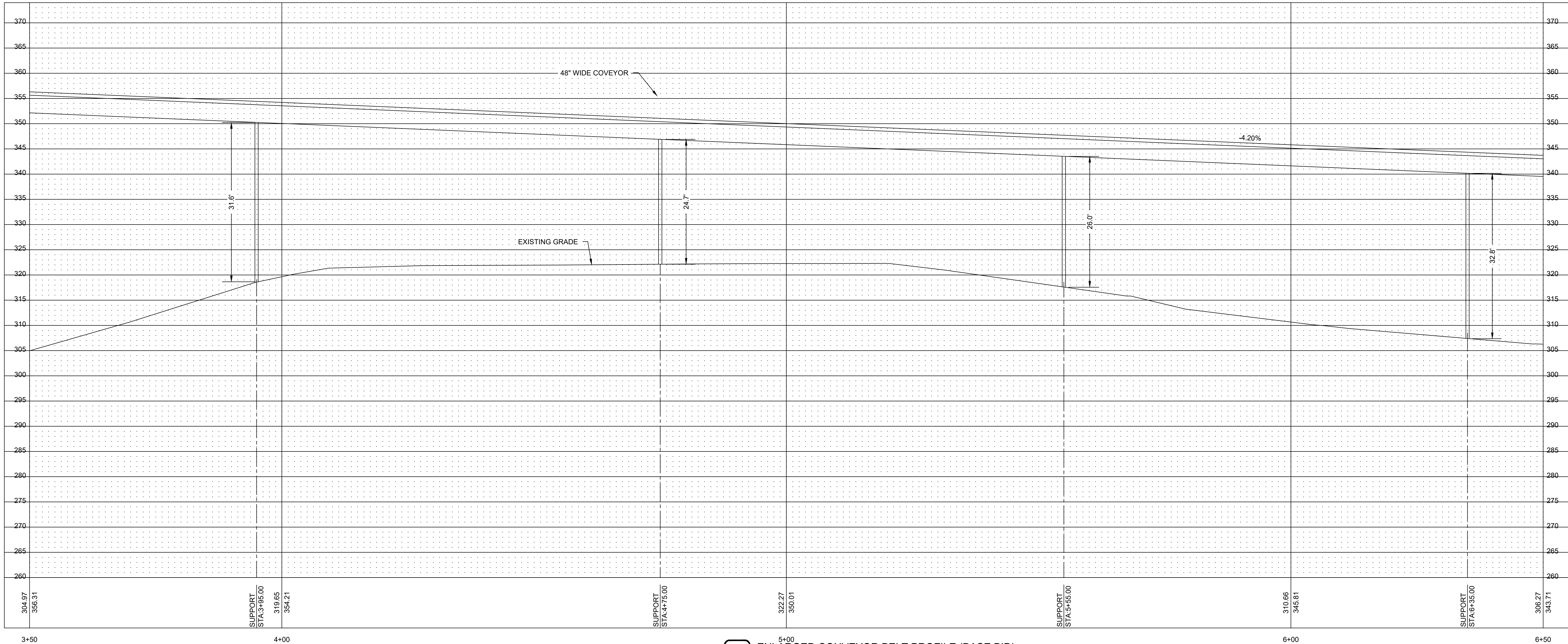
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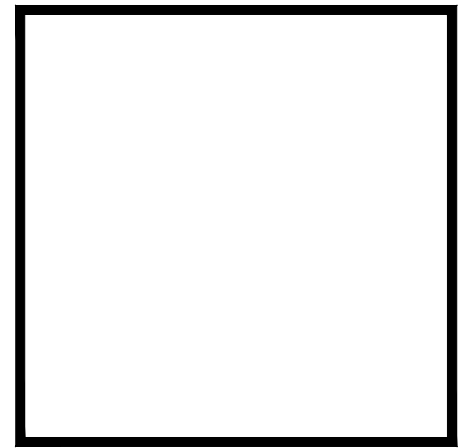
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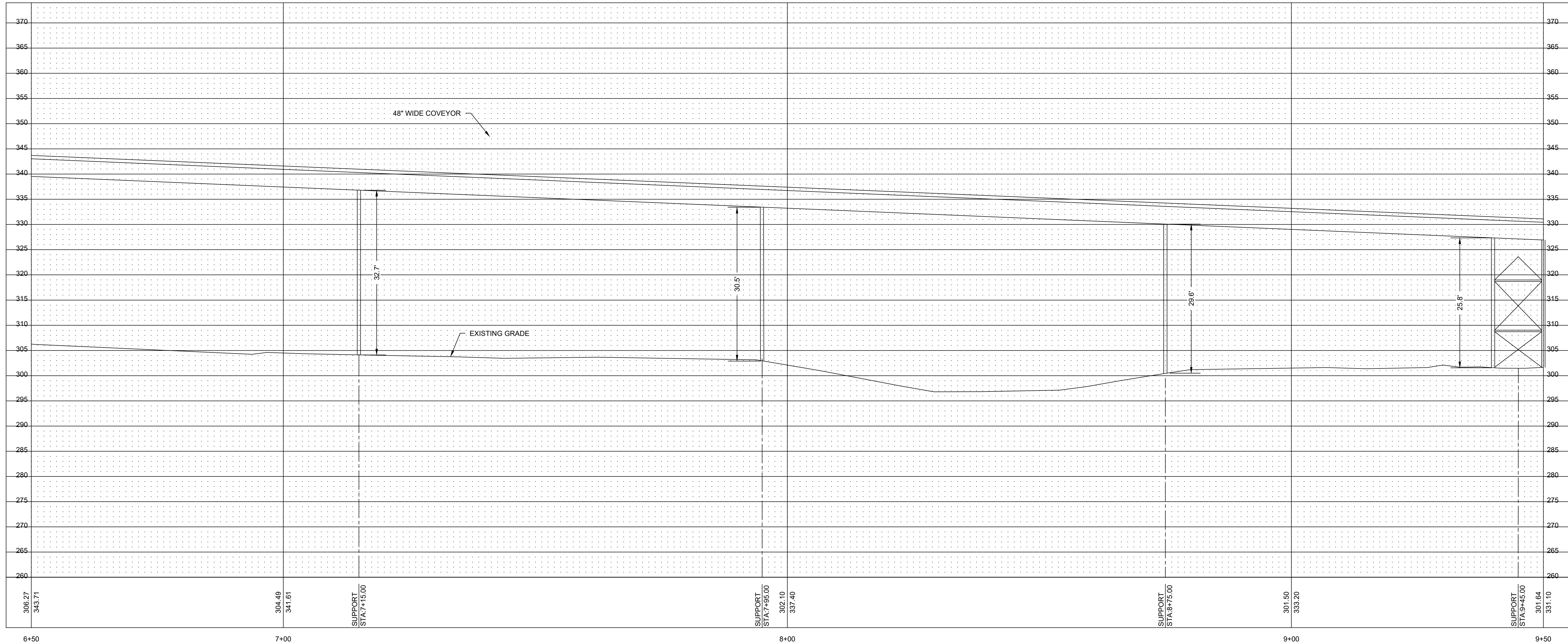
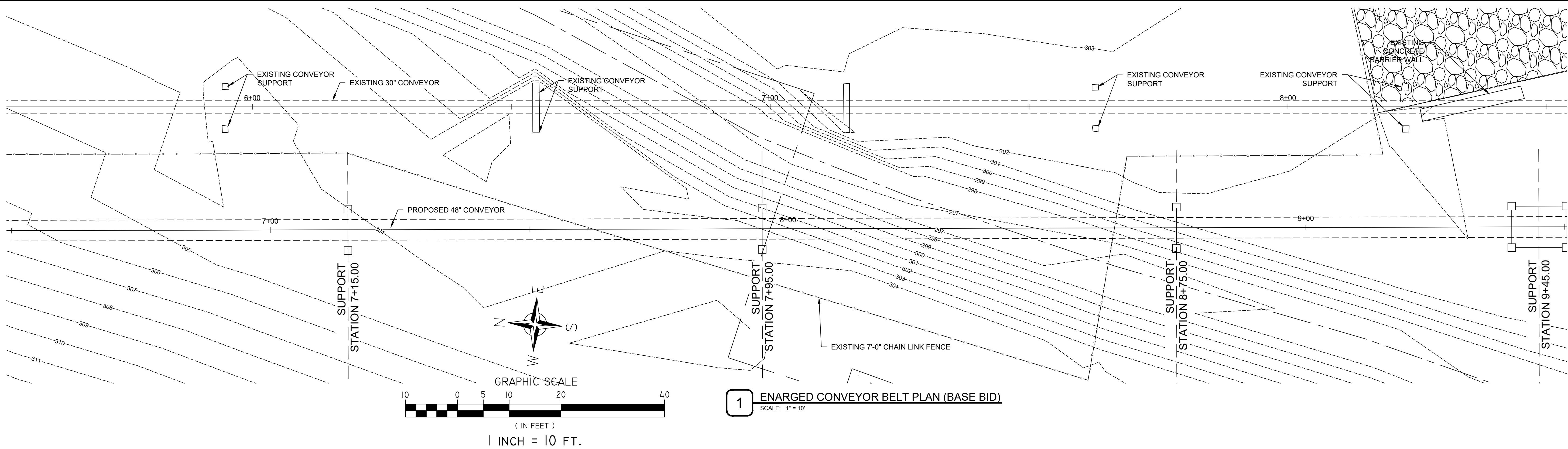
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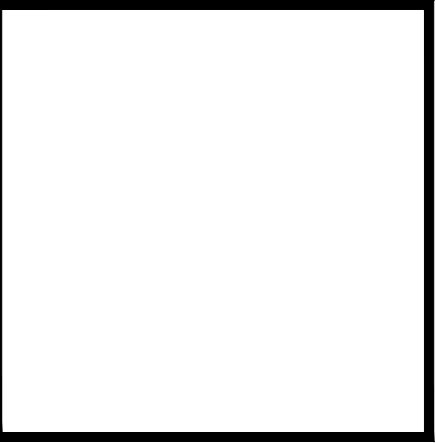
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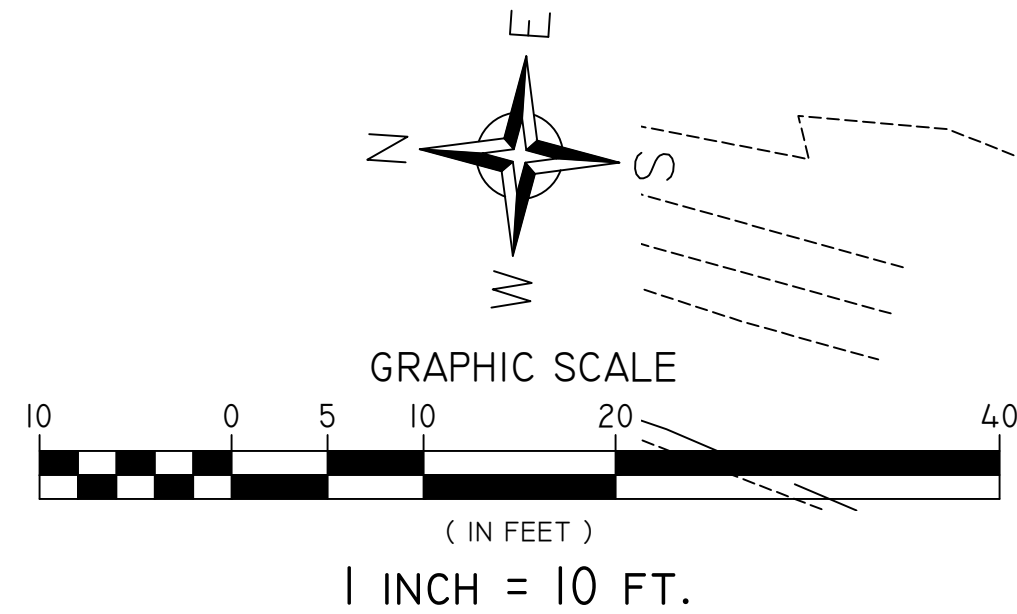
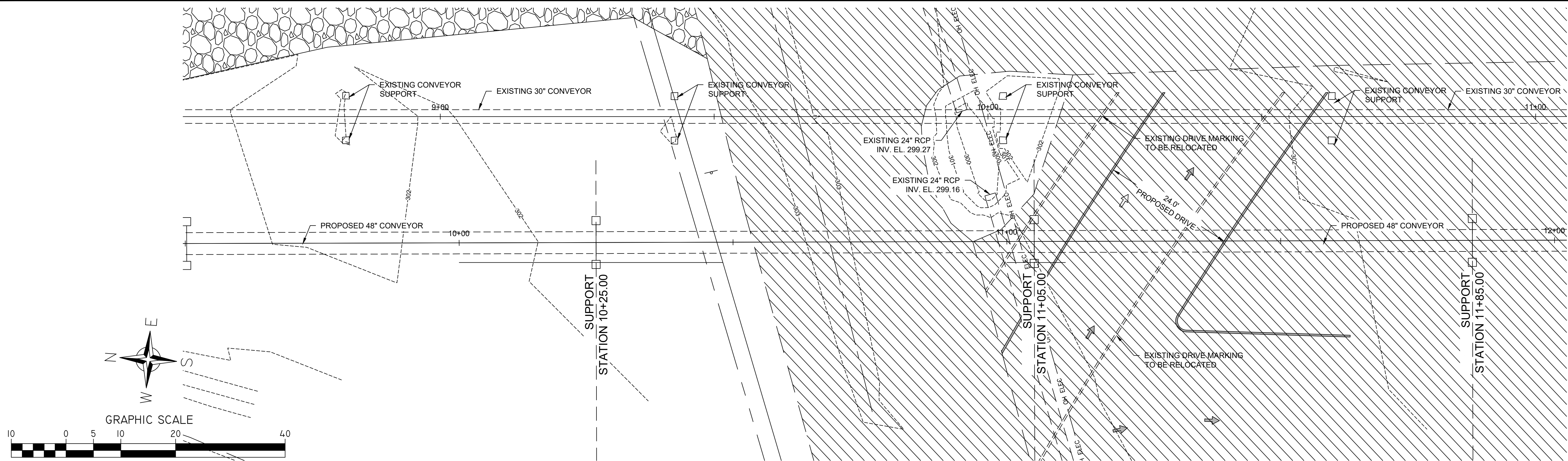
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HICKMAN-FULTON COUNTY RIVERPORT CONVEYOR

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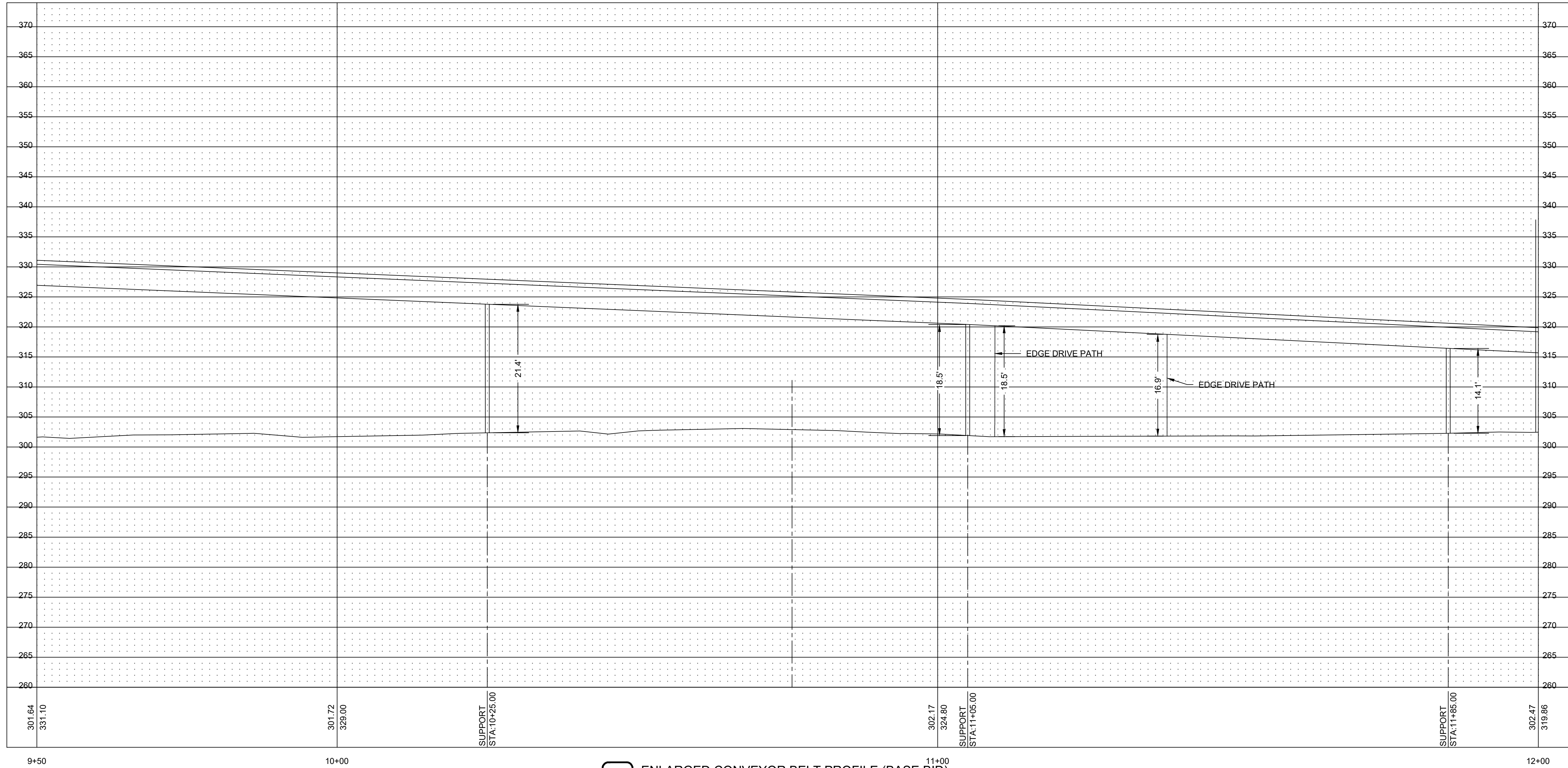
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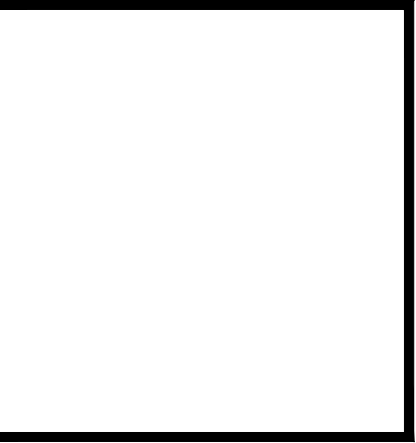
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SCALE: 1" = 10'



2 ENLARGED CONVEYOR BELT PROFILE (BASE BID)
SCALE: 1" = 10'



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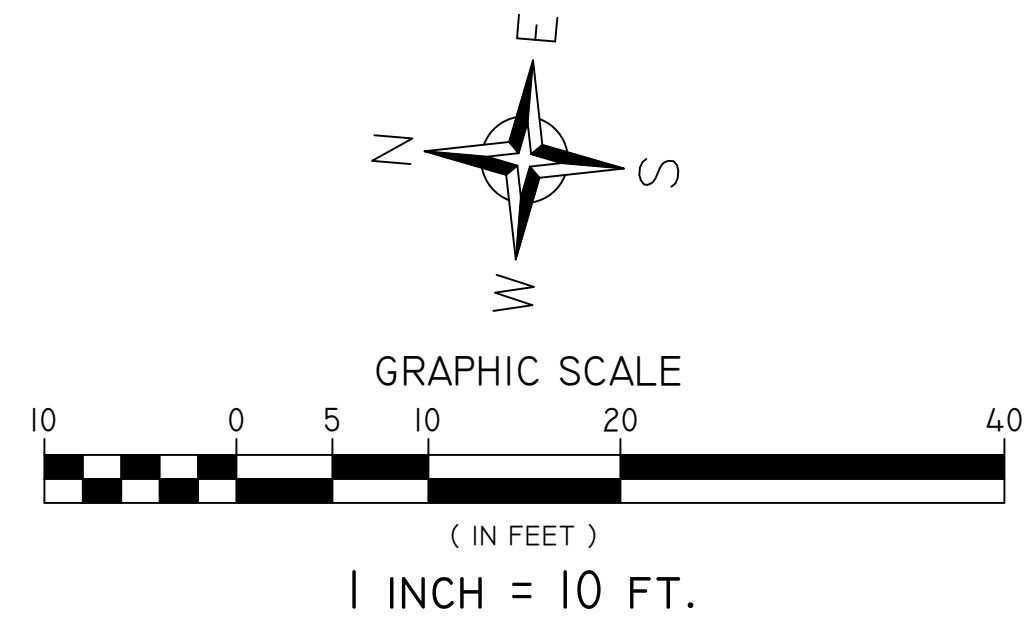
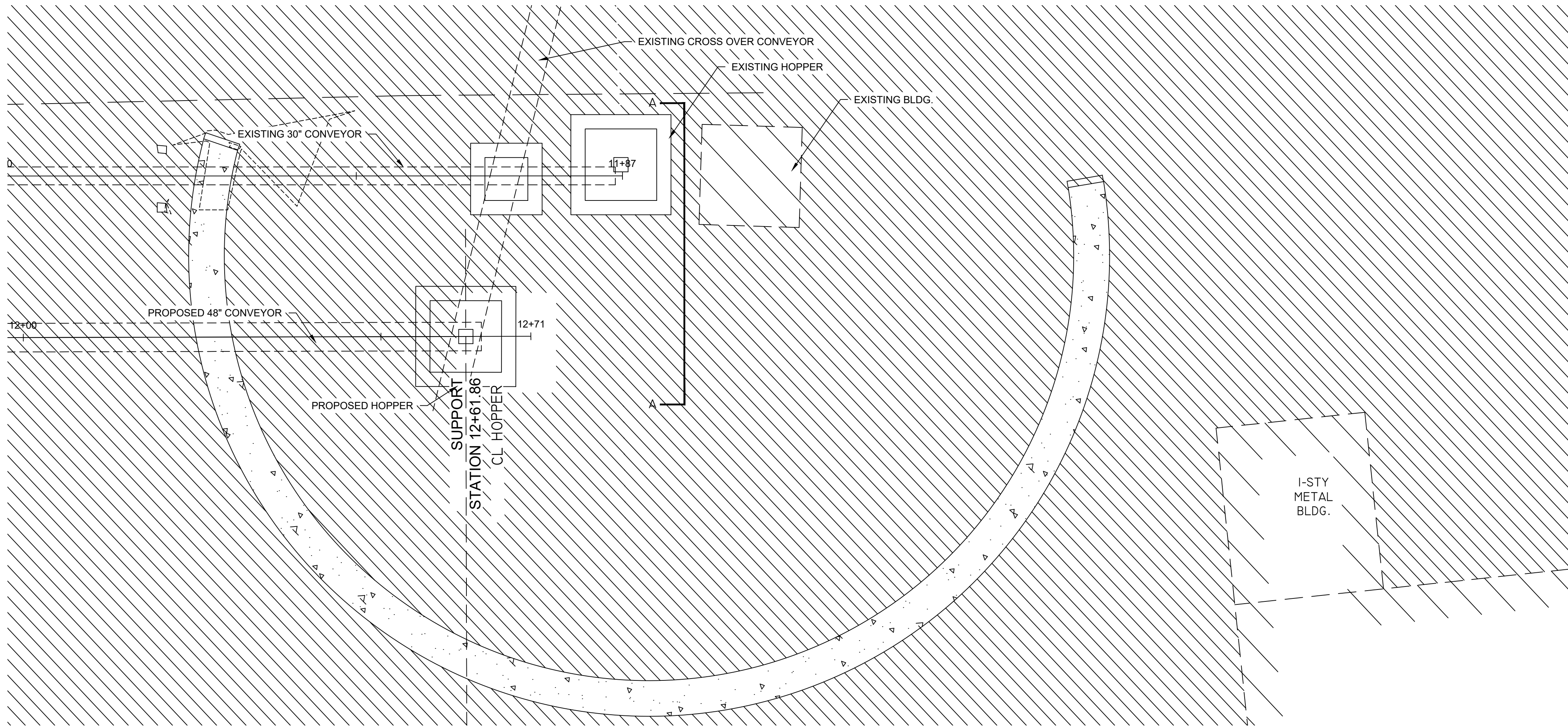
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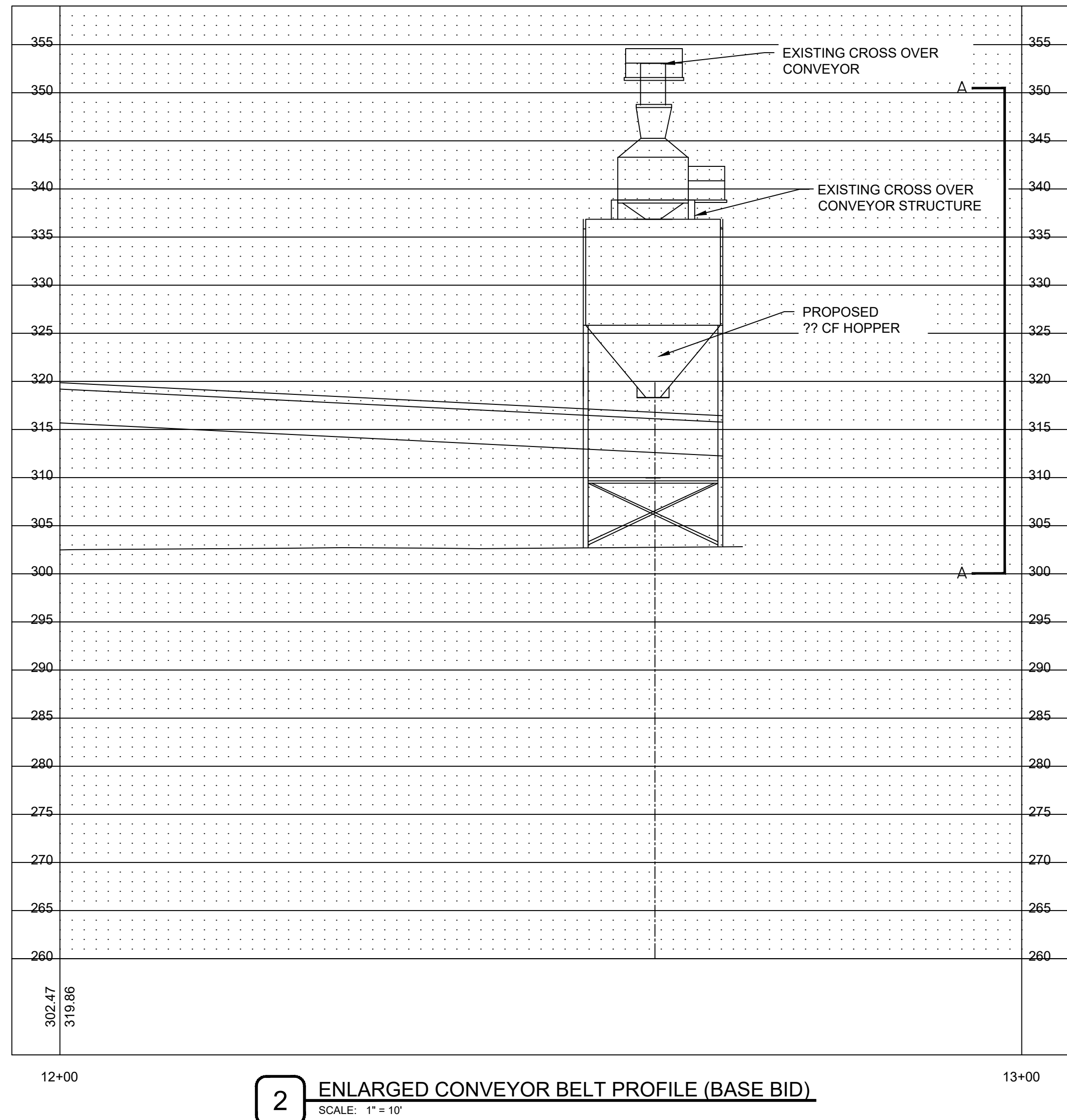
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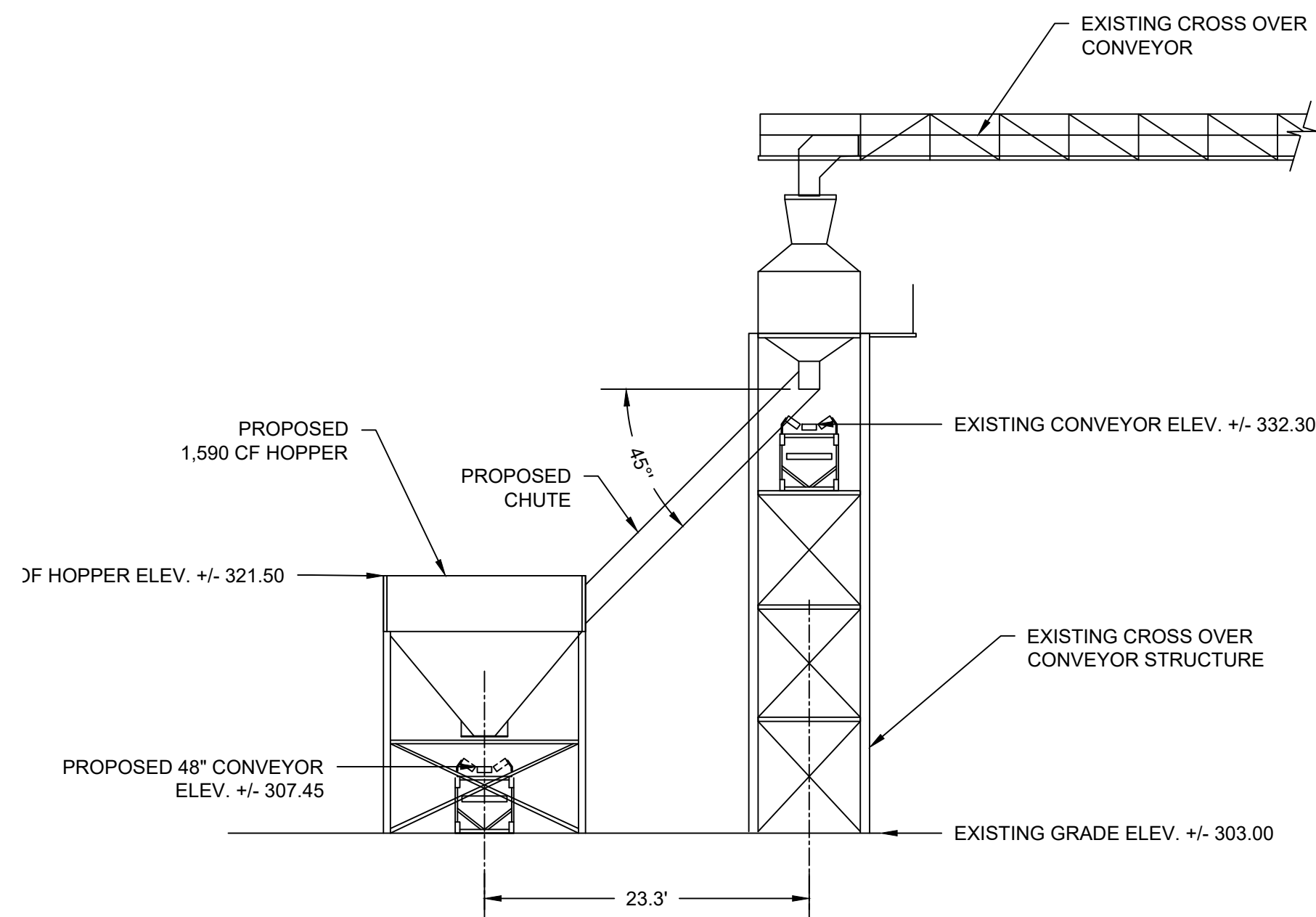
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3 ELEVATION VIEW A-A
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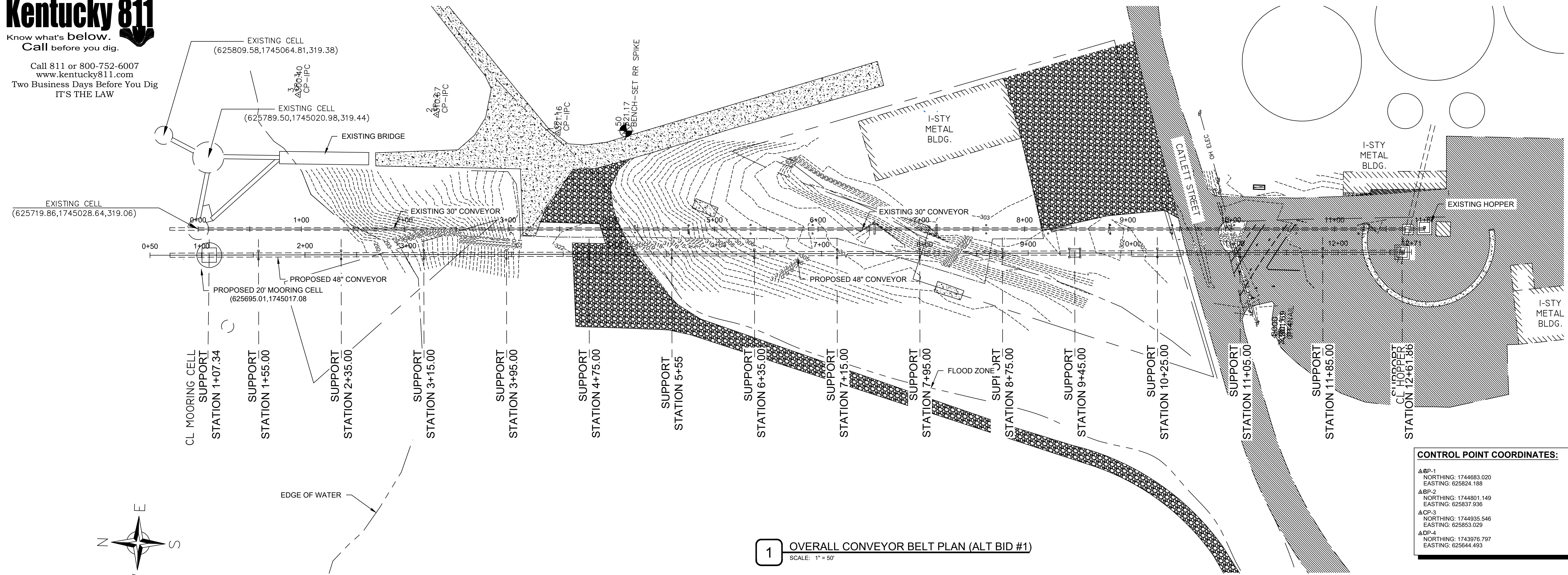
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1 OVERALL CONVEYOR BELT PLAN (ALT BID #1)

SCALE: 1" = 50'

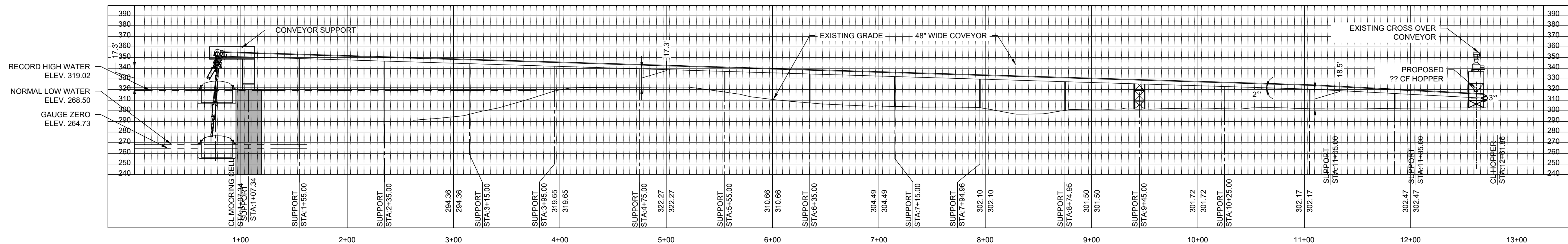
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BENCHMARK INFORMATION:

NOTE: ELEVATIONS ARE BASED FROM U.S.G.S. DATUM (NAVD 88)

BM RAILROAD SPIKE IN POWER POLE
ELEVATION = 321.17



2 OVERALL CONVEYOR BELT PROFILE (ALT BID #1)

SCALE: HORIZ. 1" = 50' VERT. 1" = 50'



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Project No: 24108

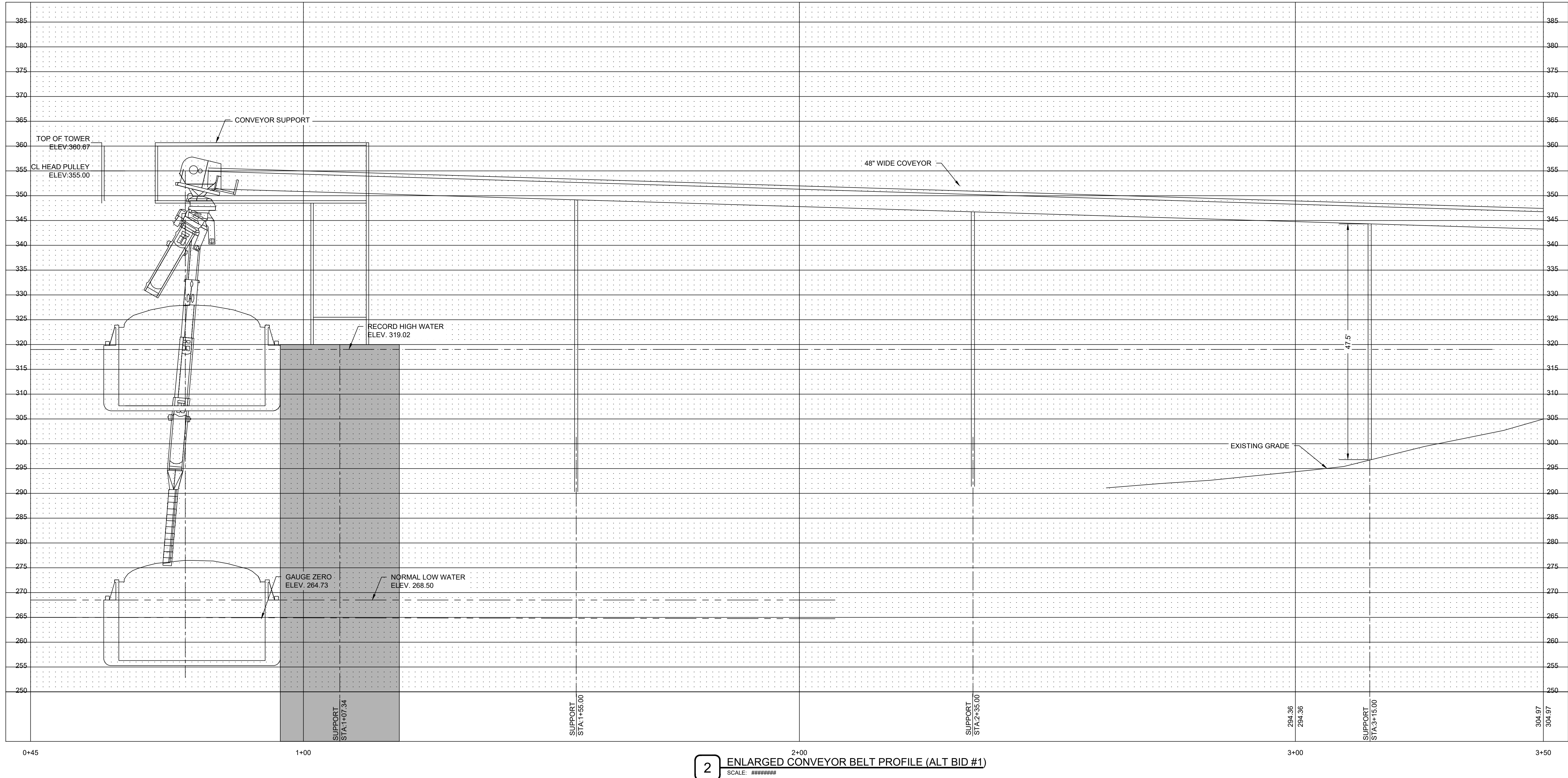
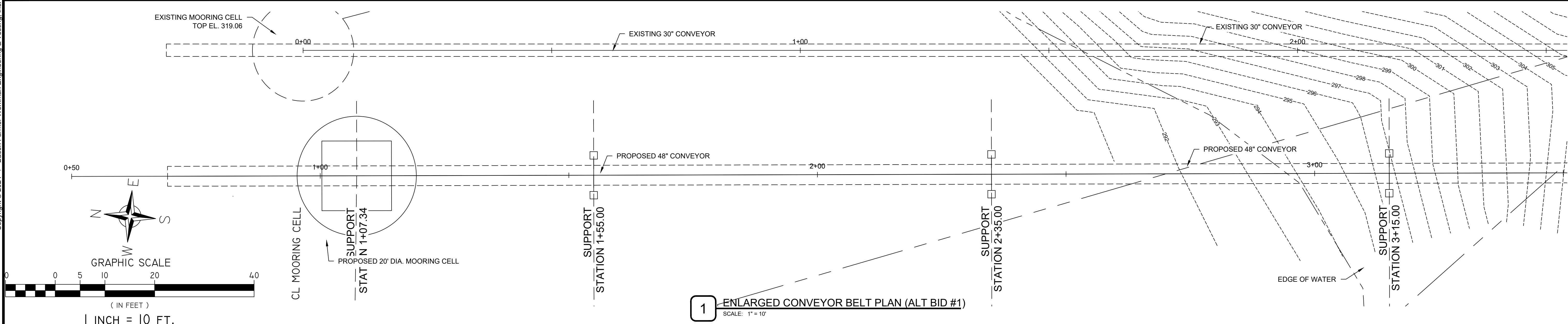
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OVERALL PLAN & PROFILE (ALT BID #1)

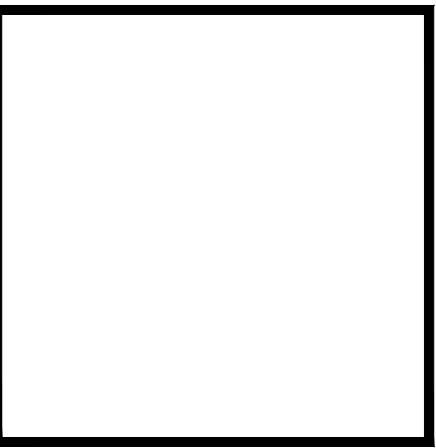
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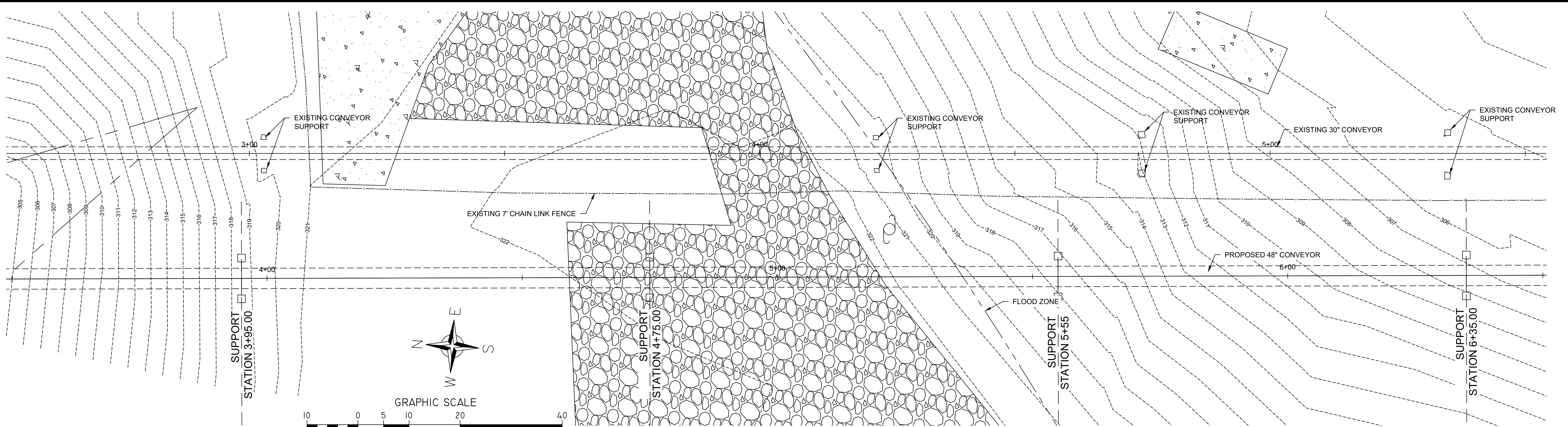
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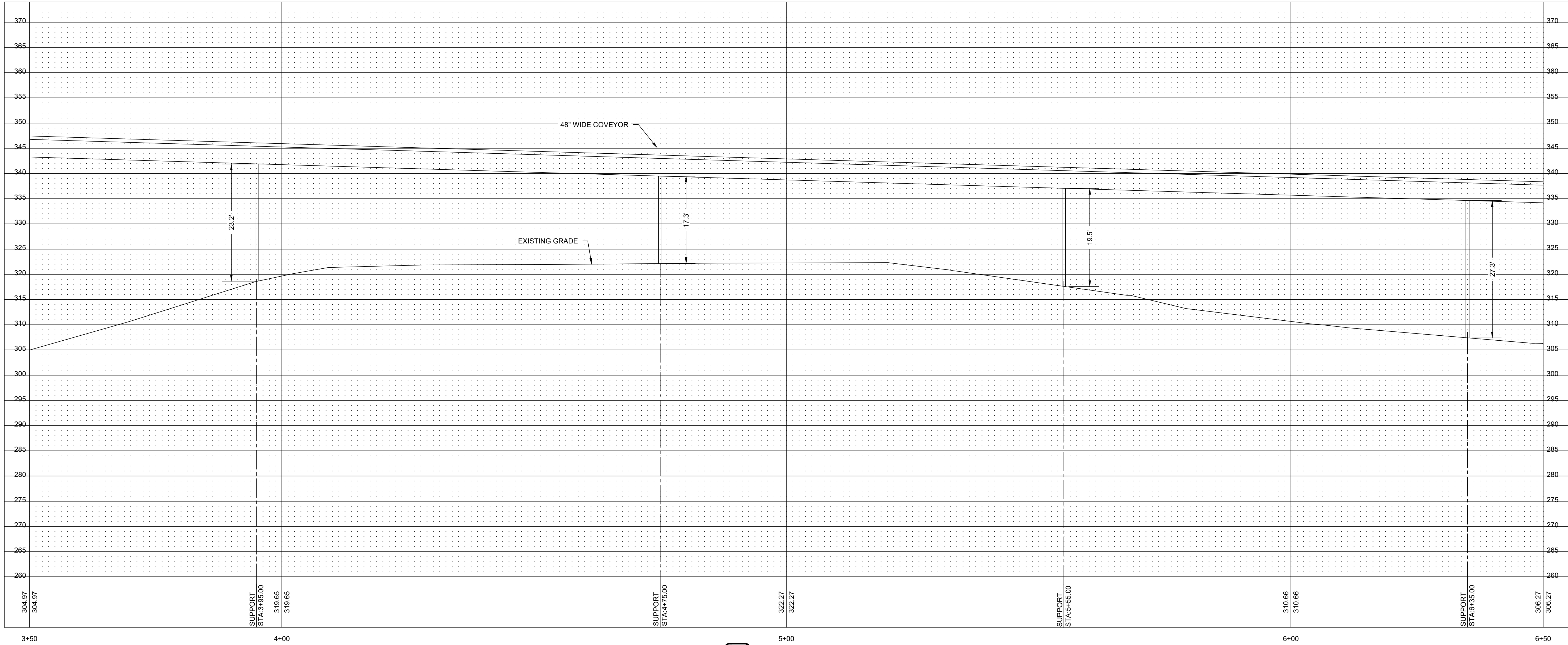
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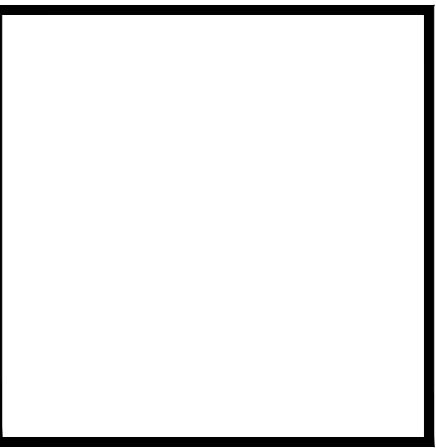
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SCALE: 1" = 10'



2 ENLARGED CONVEYOR BELT PROFILE (ALT BID #1)
SCALE: 1" = 10'



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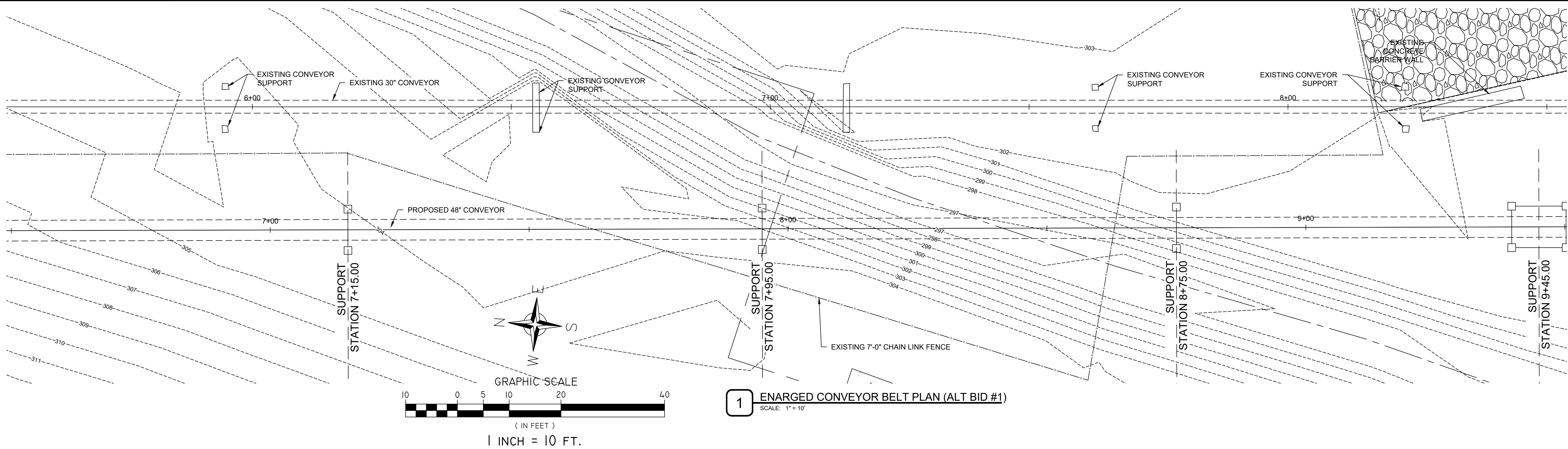
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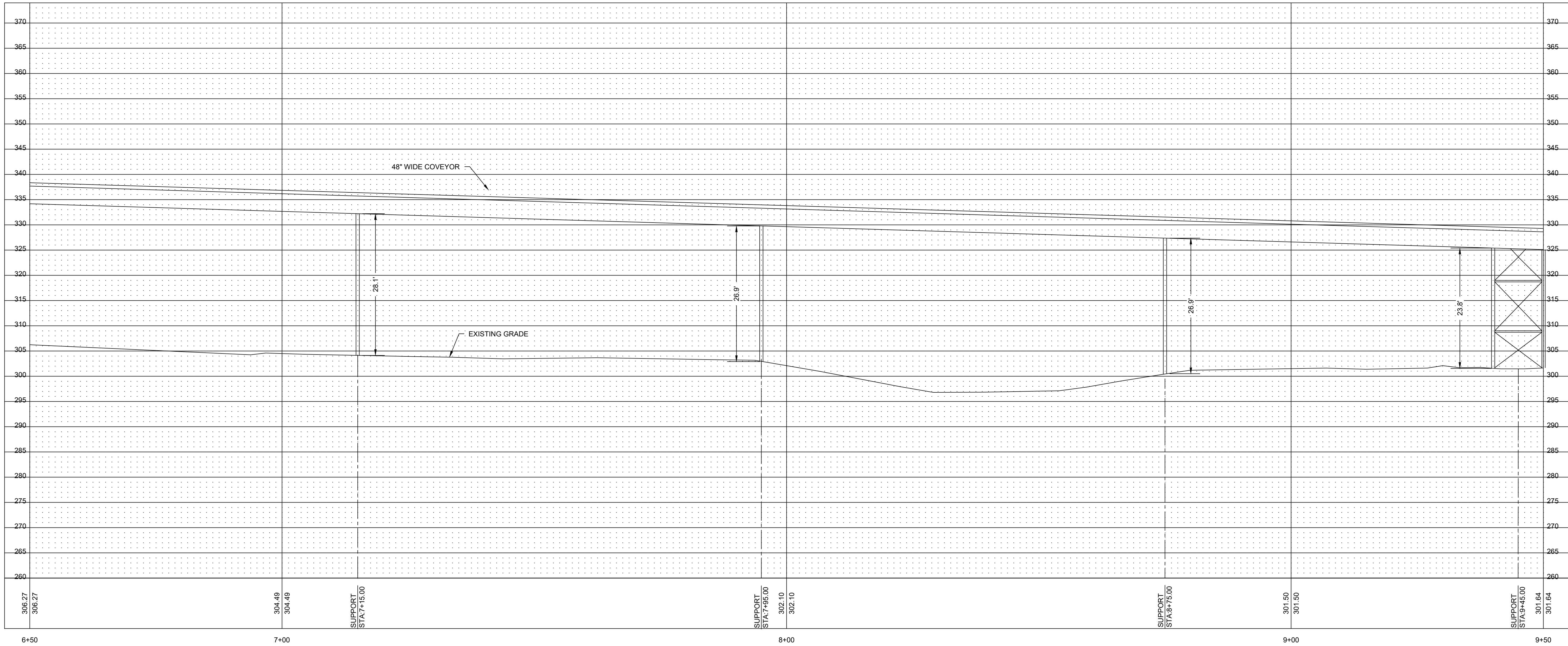
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BID #1)

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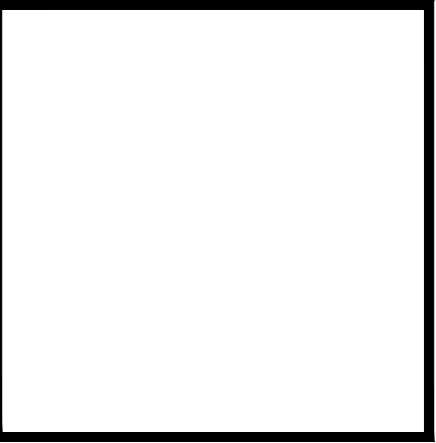
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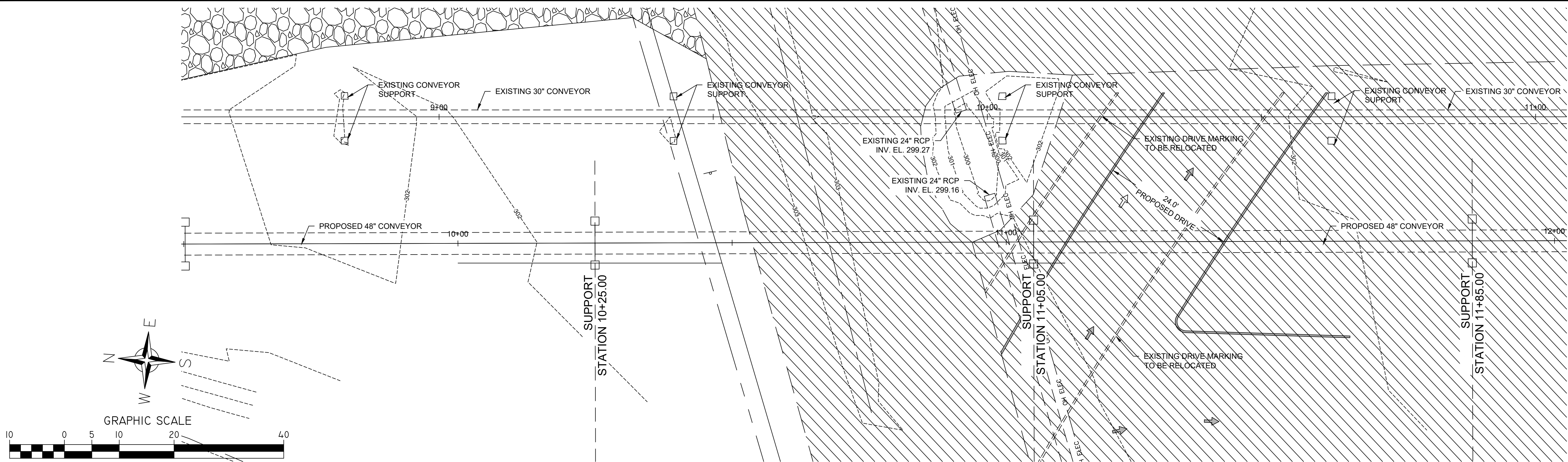
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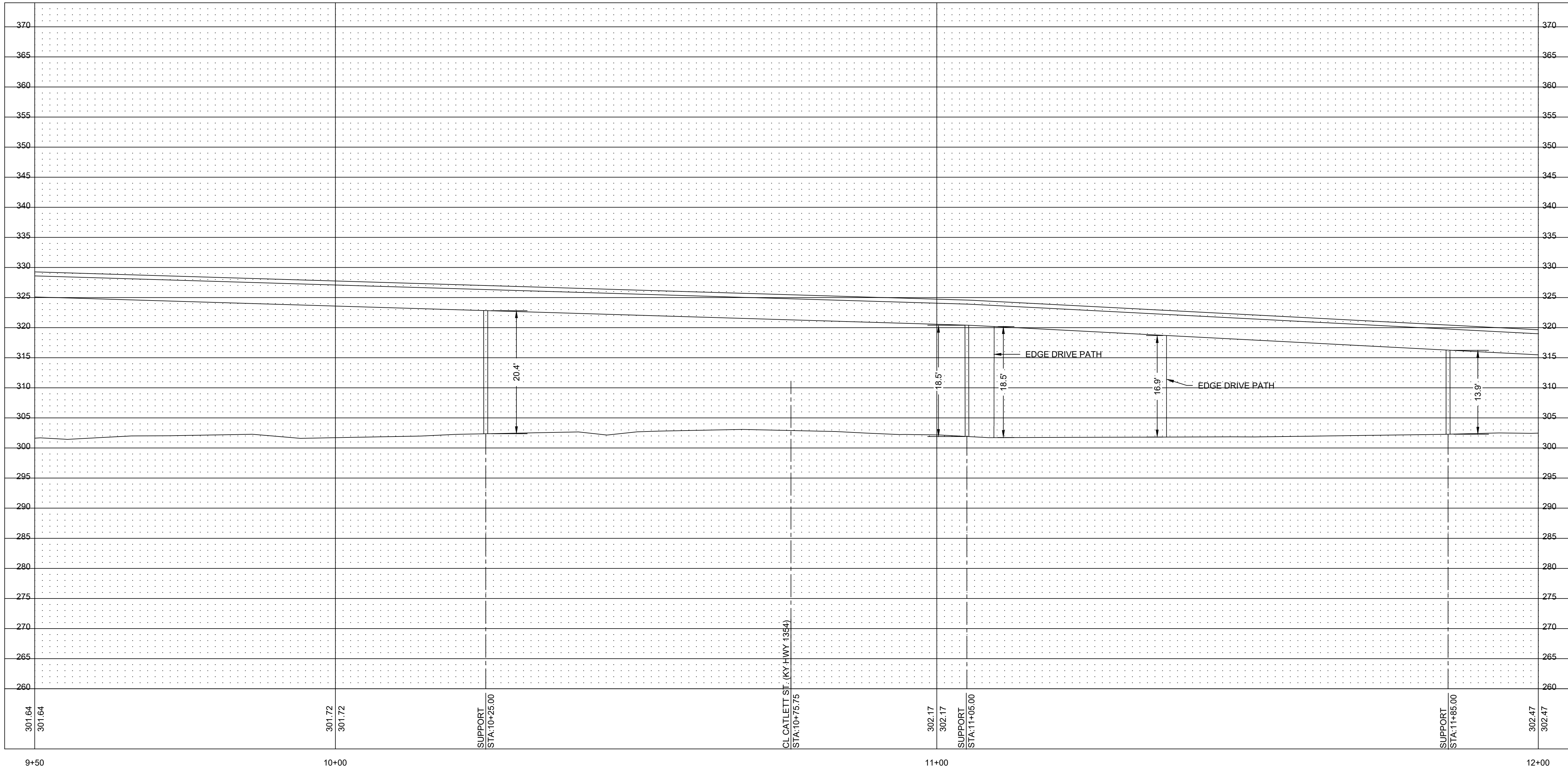
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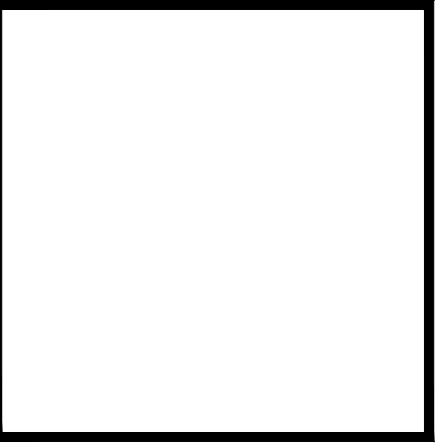
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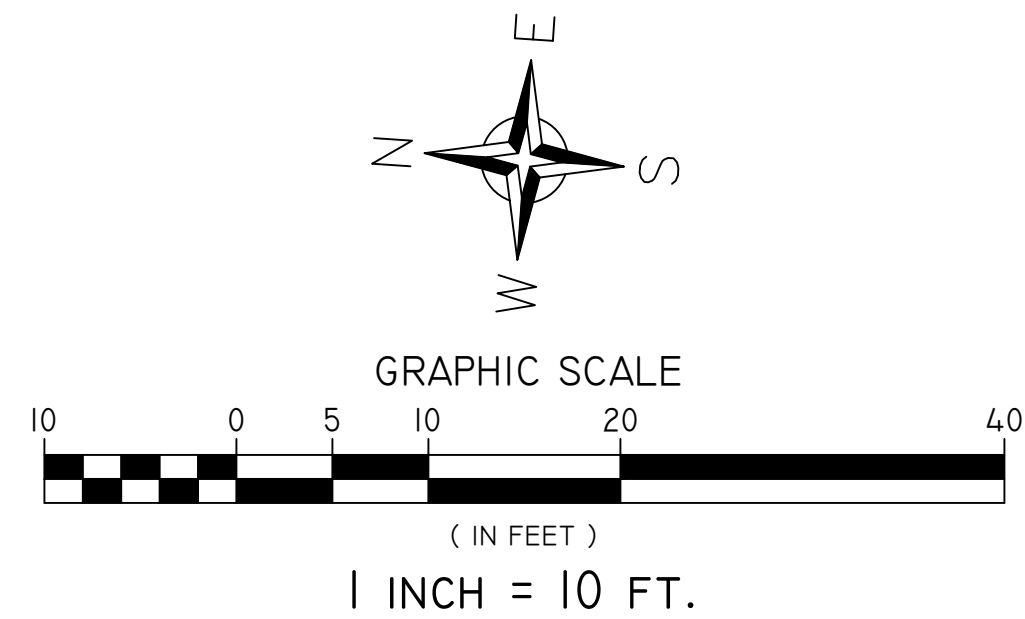
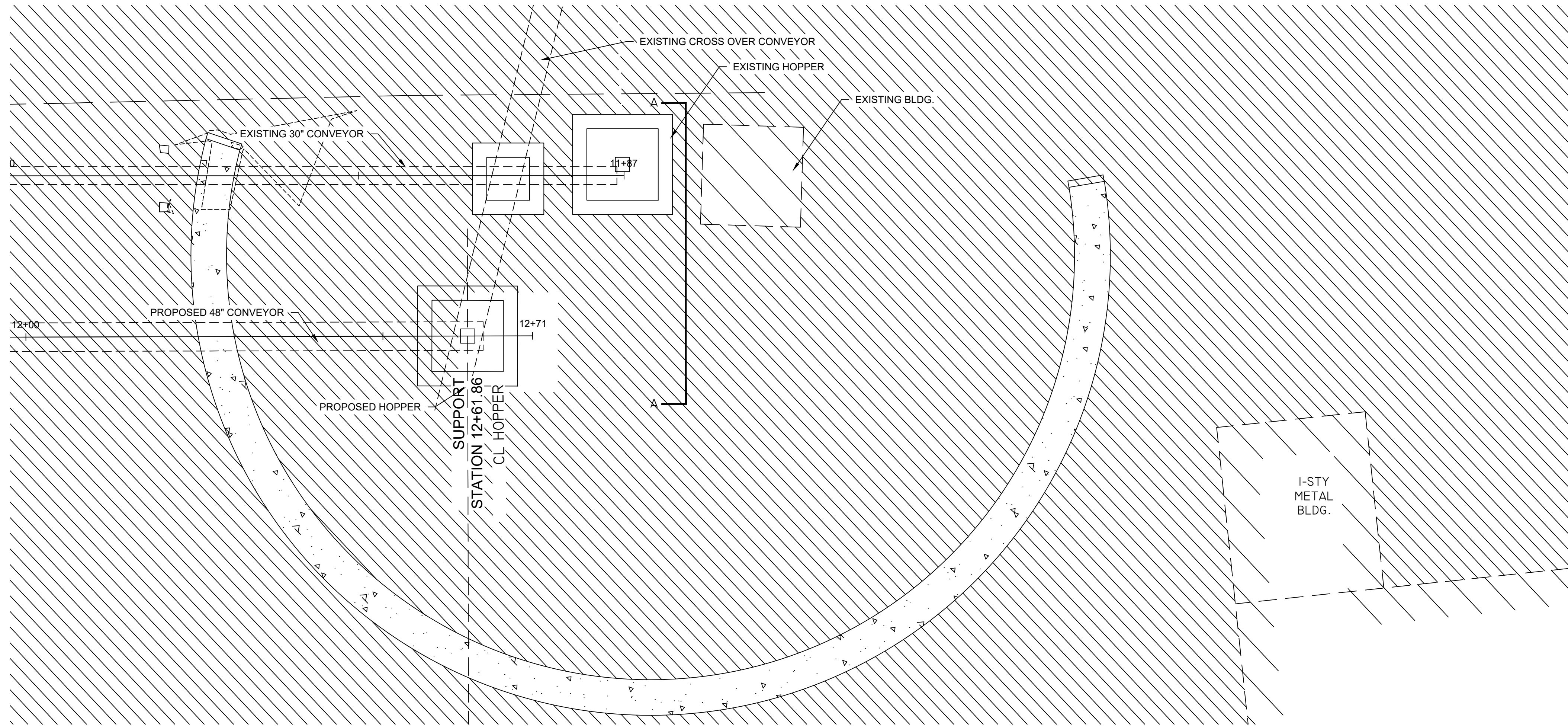
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HICKMAN-FULTON COUNTY RIVERPORT
625 CATLETT STREET HICKMAN, FULTON CO., KY. 42050
HICKMAN-FULTON COUNTY RIVERPORT CONVEYOR

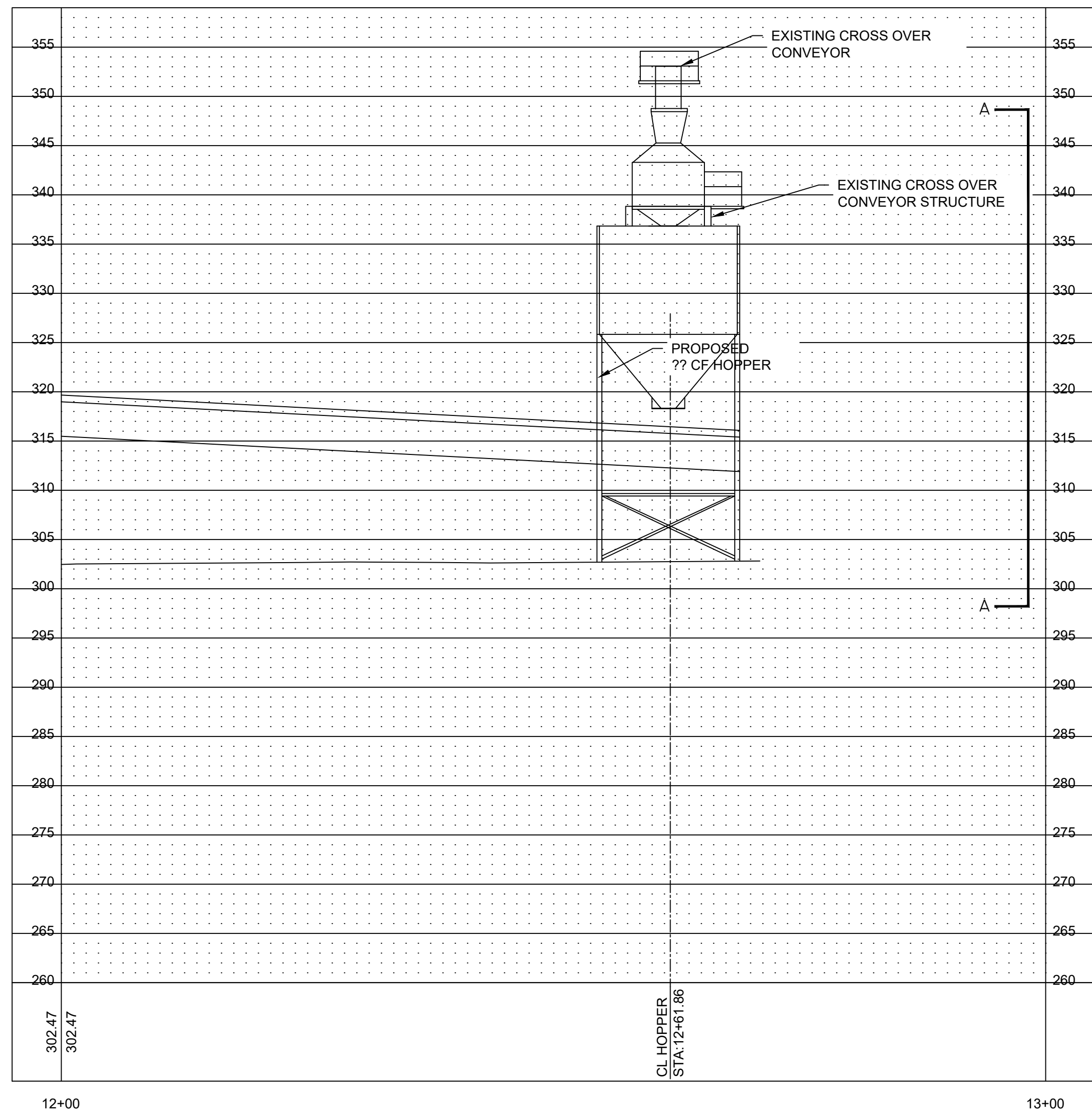
Revisions:		
#	Description	Date

Drawn By: MW/SK
Checked By: KDM
Issue Date: 07.08.2026
Project No: 24108

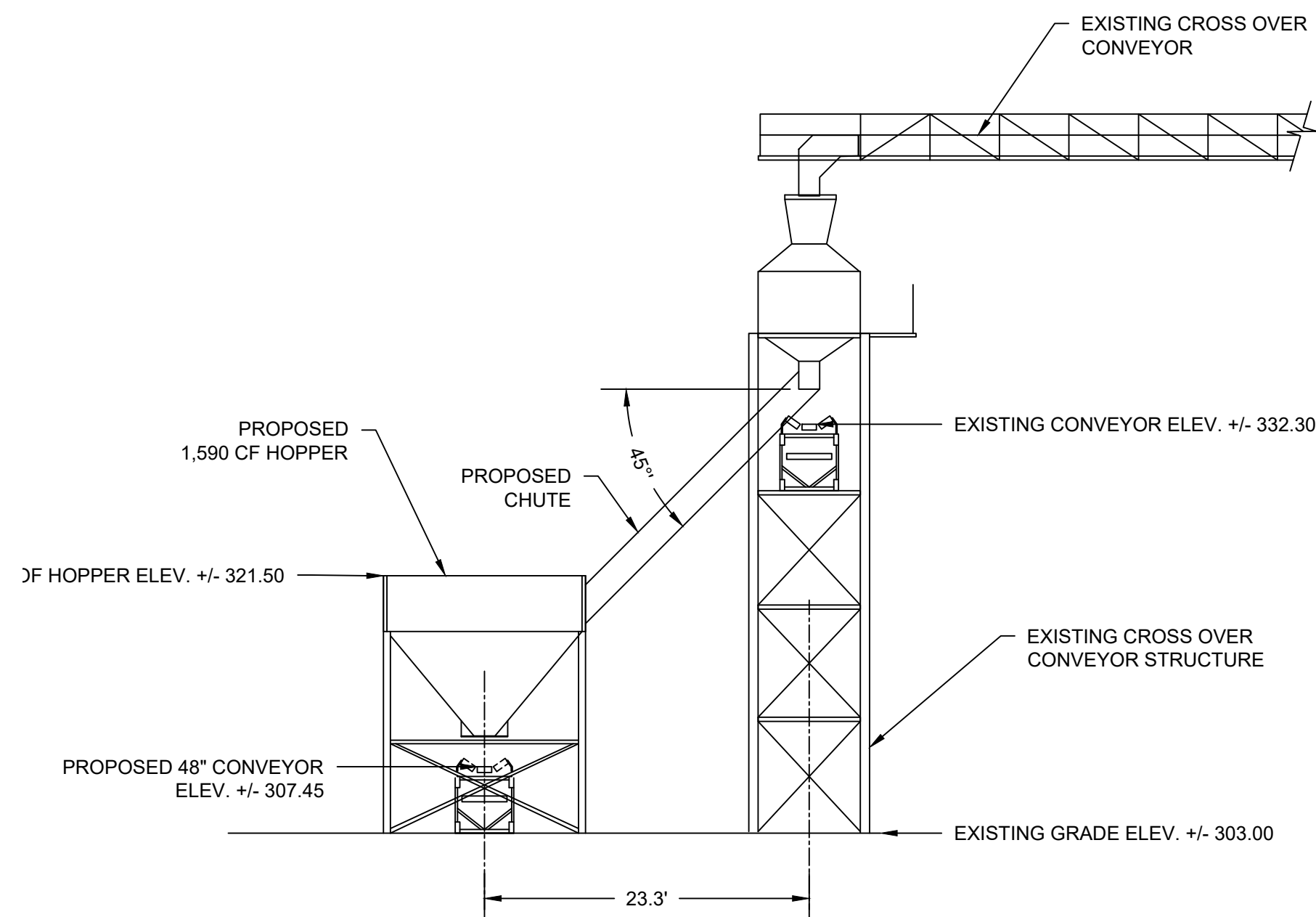
Sheet Title
**ENLARGED PLAN
& PROFILE (ALT
BID #1)**



1 ENLARGED CONVEYOR BELT PLAN (ALT BID #1)
SCALE: 1" = 10'



2 ENLARGED CONVEYOR BELT PROFILE (ALT BID #1)
SCALE: 1" = 10'



3 ELEVATION VIEW A-A
SCALE: 1" = 10'



Paducah, KY Office

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HICKMAN-FULTON COUNTY RIVERPORT
625 CATLETT STREET HICKMAN, FULTON CO., KY. 42050
HICKMAN-FULTON COUNTY RIVERPORT CONVEYOR

Revisions:		
#	Description	Date

Drawn By: MW/SK
Checked By: KDM
Issue Date: 07.08.2026
Project No: 24108

Sheet Title
ENLARGED PLAN
& PROFILE (ALT
BID #1)

Sheet No.

C2.5



Hickman-Fulton County Riverport Authority 2026

HFCRA Conveyor Upgrade & Replacement

Correspondence & Evidence of Consultation



U.S. Department
of Transportation

**Maritime
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 14, 2025

VIA ELECTRONIC MAIL

Mr. Taylor L. Fagin
U.S. Fish and Wildlife Biologist
U.S Fish and Wildlife Service
Kentucky Ecological Services Field Office
330 W. Broadway
Frankfort, KY 40601
Email address: taylor_fagin@fws.gov

RE: U.S. Department of Transportation Maritime Administration
Section 107 Initiation
Hickman-Fulton County Riverport Authority, Inc.
Conveyor Upgrade and Replacement Project

Dear Mr. Fagin:

The U.S. Department of Transportation (DOT) Maritime Administration (MARAD) awarded funds to the Hickman-Fulton County Riverport Authority (HFCRA) under Port Infrastructure Development Program (PIDP) Discretionary Grants Program for the construction of a conveyor system. This letter notifies you that for the purposes of this project, MARAD has authorized Bacon Farmer Workman Engineering & Testing, Inc. (BFW Engineering) to consult with your agency on our behalf.

The proposed project scope consists of the installation of a new elevated conveyor system approximately 12 to 15 feet west and parallel to an existing conveyor system. The length of the new system will be 1,200 feet. The new elevated conveyor system will consist of a 48-inch belt supported by steel truss frames that span approximately 60 to 80 feet between 10 vertical steel support frames and two (2) vertical steel support towers. The 10 support frames will have an estimated ground disturbance of 8 feet by 20 feet wide with an estimated installation depth of 8 feet below grade. The two (2) support towers will be 18 feet by 20 feet in width with an estimated installation depth of 8 feet below grade. A 20-foot diameter mooring cell with a full circumference band will be installed adjacent to the existing 20-foot diameter mooring cell within the bay. Once the project is complete, the existing elevated conveyor will be abandoned and will remain in place.

The proposed project scope also includes a project boundary footprint of 4.7 acres that contains the proposed new conveyor system, proposed staging and laydown areas, and temporary construction access to the site. The proposed staging and laydown areas will occur on disturbed areas and no additional ground disturbance will occur. Of the 1.8 acres of temporary construction access, approximately 0.15 acre will result in ground disturbance, thus was included in the assessment. The remaining temporary construction areas will occur on existing port roads and no additional ground disturbance will occur.

BFW Engineering is requesting consultation for the Federally Protected Species Review of the proposed project site. The findings are presented as a biological habitat assessment of species listed under Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.).



The attached *Water / Wetland Delineation and Protected Species Habitat Assessment Report* prepared by BFW Engineering provides specific project information, a site description, methodology of analysis, listed species information and habitat requirements, proposed impacts, effects determinations, and conclusions. The IPaC Report is located in this report as Appendix E. The following table summarizes the listed species with the potential to occur in the project area and the effect determination from the assessment.

Group	Common Name	Scientific Name	Status	Effects Determination
Birds	Whooping crane	<i>Grus americana</i>	EXPN	May Effect, Not Likely to Effect
Clams	Fat pocketbook mussel	<i>Potamilus capax</i>	Endangered	May Effect, Not Likely to Effect
Fish	Pallid sturgeon	<i>Scaphirhynchus albus</i>	Endangered	May Effect, Not Likely to Effect
Insects	Monarch butterfly	<i>Daunas plexippus</i>	Proposed Threatened	May Effect, Not Likely to Effect
Mammals	Gray bat	<i>Myotis grisescens</i>	Endangered	May Effect, Not Likely to Effect
	Indiana bat	<i>Myotis sodalist</i>	Endangered	May Effect, Not Likely to Effect
	Tricolored bat	<i>Perimyotis subflavus</i>	Proposed Endangered	May Effect, Not Likely to Effect
Reptiles	Alligator snapping turtle	<i>Macrochelys temminckii</i>	Proposed Threatened	May Effect, Not Likely to Effect
EXPN: Experimental population, non-essential				

We value your assistance and look forward to consulting further if there are federally listed species and designated critical habitat that may be affected by this project. To meet project timeframes, MARAD respectfully requests that you notify us within 30 days. If you have additional questions or comments, please contact the consultant for the action proponent. Leigh Ann Liddell with BFW Engineering is the Project Manager and point-of-contact and may be reached via email at lliddell1@bfwengineers.com or by phone at 843.802.9177.

Sincerely,

Karl W. Ford

Karl W. Ford
Office of Environmental Compliance, MAR-410.1
Maritime Administration
US Department of Transportation
Southeast Federal Center, West Bldg
1200 New Jersey Ave SE, W25-208
Mail Drop #1
Washington, DC 20590
karl.ford@dot.gov
(202) 815-3875



ANDY BESHEAR
GOVERNOR

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE

LINDY CASEBIER
SECRETARY

JACQUELINE COLEMAN
LT. GOVERNOR

410 HIGH STREET
FRANKFORT, KENTUCKY 40601
(502) 564-7005
www.heritage.ky.gov

CRAIG A. POTTS
EXECUTIVE DIRECTOR &
STATE HISTORIC PRESERVATION OFFICER

February 4, 2025

Melinda Winchester
BRW Engineering
2301 McCracken Blvd.
Paducah, KY 42001
mwinchester@bfwengineers.com

RE: MARAD, Hickman-Fulton County Riverport Authority Conveyor Project at 625 Catlett Street in Fulton County, Kentucky **and;**

A Phase I Archaeological Reconnaissance for the Proposed Hickman-Fulton County River Authority, Inc. Conveyor Belt Upgrade and Replacement

Report by: Michael A. Rusche

Dear Ms. Winchester,

Thank you for your submittal of documentation for the above-referenced undertaking. The proposed project consists of the installation of a new 1,200-ft long conveyor supported by steel truss frames, ten steel support frames and two vertical steel support towers and an a mooring cell will be installed adjacent to the existing mooring cell. We understand that the existing conveyor will remain in place.

The Phase I report discusses the results of survey of approximately 1.08 acres for the proposed undertaking. Survey methods include pedestrian survey, shovel testing, and bucket augering. No cultural resources were identified.

There were no cultural historic sites were identified within the area of potential effects that were recommended as eligible for the National Register of Historic Places (NRHP) under any criterion.



An Equal Opportunity Employer M/F/D

2 RE:MARAD, Hickman-Fulton County Riverport Authority Conveyor Project at 625 Catlett Street in Fulton County, Kentucky

We concur with a finding of **No Historic Properties Affected** and accept these reports without revision.

Should you have any questions, please contact Stephanie Dooley or RaShae Jennings of my staff at stephanie.dooley@ky.gov or rashae.jennings@ky.gov.

Sincerely,



Craig A. Potts,
Executive Director and
State Historic Preservation Officer

Leigh Ann Liddell

Subject: RE: OHWM

From: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Sent: Friday, February 7, 2025 10:45 AM

To: Susannah Campbell <scampbell@bfwengineers.com>

Subject: RE: OHWM

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Nationwide Permit 3. We would coordinate the request internally due to the new mooring cell.

From: Susannah Campbell <scampbell@bfwengineers.com>

Sent: Friday, February 7, 2025 8:42 AM

To: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Subject: [Non-DoD Source] RE: OHWM

I have one more quick question for you on this project. I told you we are preparing an EA for MARAD on this, but my question is related to potential permits. There is currently a conveyor but it is old and outdated. They plan to put in a new conveyor next to it and it will require a new mooring cell in the water. If the fill amounts fell under a Nationwide, which one would be most applicable? Or will it automatically be an Individual since there is a mooring cell?

Project Number:

Susannah Campbell, PMP

Environmental Manager

From: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Sent: Wednesday, January 15, 2025 2:22 PM

To: Susannah Campbell <scampbell@bfwengineers.com>

Subject: RE: OHWM

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Susannah,

OHWM is 292.0 ft at that location.

Thanks,

Mitch

From: Susannah Campbell <scampbell@bfwengineers.com>

Sent: Wednesday, January 15, 2025 8:31 AM

To: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Subject: [Non-DoD Source] RE: OHWM

It is on Obion Creek. The exact location of the conveyor location we are working on is at 36.5694,-89.2058. We are working on an EA for MARAD and we are getting that document prepared.

Project Number:

Susannah Campbell, PMP

Environmental Manager

From: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Sent: Wednesday, January 15, 2025 8:27 AM

To: Susannah Campbell <scampbell@bfwengineers.com>

Subject: RE: OHWM

WARNING: External sender. Do not click links or attachments unless you recognize the sender and know the content is safe.

Susannah,

Our hydraulics branch has OHWM data at determined locations along the River. If you would please send me coordinates to the exact location you are interested in, I'll be glad to ask them.

Thanks,

Mitch Elcan
U.S. Army Corps of Engineers
Regulatory Division, Biologist
167 N. Main St., B-202
Memphis, TN 38103
Office: (901) 544-0737
or toll free at
1-800-317-4156 ext. 0737
Fax Number: (901) 544-0211

"Memphis District Winning since 1882"

From: Susannah Campbell <scampbell@bfwengineers.com>

Sent: Wednesday, January 15, 2025 8:22 AM

To: Elcan, James M CIV CEMVM CEMVD (USA) <James.M.Elcan@usace.army.mil>

Subject: [Non-DoD Source] OHWM

Mitch

Do you happen to have any information or charts that you can point me to that has the designated OHWM for the Hickman, KY Area which is right off of the Mississippi? I have a shapefile of the area we are looking at to help you see where we are.

Project Number: 24108

Susannah Campbell, PMP

Environmental Manager

270-443-1995 | m: 270-816-5645

2301 McCracken Blvd., Paducah, KY 42001

BFWengineers.com



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A MUSSEL SURVEY ON OBION CREEK IN HICKMAN, KENTUCKY

Performed for:

**Bacon Farmer Workman Engineering and
Testing, Inc.**



a moran company

Report Prepared By:

Charles A. Morgan

and
Jason Dolan

December 2024

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A MUSSEL SURVEY ON OBION CREEK IN HICKMAN, KENTUCKY

ABSTRACT

Mainstream Commercial Divers, Inc. (MCDI) conducted a mussel survey off the left descending bank of Obion Creek in Hickman, Kentucky for Bacon Farmer Workman Engineering and Testing, Inc. (BFW). The survey was conducted in support of a new 24' diameter sheet pile cell with the purpose of serving as an in-water support for a new conveyor system. The mussel survey was performed to search the area of the proposed cell, as well as to cover the anticipated disturbances caused by barge spud poles during the construction of the cell. The area was surveyed for mussels using semi-quantitative (circular/ring transect) methods. The survey was designed to assess the current mussel fauna in an effort to determine what concentrations of mussels exist and if the potential exists for federal or state listed mussel species, particularly *Potamilus capax*, the fat pocketbook, to be present within and around the footprints of the proposed construction actions.

On December 13th, 2024, divers conducted a systematic search of the area to retrieve as many native mussels (via hand digging in the substrate) as possible. The mussel survey consisted of three circular transect (semi-quantitative) search clusters. One was centered in the center of the proposed cell footprint and extended outwards in one-meter increments (rings), and two identical sets were deployed farther from the left descending shore and offset to the east and west (see attached figure). The innermost ring and the next three subsequent rings (1 meter in radius/width each, 4 meters in radius in total) of the set based over the proposed cell, titled in the figure as Transect Cluster 1, served to cover the footprint of the proposed cell, and the next six ring searches, each 1 meter in width, served as the buffer area around the proposed cell's footprint. The additional six rings were performed to satisfy the USFWS's request of between 5 and 10 meters around the footprint for the buffer area to account for any impacts during construction or if the final location of the cell is shifted. The two additional sets of transect clusters, Transect Cluster 2 and 3, served to cover the anticipated disturbances caused by barge spud poles during the construction of the cell. The diver searched an area one-meter wide along the circumference of each ring to locate mussels or suitable mussel habitat and the mussels encountered within each 1-meter ring section were to be recorded separately, with each encountered mussel recorded individually for species and general approximate age range, particularly to record numbers and species of juvenile mussels (<5 years old).

During the survey, no live mussels were encountered, and the only shell remains found was a weathered dead shell that was identified as *Pyganodon grandis*, the Giant Floater mussel. The substrates observed in the survey area were recorded to be predominantly clay, with some concentrations of metal debris around the existing cell. Also reported were heavy concentrations of grains, as well as some wood debris in the area. No federal or Kentucky state listed species were encountered, either live individuals or remains.

INTRODUCTION

On December 13th, 2024, Mainstream Commercial Divers, Inc. (MCDI) performed a mussel survey for Bacon Farmer Workman Engineering and Testing, Inc. (BFW) off the left descending bank of Obion Creek in Hickman, Kentucky. The survey was provided in service of a new 24' diameter sheet pile cell with the purpose of serving as an in-water support for a new conveyor system.

To assess the mussel community in the proposed area, a mussel survey consisting of three circular transect (semi-quantitative) search clusters was carried out. One was centered in the center of the proposed cell footprint and extended outwards in one-meter increments (rings), and two identical sets were deployed farther from the left descending shore and offset to the east and west (see attached figure).

The innermost ring and the next three subsequent rings (1 meter in radius/width each, 4 meters in radius in total) of the set based over the proposed cell, titled in the figure as Transect Cluster 1, served to cover the footprint of the proposed cell, and the

next six ring searches, each 1 meter in width, served as the buffer area around the proposed cell's footprint. The additional six rings were performed to satisfy the USFWS's request of between 5 and 10 meters around the footprint for the buffer area to account for any impacts during construction or if the final location of the cell is shifted. The two additional sets of transect clusters, Transect Cluster 2 and 3, served to cover the anticipated disturbances caused by barge spud poles during the construction of the cell.

The survey was designed to assess the current mussel fauna to determine what concentrations of mussels exist and if the potential exists for federal or state listed mussel species, particularly *Potamilus capax*, the fat pocketbook mussel, to be present within and around the proposed locations of the cell and spud poles.

METHODS

The mussel survey consisted of a single transect line, tethered at a central point within each of the three sets of circular transect clusters, which was divided into ten sections, each one meter in length. The diver

initially searched in a one-meter-wide swath from the central point to the first meter mark on the line until that circular area was completely searched. The second search, and all subsequent searches in each cluster, were one-meter-wide rings centered around the central point, where the diver searched each one-meter-wide ring until each was thoroughly searched for mussels. All three circular transect clusters were completed in this manner with the exception of the central transect for the cell footprint, which intersected with the adjacent existing cell upstream of the proposed cell at the 3-to-4-meter ring from the center point moving outward. The diver searched as much of each of the following rings as possible around the cell out to completion at 10 meters (see attached figure).

The diver searched an area one-meter wide along the circumference of each ring to locate mussels or suitable mussel habitat and the mussels encountered within each 1-meter ring section were to be recorded separately, with each encountered mussel recorded individually for species and general approximate age range, particularly to

record numbers and species of juvenile mussels (<5 years old).

Substrate information and depths were recorded at the ends of each 1-meter ring section, generally located at the northern end of each ring in Transect Cluster 1 and at the southern end of each ring in Transect Cluster 2 and 3. Substrate information was based on the Wentworth soil classification scale from a visual and tactile description of the surface material provided by the diver. Depth readings were obtained from the diver's pneumo-fathometer (accuracy $\pm 6''$).

The center point of each circular transect search cluster was positioned in the field using a Trimble Geo7x handheld device, providing sub-meter position accuracy (Table 1).

Mussels were searched for by a professional and experienced dive crew certified to meet all Association of Diving Contractors International (ADCI) and Occupational Safety and Health Administration (OSHA) diving requirements.

RESULTS AND DISCUSSION

Obion Creek was surveyed for freshwater mussels and mussel habitat within and around the proposed cell location, as well as the anticipated locations of the spud barge poles, on December 13th, 2024. The closest USGS river gauge from which data could be recorded was downstream approximately twenty-two miles in New Madrid County, Missouri. According to the USGS river gauge in New Madrid County, Missouri, the average river surface elevation during the survey hours was measured to be approximately 256.32 feet above mean sea level.

During the survey, no live mussels were encountered. For mussel remains, only one complete weathered shell was found, which was identified as belonging to *Pyganodon grandis*, the Giant Floater mussel. The dead mussel was found on the 8-to-9-meter ring of Transect Cluster 1.

Of the substrates observed during the entire survey, clay was the predominant substrate classification in the majority of the transect sections (Table 2). Transect Cluster 3 mainly consisted of a mixture of clay and various

grains which collected at the creek bottom. The only exceptions to those materials were some metal debris which were collected at the creek bottom towards the shoreward arcs of Rings 3-to-4-meters, 5-to-6-meters, and 7-to-8-meters of Transect Cluster 1, as well as a small amount of timber debris on Ring 3-to-4-meters of Transect Cluster 1.

CONCLUSIONS

During the three circular transect searches, no live mussels were encountered and only one single weathered dead shell was encountered. The shell was identified to be from *Pyganodon grandis*, the Giant Floater mussel, an unlisted federal and Kentucky state species.

The survey area at and around the left descending bank of Obion Creek appears to be completely devoid of any established mussel concentrations.

Disclaimer:

Depth measurements are approximate, substrate classifications are subjective, and neither are intended nor provided for engineering purposes. They are intended only to provide an approximate description of mussel habitat.

Table 1. Site coordinates for the center points of each circular transect search cluster on Obion Creek.

Coordinates are provided in Kentucky State Plane South (Feet) NAD83 and Geographic (Decimal Degrees) WGS84.

	KY State Plane South (feet)		Geographic (Decimal Degrees)	
	Easting	Northing	Latitude	Longitude
Transect Cluster 1	625,699.4	1,745,027.3	36.56968	-89.20596
Transect Cluster 2	625,755.7	1,745,068.2	36.56980	-89.20577
Transect Cluster 3	625,639.8	1,745,063.8	36.56978	-89.20617

Table 2. Approximate bottom elevation, water depth, and type of substrate recorded at the end of each 1-meter ring section of each circular transect cluster.

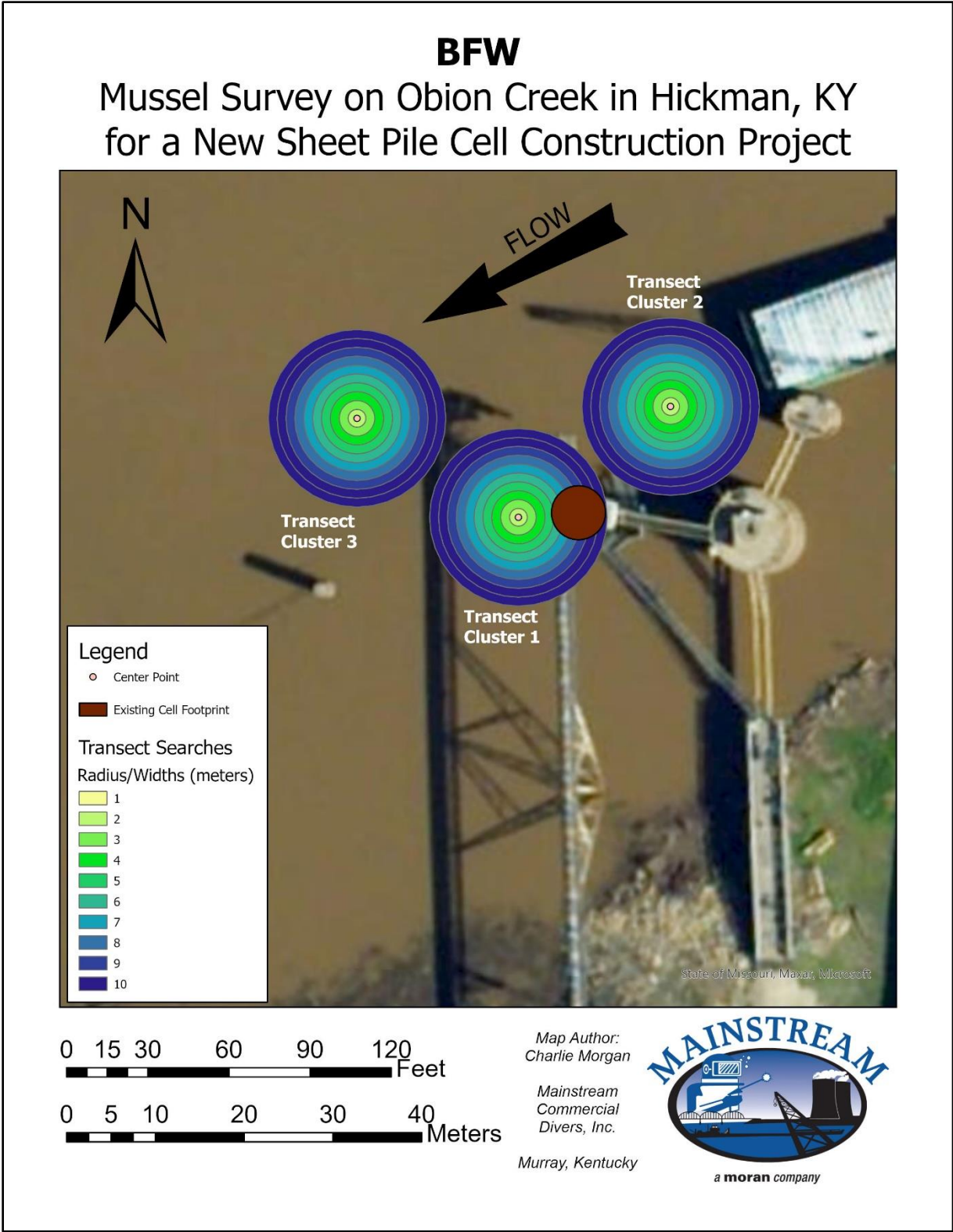
(Elevations and depths are only approximate and should not be used for engineering or navigational purposes. Depth and substrate are only intended to describe mussel habitat.)

Circular Transect Cluster 1				
Transect Mark	Bottom Elev. (Ft)	Depth (Ft)	Sediment	Compactness and Notes
0-1 m	241.3	15	100% Clay	Medium - Hard
1-2 m	241.3	15	100% Clay	Medium - Hard
2-3 m	241.3	15	100% Clay	Medium - Hard
3-4 m	241.3	15	100% Clay	Medium - Hard
4-5 m	241.3	15	80% Clay, 15% Metal Debris, 5% Timber Debris	Medium - Hard, Debris at the Cell
5-6 m	241.3	15	100% Clay	Loose
6-7 m	241.3	15	50% Clay, 50% Metal Debris	Hard
7-8 m	241.3	15	100% Clay	Loose
8-9 m	241.3	15	50% Clay, 50% Metal Debris	Hard
9-10 m	241.3	15	100% Clay	Loose

Table 2. Continued

Circular Transect Cluster 2				
Transect Mark	Bottom Elev. (Ft)	Depth (Ft)	Sediment	Compactness and Notes
0-1 m	241.3	15	100% Clay	Medium
1-2 m	241.3	15	100% Clay	Medium
2-3 m	241.3	15	100% Clay	Medium
3-4 m	241.3	15	100% Clay	Medium
4-5 m	241.3	15	100% Clay	Medium
5-6 m	241.3	15	100% Clay	Medium
6-7 m	241.3	15	100% Clay	Medium
7-8 m	241.3	15	100% Clay	Medium
8-9 m	241.3	15	100% Clay	Medium
9-10 m	241.3	15	100% Clay	Medium

Circular Transect Cluster 3				
Transect Mark	Bottom Elev. (Ft)	Depth (Ft)	Sediment	Compactness and Notes
0-1 m	239.3	17	50% Clay, 50% Grain	Loose
1-2 m	239.3	17	50% Clay, 50% Grain	Loose
2-3 m	239.3	17	50% Clay, 50% Grain	Loose
3-4 m	239.3	17	50% Clay, 50% Grain	Loose
4-5 m	239.3	17	50% Clay, 50% Grain	Loose
5-6 m	239.3	17	50% Clay, 50% Grain	Loose
6-7 m	239.3	17	50% Clay, 50% Grain	Loose
7-8 m	239.3	17	50% Clay, 50% Grain	Loose
8-9 m	239.3	17	10% Clay, 90% Grain	Loose
9-10 m	239.3	17	10% Clay, 90% Grain	Loose



Leigh Ann Liddell

From: Fagin, Taylor L <taylor_fagin@fws.gov>
Sent: Thursday, September 11, 2025 2:49 PM
To: Leigh Ann Liddell
Cc: KentuckyES, FW4
Subject: RE: [EXTERNAL] RE: FWS 2025-0057093; Hickman-Fulton County Riverport Authority, Inc. Conveyor Upgrade and Replacement Project, Fulton County, Kentucky

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Good afternoon Leigh Ann,

I was able to look over the document and the IPaC resource list (which is not used for consultation) does list the Northern Long-eared bat as potential to be in the area; however, the official species list (used for consultation) does not. It's likely the resource list was generated early on and the office species list was generated later. We have recently updated the species range map to more accurately reflect its current distribution.

Therefore, it is not necessary to address the northern long-eared bat in the concurrence letter and there is no need to re-initiate consultation at this time. If you have any further questions, just let me know.

Thanks,

Taylor Fagin
U.S. Fish and Wildlife Biologist
U.S Fish and Wildlife Service
KY Ecological Services Field Office
330 W. Broadway
Frankfort, KY 40601
Cell- (502)-330-6616
Office- 502-653-0541

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Leigh Ann Liddell <lliddell1@bfwengineers.com>
Sent: Thursday, September 11, 2025 1:43 PM
To: Fagin, Taylor L <taylor_fagin@fws.gov>
Cc: KentuckyES, FW4 <kentuckyes@fws.gov>
Subject: [EXTERNAL] RE: FWS 2025-0057093; Hickman-Fulton County Riverport Authority, Inc. Conveyor Upgrade and Replacement Project, Fulton County, Kentucky
Importance: High

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon Taylor,

It has come to our attention that in our “Section 7 Consultation Letter_MARAD_HFCRA Conveyor” letter (attached), that the Northern Long-eared Bat (NLEB) was inadvertently excluded from discussion; therefore, this species was not included in your concurrence letter (attached).

I’ve included BFW’s “Protected Species Report_HFCRA PIDP Conveyor” document in our SharePoint folder for reference. This document included the IPaC document, which lists the NLEB as potentially occurring in the area.

 [Section 7 Consultation](#)

Since it was determined that the project “may effect but is not likely to adversely affect” both the Indiana bat and gray bat, it would appear that this same finding can be applied to the NLEB – as it has the same habitat requirements as the Indiana bat.

Please let me know how to proceed with the consultation for the NLEB for this project so that we may complete our Section 7 consultation.

Thanks,
Leigh Ann

Leigh Ann Liddell, REM, PWS
Environmental Project Manager

From: Fagin, Taylor L <taylor_fagin@fws.gov>

Sent: Friday, May 9, 2025 10:01 AM

To: Ford, Karl (MARAD) <karl.ford@dot.gov>; Leigh Ann Liddell <lliddell1@bfwengineers.com>

Cc: KentuckyES, FW4 <kentuckyes@fws.gov>

Subject: FWS 2025-0057093; Hickman-Fulton County Riverport Authority, Inc. Conveyor Upgrade and Replacement Project, Fulton County, Kentucky

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Good morning Karl and Leigh Ann,

Please find your concurrence letter attached regarding the above mentioned project. If you have any questions, please let me know.

Thanks and have great weekend.

Taylor Fagin
U.S. Fish and Wildlife Biologist
U.S Fish and Wildlife Service
KY Ecological Services Field Office
330 W. Broadway
Frankfort, KY 40601
Cell- (502)-330-6616
Office- 502-653-0541

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From: Leigh Ann Liddell <lliddell1@bfwengineers.com>
Sent: Monday, April 28, 2025 9:55 AM
To: Fagin, Taylor L <taylor_fagin@fws.gov>
Subject: RE: [EXTERNAL] RE: IPaC Project Code 2025-0057093 - HFCRA Conveyor System Project

Thanks for the update, Taylor.

Thanks,
Leigh Ann

Leigh Ann Liddell, REM, PWS
Environmental Project Manager

From: Fagin, Taylor L <taylor_fagin@fws.gov>
Sent: Monday, April 28, 2025 9:49 AM
To: Leigh Ann Liddell <lliddell1@bfwengineers.com>
Subject: RE: [EXTERNAL] RE: IPaC Project Code 2025-0057093 - HFCRA Conveyor System Project

WARNING: External sender. Do not click links or attachments unless you recognize the sender and know the content is safe.

Good morning Leigh Ann,
I was able to review this project this morning and looks like I have everything I need to draft a letter which I'm beginning now. I wanted to let you know that you should receive the concurrence letter sometime this week.

Thanks,

-Taylor Fagin

From: Leigh Ann Liddell <lliddell1@bfwengineers.com>
Sent: Friday, April 11, 2025 8:25 AM
To: KentuckyES, FW4 <kentuckyes@fws.gov>
Cc: Ford, Karl (MARAD) <karl.ford@dot.gov>; Fagin, Taylor L <taylor_fagin@fws.gov>; Christian Slone <cslone1@bfwengineers.com>; Susannah Campbell <scampbell@bfwengineers.com>; Melinda Winchester <mwinchester@bfwengineers.com>
Subject: [EXTERNAL] RE: IPaC Project Code 2025-0057093 - HFCRA Conveyor System Project

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Hello,

Would you please provide an update on the review of the requested consultation below?

Thanks,
Leigh Ann

Leigh Ann Liddell, REM, PWS
Environmental Project Manager

From: Leigh Ann Liddell
Sent: Wednesday, February 26, 2025 1:38 PM
To: KentuckyES@fws.gov
Cc: Ford, Karl (MARAD) <karl.ford@dot.gov>; taylor_fagin@fws.gov; Christian Slone <cslone1@bfwengineers.com>;
Susannah Campbell <scampbell@bfwengineers.com>
Subject: IPaC Project Code 2025-0057093 - HFCRA Conveyor System Project

Kentucky Field Office personnel,

On behalf of the U.S. Department of Transportation Maritime Administration (MARAD), we are submitting a request for consultation for the proposed construction of a conveyor system in Hickman, Fulton County, KY.

Details of the project, project site, and federally listed species known to occur in the project vicinity are included in MARAD's introductory letter and our report, *Wetland/Water Delineation and Protected Species Habitat Assessment Report*, which are accessible in our shared folder:

☐ [HFCRA Conveyor \(PIDP\)](#)

Both the IPaC Report and IPaC Official Listed Species Report (Project Code 2025-0057093) are also included in our report.

Thank you in advance for your review. Please contact me if you have any questions or require additional information.

Leigh Ann

Project Number: 24108

Leigh Ann Liddell, REM, PWS
Environmental Project Manager

Office: 270.443.1995 | Mobile: 843.802.9177
2301 McCracken Blvd., Paducah, KY 42001
BFWengineers.com



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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Kentucky Ecological Services Field Office
330 West Broadway, Suite 265
Frankfort, Kentucky 40601
(502) 695-0468

May 1, 2025

Karl Ford
Maritime Administration
U.S. Department of Transportation
Southeast Federal Center, West Building
1200 New Jersey Ave SE, W25-208
Washington, DC 20590

Subject: FWS 2025-0057093; Hickman-Fulton County Riverport Authority, Inc. Conveyor Upgrade and Replacement Project, Fulton County, Kentucky

Dear Karl Ford:

The U.S. Fish and Wildlife Service's (Service) Kentucky Field Office (KFO) has reviewed the above-referenced project information and request for concurrence received by our office on February 26, 2025. The U.S. Department of Transportation (DOT) Maritime Administration (MARAD) awarded funds to the Hickman-Fulton County Riverport Authority (HFCRA) for the construction of a conveyor system along Obion Creek in Fulton County, Kentucky under the Port Infrastructure Development Program (PIDP) Discretionary Grants Program. The KFO offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Project Description

The proposed project consists of the installation of a new elevated conveyor system approximately 12 to 15 feet west and parallel to an existing conveyor system. The length of the new system will be 1,200 feet. The new elevated conveyor system will consist of a 48-inch belt supported by steel truss frames that span approximately 60 to 80 feet between 10 vertical steel support frames and two vertical steel support towers. The 10 support frames will have an estimated ground disturbance of eight feet by 20 feet wide, with an estimated installation depth of eight feet below grade. The two support towers will be 18 feet by 20 feet in width, with an estimated installation depth of eight feet below grade. A 20-foot diameter mooring cell with a full circumference band will be installed adjacent to the existing 20-foot diameter mooring cell within the bay. Once the project is complete, the existing elevated conveyor will be abandoned and will remain in place.

The 4.7-acre project area includes the proposed conveyor system, proposed staging and laydown areas, and temporary construction access to the site. The proposed staging and laydown areas

will occur on previously disturbed areas, and no additional ground disturbance will occur. Of the 1.8 acres of temporary construction access, approximately 0.15 acre will result in ground disturbance. The remaining temporary construction areas will occur on existing port roads, and no additional ground disturbance will occur. The project is within an existing grain loading facility surrounded by commercial and residential properties. No tree clearing is proposed.

Federally Listed Species

MARAD has determined that the proposed project has the potential to affect the gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), fat pocketbook (*Potamilus capax*), and pallid sturgeon (*Scaphirhynchus albus*). Bacon Farmer Workman Engineering & Testing, Inc. (BFW) conducted a scoping visit of the project area on March 6, 2024, and a habitat assessment on November 8, 2024. A mussel survey of Obion Creek was conducted by Mainstream Commercial Divers, Inc. on December 13, 2024.

Gray Bat and Indiana Bat

No caves, abandoned mines, suitable sinkholes, suitable bridges, or suitable culverts were identified in the project area based on the habitat assessment. The KFO does not have any records of known gray bat hibernacula/roosting habitat or known Indiana bat hibernacula within or adjacent to the project area. As a result, no effects to hibernating/roosting gray bats or hibernating/non-tree roosting Indiana bats or their hibernacula or roosting habitat are anticipated from the proposed project.

Obion Creek is considered suitable foraging habitat for the gray bat. The new conveyor system will be built directly beside the existing conveyor system, which only impacts a small portion of the stream near the southern bank. Due to the proximity of the new conveyor system to the existing system, the new system is not expected to cause gray bats to alter their behavior or affect their use of the stream. Foraging individuals can avoid the new system and continue to utilize the remaining large areas of the stream. No tree clearing is proposed; therefore, no suitable commuting habitat for the gray bat or forested summer habitat for the Indiana bat will be impacted. Given the lack of potential hibernacula and non-forested roosting habitat in the project area, minimal impacts to gray bat foraging habitat, and lack of impacts to Indiana bat summer habitat, the KFO considers potential effects to these species from the project to be insignificant. As a result, the KFO concurs that the proposed project “may affect, is not likely to adversely affect” the gray bat and Indiana bat.

Fat Pocketbook

During the mussel survey of Obion Creek, no live mussels of any species were encountered, and the only shell remains included a weathered dead shell that was identified as a giant floater (*Pyganodon grandis*), a non-federally listed species. The substrates observed in the survey area were recorded to be predominantly clay, with some concentrations of metal debris around the existing cell. Also reported in the survey area were heavy concentrations of grains, as well as some woody debris. Based on the survey results, the fat pocketbook is presumed absent from the project area. As a result, the KFO concurs that the proposed project “may affect, is not likely to adversely affect” the fat pocketbook.

Pallid Sturgeon

Obion Creek appears to provide suitable habitat for the pallid sturgeon; however, this tributary does not contain any islands or fast stream flow preferred by adults of this species. Water-quality impacts to the stream within or downstream of the project area could have indirect effects on the pallid sturgeon. The project proponent will implement best management practices (BMPs), including erosion and sediment control measures and the maintenance of vegetated buffers, to minimize these potential impacts. Additionally, the project proponent will avoid in-stream work from April through mid-June to reduce potential effects on juveniles, should they utilize the shallower areas of the stream near the bank. Given the lack of suitable habitat for adults and use of BMPs and in-stream work restrictions, the KFO considers potential effects to this species from the project to be insignificant. As a result, the KFO concurs that the proposed project “may affect, is not likely to adversely affect” the pallid sturgeon.

Federally Proposed Species

MARAD has determined that the proposed project has the potential to affect the tricolored bat (*Perimyotis subflavus*), alligator snapping turtle (*Macrochelys temminckii*), and monarch butterfly (*Danaus plexippus*).

Tricolored bat

No caves, abandoned mines, suitable sinkholes, suitable bridges, or suitable culverts were identified in the project area based on the habitat assessment. The KFO does not have any records of known tricolored bat hibernacula within or adjacent to the project area. As a result, no effects to hibernating or non-tree roosting tricolored bats or their hibernacula or non-forested roosting habitat are anticipated from the proposed project.

No tree clearing is proposed; therefore, no forested summer habitat for this species will be impacted. Given the lack of potential hibernacula and non-forested roosting habitat in the project area and lack of impacts to summer habitat, MARAD has determined that the proposed project is not likely to jeopardize the continued existence of the tricolored bat and that the project “may affect, is not likely to adversely affect” this species. The KFO concurs with these determinations.

Alligator Snapping Turtle

The portion of Obion Creek in the project area does not contain sloughs or backwater habitat that provide suitable habitat for this species. As a result, MARAD has determined that the proposed project is not likely to jeopardize the continued existence of the alligator snapping turtle and that the project “may affect, is not likely to adversely affect” this species. The KFO concurs with these determinations.

Monarch Butterfly

The project area does not contain fields or wooded habitat that would be inhabited by this species. Additionally, the proposed project would have no impact on the species’ ability to migrate. Given the lack of suitable habitat for the species in the project area, MARAD has determined that the proposed project is not likely to jeopardize the continued existence of the monarch butterfly and that the project “may affect, is not likely to adversely affect” this species. The KFO concurs with these determinations.

Summary

The KFO concurs that the proposed project “may affect, is not likely to adversely affect” the gray bat, Indiana bat, fat pocketbook, and pallid sturgeon. Additionally, the KFO concurs that the proposed project “may affect, is not likely to adversely affect” the proposed tricolored bat, alligator snapping turtle, and monarch butterfly. In view of these findings, we believe that the section 7 requirements of the Endangered Species Act for this project are fulfilled. MARAD should reconsider their section 7 obligation if: (1) new information reveals that the proposed action may affect listed species in a manner or to an extent not previously considered; (2) the proposed action is subsequently modified to include activities that were not considered during this consultation; or (3) new species are listed or critical habitat is designated.

We appreciate the opportunity to review the proposed project. If you have any questions, please contact Taylor Fagin of my staff at taylor_fagin@fws.gov.

Sincerely,

Joshua Lillpop
Acting Field Supervisor

Leigh Ann Liddell

From: Leigh Ann Liddell
Sent: Wednesday, February 26, 2025 1:38 PM
To: KentuckyES@fws.gov
Cc: Ford, Karl (MARAD); taylor_fagin@fws.gov; Christian Slone; Susannah Campbell
Subject: IPaC Project Code 2025-0057093 - HFCRA Conveyor System Project

Kentucky Field Office personnel,

On behalf of the U.S. Department of Transportation Maritime Administration (MARAD), we are submitting a request for consultation for the proposed construction of a conveyor system in Hickman, Fulton County, KY.

Details of the project, project site, and federally listed species known to occur in the project vicinity are included in MARAD's introductory letter and our report, *Wetland/Water Delineation and Protected Species Habitat Assessment Report*, which are accessible in our shared folder:

 [HFCRA Conveyor \(PIDP\)](#)

Both the IPaC Report and IPaC Official Listed Species Report (Project Code 2025-0057093) are also included in our report.

Thank you in advance for your review. Please contact me if you have any questions or require additional information.

Leigh Ann

Project Number: 24108

Leigh Ann Liddell, REM, PWS

Environmental Project Manager

Office: 270.443.1995 | Mobile: 843.802.9177
2301 McCracken Blvd., Paducah, KY 42001
BFWengineers.com



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Hickman-Fulton County Riverport Authority 2026

HFCRA Conveyor Upgrade & Replacement

Annual Affidavit of Bidders, Offerors, and Contractors



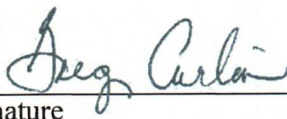
**Required Affidavit for Bidders, Offerors
and Contractors
(KRS 45A.110 & 45A.115)**

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.



Signature

Executive Director

Title

Greg Curlin
Printed Name

09/08/2026

Date

Bidder or Offeror Name: _____ Hickman-Fulton Co Riverport Authority _____

Address: _____ 625 Catlett Street _____
_____ Hickman, Kentucky, 42050 _____

Commonwealth of Kentucky Vendor Code (If known): _____ KY0016208 _____

Subscribed and sworn to before me this 8th day of September, 2026.

State of: Kentucky Notary: Keleia McCloud

County of: Fulton My Commission Expires: 3-19-29

