Missouri River Freight Corridor
Assessment and Development Plan

Inventory Report, Maps

(Section 1 and Maps of Section 2, from Technical Memo 2)

Prepared By

Hanson Professional Services, Inc.
1.0 Introduction

The purpose of the Missouri River Freight Corridor Development effort is to redevelop the river as a freight corridor with logical market nodes and reliable service that supports a sustainable market and logistics system. Four focus areas have been identified to support increased river use and corridor development:

1. Redevelop and expand traditional freight markets,
2. Identify port infrastructure needs, operations support, and equipment required to initiate, support and expand freight services on the river,
3. Evaluate potential new markets and strategies to promote market expansion, and
4. Identify conceptual approaches to river management that optimize freight movement on the river.

The specific objectives and expected results of this study include:

1. Identify and describe feasible, practical, and market driven strategies to redevelop traditional markets on the river. Prioritize these approaches based on their feasibility to stimulate market development on the river, industry acceptance, as well as efficiency and costs. Describe individual strategies as “Concepts of Operations” to facilitate program implementation.

2. Assess the potential for new markets on the river that include project cargo, container shipping, or the shipping of non-traditional commodities or goods on the river. Identify promising markets, market nodes, and requirements for specialized equipment.

3. Identify the infrastructure, as well as equipment, operations support, and conceptual river management approaches needed to facilitate the most likely market development scenarios. Describe the potential policy process and resulting impacts of those potential changes for freight shipping, market development, and sustainability.

4. Based on objectives 1 through 3, provide a detailed Concept of Operations Approach that describes each of the most promising combinations of market development, new market development, infrastructure, and river management, that will result in increased freight shipping on the Missouri River.
Section 1.0

Introduction
Based on the above, the work plan outlines (6) major tasks in bringing about these results:

- **Task 1**: Review of existing literature and practices and Initial Stakeholder Involvement
- **Task 2**: Inventory on the Missouri River
- **Task 3**: Market Potential and Overall River Development Approach
- **Task 4**: Market Nodes, River Management, Infrastructure Needs
- **Task 5**: Technical Memo, Research Findings Forum, Refine Strategies
- **Task 6**: Detailed Concepts of Operations and Final Report

This Technical Memo is the first deliverable and covers Task 2 of the overall project.

1.1 **Objective and Methodology**

The objective of Task 2 is to provide an inventory of public and private port facilities, infrastructure, and intermodal connectors on the Missouri River. Specific elements of this Task included:

- Compiling a list of available sources of information including: GIS data, U.S. Army Corps data and navigational charts, Inland River Guide, previous studies, etc.
- Collection and assembly of available GIS data for public and private ports, rail and highway transportation, etc. on the Missouri River. The inventory predominantly focused on those infrastructure elements within the state of Missouri.
- A review collected data, mapping, and other information to determine specific field reconnaissance and interview needs.
- Field reconnaissance and interviews.
- Preliminary evaluation of existing infrastructure as it relates to its apparent suitability and sufficiency to facilitate and support the successful implementation of freight growth strategies.
- In cases where the existing infrastructure is either insufficient or unsuited to support the level or type of freight flows anticipated, preliminary recommendations for needed improvements were provided. (Specific recommendations for necessary infrastructure will be included in Task 4.)
- Compilation of the information into the Inventory Report document (Section 2.0 of this Technical Memo) including:
  - GIS mapping,
  - Transportation infrastructure including rail lines, highways and truck routes proximate to the Missouri River,
  - Public and private port facilities and infrastructure including load, unload, and transload capabilities and known commodities served presently or historically,
  - Intermodal connectors proximate to the Missouri River,
Basic description and evaluation of apparent condition of infrastructure elements, with preliminary planning-level opinions of cost to address apparent infrastructure needs identified during this task.

- Description of operational support elements (i.e. fleeting, fuel service, barge repair facilities, etc.),
- Photos as appropriate to document specific infrastructure elements or their apparent condition (see Site Visit Reports in Section 3.0)
- Public or private infrastructure needs based on recommendations or comments from stakeholders and interviewees, and
- Public or private infrastructure needs identified by the Hanson team during site visits, review of available mapping, or review of previous study area reports.

Additionally, Section 4.0 of this Technical Memo describes a timeline of significant history for freight activity on the Missouri River and begins the process of defining a Navigation Service Cycle based on the following sub-task objectives:

- Develop a historic timeline of river freight history including overlay of historic climate cycle, significant events such as opening of the McClellan-Kerr Arkansas River Navigation System, master manual changes, etc., then add tons of freight moved. The purpose is to attempt to develop a tool that can bring insight into what is driving business on the river.

- Utilizing available historic hydrographic information and data since 1896, attempt to identify patterns to describe a Navigation Service Cycle (NSC). The purpose of attempting to identify an NSC for this study is to aid in understanding historic periods where navigation has tended to be feasible and infeasible under defined criteria relative to recent navigation requirements. NSC assumptions projected into the future may assist in forming strategies that can be undertaken to adjust market or operational effort during down segments (navigation less feasible) of an NSC and to maximize opportunity during up segments of an NSC.

Data and history pertaining to an Navigation Service Cycle were gathered and are presented in Section 4.0. Due to the complex and unpredictable nature of the variables, it was ultimately not practical to quantify a specific anticipated time frame for an NSC. However, the process of understanding the challenges to freight development while attempting to develop an NSC aided in the formation of strategies and Concepts of Operations later in the project.
Section 2.0

Inventory Report
2.0 Inventory Report

2.1 Introduction

This Inventory Report includes:

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

2.1.1 Data sources

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

**Bing Maps:**
Aerial photo background
(based on a license that Hanson maintains)

**Bowen Engineering & Surveying:**
Missouri River Mooring Facility Areas
Missouri River Dolphins

**Canal Barge Line Facility Index, 2001**
River Facilities and capabilities - historic

**Google Earth and Google Maps**
Secondary Source for River Facilities, Rail and Roadway connections
Inland River Guide, 2009
River Facilities & operational support capabilities

MapQuest (http://www.mapquest.com)
Secondary Source for River Facilities, Rail and Roadway connections

Missouri Department of Transportation
Missouri Public Port Authorities: Assessment of Importance and Needs, 2006
Update of Missouri Port Authority Assessment, 2007
Public Ports

Missouri Spatial Data Information Service (www.msdis.missouri.edu):
Above Ground Tanks
Floodplains
Katy Trail
Levee Areas
Mine Locations
Missouri Dept. Conservation Lands
Missouri DNR Lands
Missouri River Facilities
Pipelines
Port and Terminal Locations (also checked with USDOT NTAD 2010 and Google Earth)
Power Plants (also checked with USDOT Google Earth)
Transfer Stations

StreetMap USA (part of the Arcmap package):
Cities
Roadways
Minor Waterways

University of Nebraska-Lincoln
(http://snr.unl.edu/data/geographygis/NebrGISdata.asp):
Nebraska Mine Locations

USACE (Omaha and St. Louis Districts):
Missouri River Bulkheads
Missouri River Mile Markers
Missouri River Moored Vessel Areas
Missouri River Dikes
Lock & Dams
Omaha Pedestrian Bridge

USACE Navigation Data Center, Port Series Report #68, 2000
Secondary Source for River Facilities and Freight Capabilities
**USDOT NTAD 2010:**
- County Boundaries
- Freight Terminals
- Major Waterways
- Port and Terminal Locations (As well as Missouri Spatial Data Information Service and Google Earth visible locations)
- Rail Lines
- State Boundaries

**US Geological Survey:**
- Iowa Mine Locations
- Kansas Mine Locations

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

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

### 2.1.2 Condition Assessment Categories

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

1. Structures or Equipment appear functional or are in use with no major deficiencies reported or observed
2. Structures or Equipment are on site, but appear or are reported to require minor upgrade or maintenance
3. Structures or Equipment are on site, but appear or are reported to require significant upgrade or maintenance
4. Structures or Equipment appear or are reported to be on site, but no assessment of their condition was made
5. Necessary Structures or Equipment are apparently or reportedly missing
6. No information was obtained about Structures or Equipment
The specific condition assessment category derived for each facility is presented in the Main Inventory Table (Section 2.5 of this document). Each assessment value is based on one of the following:

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

2.2 Inventory Summary

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

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

**Main Inventory Fast Facts**

<table>
<thead>
<tr>
<th>Condition Number</th>
<th>No. of Facilities (Active &amp; Inactive)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>27</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>10</td>
</tr>
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<td>4</td>
<td>4</td>
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<tr>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>27</td>
</tr>
</tbody>
</table>

*Note: Condition assessment categories are defined in Section 2.1.2.*
Of the 29 active facilities, 17 receive sand as their primary cargo. Eight of the remaining 12 active facilities are special purpose facilities built to move a specific commodity, while four have the capability to handle more than one cargo. Only two fleeting areas and one fueling service were present amongst the active facilities.

While examining the inventory tables and figures, the reader may note that there exist some gaps in the total number of inventory items or locations. For example, there is no #3 and there are several “unused” numbers between #107 and #134. This is due to the way in which the data points were initially identified and mapped. Some of the locations initially identified were later determined not to be applicable to the study (e.g., public boat ramps, facilities outside the study area, etc.). Those inapplicable items were not included in the final inventory, while the total group of inventory items was not renumbered. This was done to avoid mistakes in cross-referencing the various tables and figures as they were already well underway in the process of development.
Hanson ID: 2
Location: Mile 8.5, right bank
Owner: Central Stone Co.
Operator: Not operated
Status: Inactive
Purpose: Not used
Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments:
Asphalt plant uses land now, no facilities seen or used.

Notes from previous surveys (by others):
Open storage area in rear has capacity for approximately 15,000 tons of sand.

Hanson ID: 1
Location: Mile 7.8, right bank
Owner: Central Stone Co.
Operator: Central Stone Co.
Status: Active
Purpose: Receipt of sand and shipment of stone.
Rail Connection: None

Hanson Comments:
Sand receiving about once a year, clients pick up rock about once a year.
Quarry has no river equipment, clients bring in their own.

Notes from previous surveys (by others):
One surface track - not in service.
Quarry at rear has unlimited storage for stone and sand.

FIGURE 01
MISSOURI RIVER MILE: 7.0 - 9.0
Hanson ID: 4
Location: Mile 16.0, right bank
Owner: Leuke Hauling, Inc.
Operator: Joe Tori Dredging, Inc. (Fred Weber)
Status: Active
Purpose: Receipt of sand.
Rail Connection: None

Hanson Comments: Operating only when needed. No river facilities; equipment is floated in when needed.

Notes from previous surveys (by others):
Open storage area at rear has capacity for 30,000 tons of sand.
**Hanson ID:** 5  
**Location:** Mile 27.8, right bank  
**Owner:** Lafarge Corp.  
**Operator:** Limited Leasing  
**Status:** Active  
**Purpose:** Receipt of sand and lightweight aggregate (haydite and arcolite).  
**Rail Connection:** None, rail is close and could possibly be made.  

**Hanson Comments:**  
Interested in possible other uses of dock. Have done steel and salt in past, but now only sand. Large land available in adjacent acres downstream of current yard.  

Notes from previous surveys (by others):  
Open storage area at rear has capacity for 30,000 tons of sand and 60,000 tons of material.

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**Hanson ID:** 6  
**Location:** Mile 28.0, right bank  
**Owner:** Lafarge Corp.  
**Operator:** Limited Leasing  
**Status:** Active  
**Purpose:** Receipt of sand.  
**Rail Connection:** None, rail is close and could possibly be made.  

**Hanson Comments:**  
Interested in possible other uses of dock. Have done steel and salt in past, but now only sand. Large land available in adjacent acres downstream of current yard.  

Notes from previous surveys (by others):  
Open storage area at rear has capacity for approximately 20,000 tons of material.

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**Hanson ID:** 7  
**Location:** Mile 28.8, left bank  
**Owner:** City of St. Charles  
**Operator:** City of St. Charles  
**Status:** Unknown  
**Purpose:** Mooring excursion vessels.  
**Rail Connection:** None  

**Hanson Comments:**  
Freight use unlikely.  
Notes from previous surveys (by others):  
None

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**FIGURE 03**

**MISSOURI RIVER MILE:** 27.5 - 29.0
Hanson ID: 8
Location: Mile 31.5, left bank
Owner: Lafarge Corp.
Operator: Joe Tori Dredging, Inc.
Status: Active
Purpose: Receipt of sand.
Rail Connection: None
Hanson Comments: Any new expansion unlikely due to Katy trail crossing. Could only handle conveyed material.

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

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

Notes from previous surveys (by others):
Limestone quarry and open storage area for 80,000 tons of sand are located in rear.
Hanson ID: 10
Location: Mile 43.8, right bank
Operator: Lafarge Corp.
Status: Limited Leasing
Purpose: Receipt of sand.
Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
Open storage area has capacity for approximately 80,000 tons of material.
Hanson ID: 11
Location: Mile 65.4, right bank
Owner: Capital Sand Co.
Operator: Washington Sand Co., LLC
Status: Active
Purpose: Receipt of sand.
Rail Connection: None

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

Notes from previous surveys (by others): None
Hanson ID: 12
Location: Mile 81.7, right bank
Owner: Maczuk Industries, Inc.
Operator: Maczuk Industries, Inc.
Status: Inactive
Purpose: Receipt of liquid fertilizer.
Rail Connection: Union Pacific Railroad

Hanson Comments:
Pipeline available but tanks seem unconnected or moved.
One 10 car capacity surface track; appears not in service.

Notes from previous surveys (by others):
Two 6" pipelines extend from wharf to 21 steel storage tanks at terminal in rear, total capacity 2,247,700 gallons.
Hanson ID: 14
Location: Mile 104.5, right bank
Owner: United States Government
Operator: U.S. Army Corps of Engineers
Status: Active
Purpose: Mooring government floating equipment and fueling government vessels.
Rail Connection: None

Hanson Comments: Appears active per Google Earth.

Notes from previous surveys (by others):
Facility is operated on a seasonal basis as necessary. One 2" diesel fuel pipeline extends to bulkhead from one 10,000 gallon storage tank at rear.
Hanson ID: 15
Location: Mile 117.1, right bank
Owner: Central Electric Power Cooperative
Operator: Central Electric Power Cooperative - Chamois
Status: Inactive
Purpose: Receipt of coal for plant consumption. Truck & rail only
Rail Connection: Union Pacific Railroad

Hanson Comments: Dock intact; conveyor/hopper poor condition.

Notes from previous surveys (by others):
Two surface tracks with total capacity for 34 cars serve undertrack pit at open storage area. Open storage area has capacity for 100,000 tons of coal.
Hanson ID: 105
Location: Mile 138.5, left bank
Owner: Capital Sand & Gravel
Operator: Capital Sand & Gravel
Status: Unknown
Purpose: Spud barge (dredge) area - equipment landing area.
Rail Connection: None

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

Notes from previous surveys (by others): None
Hanson ID: 18
Location: Mile 143.8, left bank
Owner: Capital Sand Co., Inc.
Operator: Capital Sand Co., Inc.
Status: Active
Purpose: Mooring vessels and barges
Rail Connection: None

Hanson Comments: None
Notes from previous surveys (by others): None

Hanson ID: 16
Location: Mile 143.0, left bank
Owner: Jefferson City River Terminal, Inc.
Operator: Jefferson City River Terminal, Inc.
Status: Active
Purpose: Receipt of cement, shipment of grain, mooring barges for fleeting.
Rail Connection: None

Hanson Comments: General cargo operations capability and other bulk. Dry cargo dock and equipment.
Notes from previous surveys (by others): Approximately 80 acres of open area are located in rear of which 4 acres were developed for storage at time of survey. Ancillary facilities include a 15,000 square foot steel frame metal-covered warehouse.

Hanson ID: 17
Location: Mile 143.4, left bank
Owner: Capital Sand Co., Inc.
Operator: Capital Sand Co., Inc.
Status: Active
Purpose: Receipt of sand
Rail Connection: None

Hanson Comments: None
Notes from previous surveys (by others): Open storage area at rear has capacity for 80,000 tons of sand.

Hanson ID: 106
Location: Mile 142.3, left bank
Owner: Capital Sand Co., Inc.
Operator: Capital Sand Co., Inc.
Status: Active
Purpose: Barge fleeting area along stabilized bank.
Rail Connection: None

Hanson Comments: Possibly mooring for cement barge fleet.
Barge fleeting capacity estimated 12 hoppers.
All barges of same configuration.

Notes from previous surveys (by others): None

FIGURE 12
MISSOURI RIVER MILE: 142.0 - 144.0

PROJECT NO.: 10H0011
INVENTORY OF MISSOURI RIVER FACILITIES
(VERSION DATE: MAY 13, 2011)
Hanson ID: 19
Location: Mile 148.6, left bank
Owner: Amoco Oil Co.
Operator: Not operated
Status: Inactive
Purpose: Not used
Rail Connection: None

Hanson Comments: Google Earth indicates mooring still intact. Unable to access or verify if pipelines on wharf exist. No shore facility observed or identified.

Notes from previous surveys (by others):
Formerly used for handling petroleum products.

Hanson ID: 107
Location: Mile 146.8, left bank
Owner: Unknown
Operator: Unknown
Status: Unknown
Purpose: Sand dredge operation to bank.
Rail Connection: None

Hanson Comments:
Inventory and conveyor on Mapquest 2010. Ownership unknown.

Notes from previous surveys (by others): None
Hanson ID: 22
Location: Mile 196.4, left bank
Owner: Gavilon Fertilizer, LLC
Operator: Capital Sand Co., Inc.
Status: Active
Purpose: Receipt of sand.
Rail Connection: None
Hanson Comments:
Facility moved to lease space at Interstate Marine Terminal. Inducement operation. River mile 197 dock fronts casino - availability unknown.
Notes from previous surveys (by others): None

Hanson ID: 21
Location: Mile 196.4, left bank
Owner: Gavilon Fertilizer, LLC and Howard/Cooper Regional Port Authority
Operator: None
Status: Inactive
Purpose: Receipt of miscellaneous dry bulk materials including fertilizer and salt, and receipt of liquid fertilizer.
Rail Connection: None
Hanson Comments: Ref. Howard/Cooper Area. No dockside pipelines identified to serve liquid storage tanks. Scale available. Dry bulk storage in good condition.
Notes from previous surveys (by others): None

Hanson ID: 134
Location: Mile 197.0, right bank
Owner: Unknown
Operator: Unknown
Status: Inactive
Purpose: None
Rail Connection: None
Hanson Comments:
Dock at foot of Isle Capi Casino across. UP track may be suitable for tying off barges, if permitted by owner.
Notes from previous surveys (by others): None
**Hanson ID:** 25  
**Location:** Mile 226.5, left bank  
**Owner:** United States Government  
**Operator:** U.S. Army Corps of Engineers  
**Status:** Active  
**Purpose:** Mooring government floating equipment, handling supplies and equipment.  
**Rail Connection:** None  

**Hanson Comments:** None  

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

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

**Hanson Comments:** Reported approximately $40,000 for equipment repairs.  

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

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

**Hanson Comments:** Operating at time of survey.  

Notes from previous surveys (by others):  
Open storage area at rear has capacity for 31,000 tons of sand.
Hanson ID: 26
Location: Mile 256.2, left bank
Owner: Brunswick River Terminal, Inc.
Operator: AgriServices of Brunswick LLC
Purpose: Receipt of dry bulk and liquid fertilizer, and occasional shipment of grain
Rail Connection: Norfolk Southern Railway
Hanson Comments: None

Notes from previous surveys (by others):
Two surface tracks with total capacity for 24 cars serve 2 undertrack pits. Steel and concrete A-frame storage building at rear has capacity for 45,000 tons of fertilizer. One 6" pipeline extends from wharf to 3 steel liquid fertilizer storage tanks, total capacity 15,000 tons.
Hanson ID: 27
Location: Mile 262.8, right bank
Owner: Cooperative #1
Operator: Central Missouri AGRI Service
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: None

Hanson Comments: Not reviewed.
At time of survey (2010), barge loading facility was inactive. Reported no barge loading since the 90's.

Notes from previous surveys (by others):
Grain elevator at rear consisting of 18 concrete silos with 20 interstices and two steel tanks not verified.
Hanson ID: 28
Location: Mile 286.9, left bank
Owner: Capital Sand Co., Inc.
Operator: Capital Sand Co., Inc.
Status: Active
Purpose: Receipt of sand.
Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
Open storage area at rear has capacity for 30,000 tons of sand.
Hanson ID: 30
Location: Mile 293.4, right bank
Owner: Central Missouri AGRI Service
Operator: Central Missouri AGRI Service
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad

Hanson Comments: Reported as generally good condition but upgrade needed.

Notes from previous surveys (by others):
One surface track with capacity for 12 cars serves loading spout.
Grain elevator at rear, consisting of 29 concrete silos and interstices, three steel tanks, and one flat storage building has total capacity for 1,100,000 bushels.

Hanson ID: 29
Location: Mile 293.2, right bank
Owner: Bartlett and Co.
Operator: Bartlett and Co. - Waverly
Status: Inactive
Purpose: Shipment of grain and receipt of liquid fertilizer.
Rail Connection: Union Pacific Railroad

Hanson Comments: Investment needed is indicated to be approximately $30,000.

Notes from previous surveys (by others):
One surface track with capacity for five cars serves undertrack pit and loading spouts. Grain elevator at rear, consisting of 20 concrete silos and 7 interstices has total capacity for 1,380,000 bushels. One 6" pipeline extends from upper dolphin to one 5,500-ton-capacity liquid fertilizer storage.
Hanson ID: 31
Location: Mile 317.2, left bank
Owner: Division of Capital Sand Co., Inc.
Operator: Lexington Sand Co.
Status: Active
Purpose: Receipt of sand.
Rail Connection: None

Hanson Comments: None

Notes from previous surveys (by others):
Open storage area at rear has capacity for 70,000 tons of sand.

Hanson ID: 32
Location: Mile 318.2, right bank
Owner: MFA Agri Services
Operator: MFA Agri Services - Lexington
Status: Inactive
Purpose: Shipment of grain and receipt of liquid fertilizer.
Rail Connection: Union Pacific Railroad

Hanson Comments:
Reported as generally good condition but est. $90,000 needed.

Notes from previous surveys (by others):
One surface track with capacity for 5 cars serves loading spout.
Grain elevator at rear consisting of three steel tanks has total capacity for 450,000 bushels.
Hanson ID: 33
Location: Mile 345.3, left bank
Owner: Independence Power Corp.
Operator: Independence Power - Missouri City
Status: Inactive
Purpose: Utility reported as served by truck.
Rail Connection: None

Hanson Comments:
Unable to verify plant operation status. Security reported no marine activity within the last 25 years. Some dock structure apparent. At time of survey (2010) marine facility formerly used for receipt of fuel had not been used for 25 years.

Notes from previous surveys (by others): None
Hanson ID: 34
Location: Mile 354.7, right bank
Owner: LaFarge Corp., Cement Group
Operator: LaFarge Corp., Cement Group
Status: Active
Purpose: Shipment of cement.
Rail Connection: Burlington Northern Santa Fe Railway

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

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

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

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

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

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Hanson ID: 37
Location: Mile 357.6, right bank
Owner: AK Asset Management Co.
Operator: Sheffield Station Industrial Park
Status: Inactive
Purpose: Unknown (some tenants noted not active).

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

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

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

Hanson Comments: Reviewed Google Earth.

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

FIGURE 23
MISSOURI RIVER MILE: 354.5 - 358.5
Hanson ID: 40
Location: Mile 361.1, left bank
Owner: Bartlett Grain Co.
Operator: Bartlett Grain - Kansas City
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: Burlington Northern Santa Fe Railway
Hanson Comments: Google Earth indicates some structural work may be needed.

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

Hanson ID: 39
Location: Mile 360.6, left bank
Owner: Conoco Phillips Inc.
Operator: Conoco Phillips - Asphalt Terminal
Status: Active
Purpose: Receipt of asphalt and caustic soda.
Rail Connection: Burlington Northern Santa Fe Railway
Hanson Comments: None

Notes from previous surveys (by others):
One 6-car-capacity surface track serves terminal in rear. One 10" pipeline extends from wharf to 5 steel, asphalt storage tanks, total capacity 170,000 barrels. Two 6" pipelines extend to 2 caustic soda storage tanks, total cap. 1,270,000 gallons.
Hanson ID: 45
Location: Mile 368.3, right bank
Owner: Williams Energy Services Co. (reported)
Operator: Conoco Phillips
Status: Inactive
Purpose: Appears to be Conoco Phillips facility.
Rail Connection: Union Pacific Railroad
Hanson Comments: Google Earth indicates infrastructure is apparently intact. Access denied but marine structure indenitified. Condition unknown.

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

Hanson ID: 44
Location: Mile 367.6, right bank
Owner: The Kansas City-Wyandotte County Joint Port Authority
Operator: Bartlett and Co.
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad
Hanson Comments: None

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

Hanson ID: 43
Location: Mile 367.1, right bank
Owner: City of Kansas City
Operator: Port of Kansas City
Status: Inactive
Purpose: Receipt of salt and dry bulk fertilizer, and receipt and shipment of misc bulk materials.
Rail Connection: Union Pacific Railroad
Hanson Comments: Several spot system upgrades could place bulk in service. Surface track serves facility in rear. No track tie in. Facility is idle.

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

Hanson ID: 42
Location: Mile 366.8, right bank
Owner: American Compressed Steel, Inc.
Operator: American Compressed Steel, Inc.
Status: Inactive
Purpose: Not used.
Rail Connection: Union Pacific Railroad
Hanson Comments: Google Earth indicates an apparent dock structure but nothing else. One surface track serves facility in rear. No track tie in. No activity witnessed.

Notes from previous surveys (by others):
Scrap metal processing facility located in rear.
Hanson ID: 46
Location: Mile 371.8, left bank
Owner: Holliday Sand and Gravel Co.
Operator: Holliday Sand and Gravel - Kansas City
Status: Active
Purpose: Receipt of sand and gravel.
Rail Connection: None
Hanson Comments: None
Notes from previous surveys (by others):
Open storage area at rear has capacity for 100,000 tons of material.

Notes from previous surveys (by others):
Three surface tracks with total capacity for 62 cars serve 2 undertrack pits and 2 loading spouts. Grain elevator at rear, consisting of 220 concrete silos and interstices and 7 steel tanks, has total capacity for 10,000,000 bushels.
Hanson ID: 48
Location: Mile 375.7, left bank
Owner: Intercontinental Engineering - Manufacturing Corp.
Operator: Intercontinental Engineering - Manufacturing Corp.
Status: Active
Purpose: Shipment of heavy duty winch equipment and handling miscellaneous heavy lift items,
Rail Connection: Burlington Northern Santa Fe Railway
Hanson Comments: None

Notes from previous surveys (by others):
One surface track at rear of wharf joins additional plant trackage. Fabrication plant for winch equipment and heavy machinery predominately for offshore oil industry located in rear. Five barges can be moored at shore moorings along bank at upper side of wharf.
Hanson ID: 51
Location: Mile 386.6, right bank
Owner: ADM / Growmark, subsidiary of Archer-Daniels-Midland Co.
Operator: ADM / Growmark - Wocott
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad
Hanson Comments: Google Earth indicates marine structures intact.

Notes from previous surveys (by others):
Three surface tracks, total capacity 60 cars, serve 3 undertrack pits and loading spout. Grain elevator at rear consists of 73 concrete silos and interstices and 2 steel tanks has total capacity for 2,300,000 bushels. Additional berthing space for 4 empty and 4 loaded barges is available at shore moorings located above and below wharf.

Hanson ID: 49
Location: Mile 385.0, left bank
Owner: Massman Construction Co., Inc.
Operator: Massman Construction Co., Inc.
Status: Inactive
Purpose: Handling construction supplies and equipment.
Rail Connection: Burlington Northern Santa Fe Railway
Hanson Comments: Google Earth indicates no infrastructure could not find location and appears inactive.

Notes from previous surveys (by others):
One surface track serves storage yard in rear. Contractors equipment storage yard is located in rear.

Hanson ID: 50
Location: Mile 386.4, right bank
Owner: Westway Terminal Co.
Operator: Westway Terminal Co.
Status: Active
Purpose: Receipt of calcium chloride and asphalt.
Rail Connection: Union Pacific Railroad
Hanson Comments: Appears active and intact - reported by others and Google Earth. Reported by Conoco Phillips as active.

Notes from previous surveys (by others):
One surface track serving 2 loading spouts. One 6" calcium chloride pipeline extends from wharf to 2 steel storage tanks, total capacity 275,000 gallons; and one 8" asphalt pipeline extends to 7 steel storage tanks; total capacity 162,820 barrels. One 4" pipeline extends from wharf.
**Figure 29**

**Missouri River Mile:** 395.5 - 397.5

- **Hanson ID:** 118
- **Location:** Mile 397.3, right bank
- **Owner:** United States Government
- **Operator:** U.S. Coast Guard - Leavenworth
- **Status:** Active
- **Purpose:** USCG facility with mooring and loading cells.
- **Rail Connection:** Union Pacific Railroad
- **Hanson Comments:** Status not verified.
- **Notes from previous surveys (by others):** None

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**Hanson ID:** 52
- **Location:** Mile 395.9, right bank
- **Owner:** Chemtronics, Inc.
- **Operator:** Chemtronics, Inc.
- **Status:** Inactive
- **Purpose:** Receipt of liquid fertilizer (facility appears closed).
- **Rail Connection:** Union Pacific Railroad
- **Hanson Comments:** None
- **Notes from previous surveys (by others):**
  - One surface track, capacity 5 cars, serves terminal at rear. Track may not be serviceable. One 8" pipeline extends from work platform to 4 steel storage tanks at rear.

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**LEAVENWORTH RIVERFRONT PARK**

- **U.S. COAST GUARD DOCK**
- **KICKAPOO DOCK**

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**PLATTE COUNTY**

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**METROPOLITAN AVE**
- **Pawnee St**
- **Kiowa St**
- **Ottawa St**

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**LEAVENWORTH**
- **Cherokee St**
- **Kenton St**
- **Randolph St**
- **Crawford St**
- **Longview St**
- **Washington St**
- **Washburn St**
- **Michigan St**

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**MG VALLEY STEEL SHIPYARDS DOCK**

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**REPRESENTATIVE ITEMS**

- **HANSON**
  - **PROJECT NO.: 10H0011**
  - **INVENTORY OF MISSOURI RIVER FACILITIES**
  - **(VERSION DATE: MAY 13, 2011)**
Hanson ID: 55
Location: Mile 423.1, right bank
Owner: Maccuz Industries, Inc.
Operator: Maccuz Industries, Inc.
Status: Inactive
Purpose: Receipt of liquid fertilizer.
Rail Connection: None
Notes from previous surveys (by others):
Did not see evidence of marine structures.
No dock pipelines or marine structure identified. Reported Closed.

Hanson ID: 54
Location: Mile 421.1, right bank
Owner: Unknown
Operator: Not operated
Status: Inactive
Purpose: Not used.
Rail Connection: None
Notes from previous surveys (by others):
Mapquest & Google Earth indicate shorelines facility is gone but small dock shows on river. Could not find location and no shorelines business. Small dock structure shows - no moorings.

Hanson ID: 53
Location: Mile 421.0, right bank
Owner: Bartlett Grain Co.
Operator: Bartlett Grain - Atchison
Status: Inactive
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad
Notes from previous surveys (by others):
Structure appears sound and facility review - Google Earth.

Three surface tracks, total capacity 81 cars serve undertrack pits, and loading spouts. Grain elevator at rear consisting of 36 concrete silos and interstices has capacity for 950,000 bushels.
**Hanson ID:** 123  
**Location:** Mile 448.0, left bank  
**Owner:** St. Joseph Regional Port Authority  
**Operator:** Kinder Morgan Terminals  
**Status:** Active  
**Purpose:** 14 acres of property - approximately 8 acres limestone stabilized.  
**Rail Connection:** Union Pacific Railroad

**Hanson Comments:** Single rail track alignment for terminal work. Facility 8 years old with good paved entry to terminal. Open storage only. Dock cell for loading and mooring cells.  
**Notes from previous surveys (by others):** None

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**Hanson ID:** 58  
**Location:** Mile 447.5, left bank  
**Owner:** Holliday Sand and Gravel Co.  
**Operator:** Holliday Sand and Gravel - St. Joseph  
**Status:** Active  
**Purpose:** Receipt of sand and gravel.  
**Rail Connection:** None

**Hanson Comments:** None

**Notes from previous surveys (by others):**  
Open storage area at rear has capacity for 75,000 tons of material.

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**Hanson ID:** 57  
**Location:** Mile 446.6, left bank  
**Owner:** Bartlett Grain Co.  
**Operator:** Bartlett and Co. - St. Joseph  
**Status:** Inactive  
**Purpose:** Shipment of grain.  
**Rail Connection:** Union Pacific Railroad

**Hanson Comments:** Load out looks intact but long run may require larger investment - Google Earth and Mapquest.

**Notes from previous surveys (by others):**  
Four surface tracks w/capacity for 75 empty and 40 loaded cars serve 4 undertrack pits and 3 loading spouts. Grain elevator at rear, consisting of 3 steel silos, has capacity for 963,000 bushels. Grain is received by truck for shipment by barge.

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**Hanson ID:** 56  
**Location:** Mile 446.0, left bank  
**Owner:** Ag Processing, Inc.  
**Operator:** Ag Processing, Inc.  
**Status:** Inactive  
**Purpose:** Soybean oil  
**Rail Connection:** Union Pacific Railroad

**Hanson Comments:** Facility and moorings seem intact - Google Earth and Mapquest.

**Notes from previous surveys (by others):**  
Plant trackage in rear. One 6" pipeline extends to wharf from 2 steel, soybean oil, storage tanks at processing plant in rear, total capacity 11,760 tons. In addition one 200-ton soybean meal storage tank is located at plant.
Hanson ID: 59
Location: Mile 488.0, right bank
Owner: White Cloud Grain Co., Inc.
Operator: White Cloud Grain Co., Inc.
Status: Inactive
Purpose: Shipment of grain and receipt of dry bulk and liquid fertilizer.
Rail Connection: None

Hanson Comments: Looks like fertilizer receipt facility.

Notes from previous surveys (by others):
Grain elevator at rear consisting of 12 concrete silos with 16 interstices has total capacity for 800,000 bushels. One 6" pipeline extends from wharf to 5 steel, liquid-fertilizer storage tanks at rear, total capacity 9,600 tons.
Hanson ID: 60
Location: Mile 503.0, left bank
Owner: Maczuk Industries, Inc.
Operator: Maczuk Industries - Craig Terminal
Status: Inactive
Purpose: Receipt of liquid fertilizer.
Rail Connection: None

Hanson Comments: Reported out of business by owner.

Notes from previous surveys (by others):
One 6" pipeline on loading platform connects with four 6" pipelines extending to 5 steel storage tanks at terminal in rear, total capacity 2,529,800 gallons.
Hanson ID: 63
Location: Mile 535.4, right bank
Owner: Bunge Corp.
Operator: Bunge Corp. - Brownville, NE
Status: Unknown
Purpose: Shipment of grain.
Rail Connection: None

Hanson Comments: Status unknown.
No vehicles or trucks shown on property.

Notes from previous surveys (by others):
Grain elevator atop hill at rear consisting of 8 concrete silos with 10
interstices and 17 steel tanks has capacity for 842,000 bushels.

Hanson ID: 62
Location: Mile 535.2, right bank
Owner: Searcy Grain
Operator: Searcy Grain
Status: Unknown
Purpose: Shipment of grain.
Rail Connection: None

Hanson Comments: Structures shown in Google Earth 2009 but
not validated.

Notes from previous surveys (by others):
Grain elevator in rear consisting of a concrete storage building with
7 bins and 7 steel storage tanks has total capacity for 357,000
bushels.

Hanson ID: 61
Location: Mile 535.1, right bank
Owner: Brownville Development Corp.
Operator: Brownville Development Corp.
Status: Unknown
Purpose: Landing for excursion vessels.
Rail Connection: None

Hanson Comments: No freight development applicability.

Notes from previous surveys (by others):
(2000) MV "Spirit of Brownville" and MV "Belle of Brownville"
operate summer river cruise schedule from wharf. Brownville
Recreation Area at rear is administered by State of Nebraska
Game and Parks Department.

FIGURE 34
MISSOURI RIVER MILE: 534.5 - 536.0
Hanson ID: 67
Location: Mile 562.7, right bank
Owner: City of Nebraska City
Operator: American Commercial Terminals, LLC.
Status: Unknown
Purpose: Receipt of liquid livestock feed.
Rail Connection: Union Pacific Railroad

Hanson Comments: Outside study area.

Notes from previous surveys (by others):
One 10-car-capacity surface track serves terminal at rear. Two 6" pipelines connect dolphins with 4 steel storage tanks, total capacity 15,000 tons.

Hanson ID: 66
Location: Mile 562.3, right bank
Owner: Bartlett and Co.
Operator: Bartlett and Co. - Nebraska City
Status: Unknown
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad

Hanson Comments: Structures shown in Google Earth 2009. Outside study area.

Notes from previous surveys (by others):
One 9-car-capacity surface track serves undertrack pit and loading spout. Grain elevator at rear consisting of 16 concrete bins and 2 steel tanks has capacity for 900,000 bushels.

Hanson ID: 65
Location: Mile 562.3, right bank
Owner: City of Nebraska City
Operator: DeBruce Ag Service, Inc.
Status: Active
Purpose: Receipt of miscellaneous dry bulk material, dry bulk fertilizer, steel products and occasionally general cargo.
Rail Connection: Union Pacific Railroad

Hanson Comments: Structures shown in Google Earth 2009. Terminal reported active by Mgmt. IRG 2009 indicated. Outside study area.

Notes from previous surveys (by others):
One surface track on apron and one at rear of storage building, total capacity 8 cars. Three bulk fertilizer storage buildings at rear have total capacity for 102,000 tons.

Hanson ID: 64
Location: Mile 561.8, right bank
Owner: DeBruce Grain, Inc.
Operator: DeBruce Grain, Inc.
Status: Active
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad

Hanson Comments: Structures shown in Google Earth 2009. Terminal reported active by Mgmt. Outside study area.

Notes from previous surveys (by others):
Two surface tracks, total capacity 75 cars, serves undertrack pits and loading spouts. Grain elevator at rear consisting of 42 concrete silos with 12 interstices has capacity for 956,000 bushels.
Hanson ID: 68
Location: Mile 584.5, right bank
Owner: Haveman Grain Co.
Operator: Haveman Grain Co.
Status: Unknown
Purpose: Shipment of grain.
Rail Connection: None

Hanson Comments: Google Earth 2009 shows significant structures for mooring & grain facilities. Outside study area.

Notes from previous surveys (by others):
Grain elevator at rear consisting of 8 concrete silos with 4 interstices has capacity for 250,000 bushels.
Hanson ID: 69
Location: Mile 595.3, right bank
Owner: PCS Nitrogen Fertilizer LP
Operator: Not operated
Status: Unknown
Purpose: Not used.
Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Outside study area.

Notes from previous surveys (by others):
Trackage serving plant in rear. At time of survey (2000), plant had ceased operation and the future of the plant and wharf facility was not known. One 8" pipeline extends to wharf from 6 steel storage tanks at plant in rear; total capacity 12,922,000 gallons.
Hanson ID: 70
Location: Mile 612.1, right bank
Owner: Westway Feed Products Co.
Operator: Not operated
Status: Unknown
Purpose: Not used.
Rail Connection: Burlington Northern Santa Fe Railway

Hanson Comments: Outside study area.

Notes from previous surveys (by others):
One surface track serves 6 loading stations at terminal in rear. One 12" pipeline extends from pier to 9 steel storage tanks at terminal in rear, total capacity 25,000 tons. One 4" steam line serves pier.
Hanson ID: 72
Location: Mile 614.5, left bank
Owner: Agrilliance Co.
Operator: Agrilliance Co.
Status: Unknown
Purpose: Receipt of dry bulk fertilizer.
Rail Connection: Union Pacific Railroad

Hanson Comments: Outside study area.

Notes from previous surveys (by others):
Two surface tracks, total capacity 10 cars, serve 2 undertrack pits at storage building in rear. Timber-and-concrete storage building at rear has capacity for 25,000 tons.

Hanson ID: 71
Location: Mile 614.3, left bank
Owner: AGRI Grain Marketing
Operator: AGRI Grain Marketing
Status: Unknown
Purpose: Shipment of grain.
Rail Connection: Union Pacific Railroad

Hanson Comments: Outside study area.

Notes from previous surveys (by others):
Nine surface tracks, total capacity 104 cars, serve undertrack pit and loading spout. Grain elevator at rear, consisting of 24 concrete silos and interstices and 7 steel tanks, has capacity for 1,600,000 bushels.