

**APPENDIX E**  
**TRANSPORTATION ASSESSMENT AND FUTURE PLANNING**

## **APPENDIX E**

### **TRANSPORTATION ASSESSMENT AND FUTURE PLANNING**

#### **E.1. INTRODUCTION**

This appendix provides information on highway, railway, and barge transportation type, capacity, location and condition. Planned future development, construction and operational changes are also addressed.

The Paducah area is centrally located within 400 miles of Atlanta, Birmingham, Chicago, Cincinnati, Nashville, Memphis, and St. Louis. The area is well situated in terms of transportation infrastructure.

#### **E.2. ROAD AND HIGHWAY**

##### **E.2.1 SUMMARY AND MAPPING**

The Paducah area is served by Interstate 24 (east-west); U.S. Highway 45 (north-south); U.S. Highway 60 (east-west); U.S. Highway 62 (east-west); and numerous state and county roads as shown on Figs. E.1 and E.2. The proposed Depleted Uranium Hexafluoride (DUF6) Conversion Facility site is located near U.S. Highway 60, west of Paducah, Kentucky. The main plant access road begins at Highway 60 and runs straight north to the south (main) entrance to the plant. The proposed site for the conversion facility is adjacent to the east side of the access road.

##### **E.2.2 TRANSPORTATION DATA FOR LOCAL TRAFFIC AND HIGHWAYS**

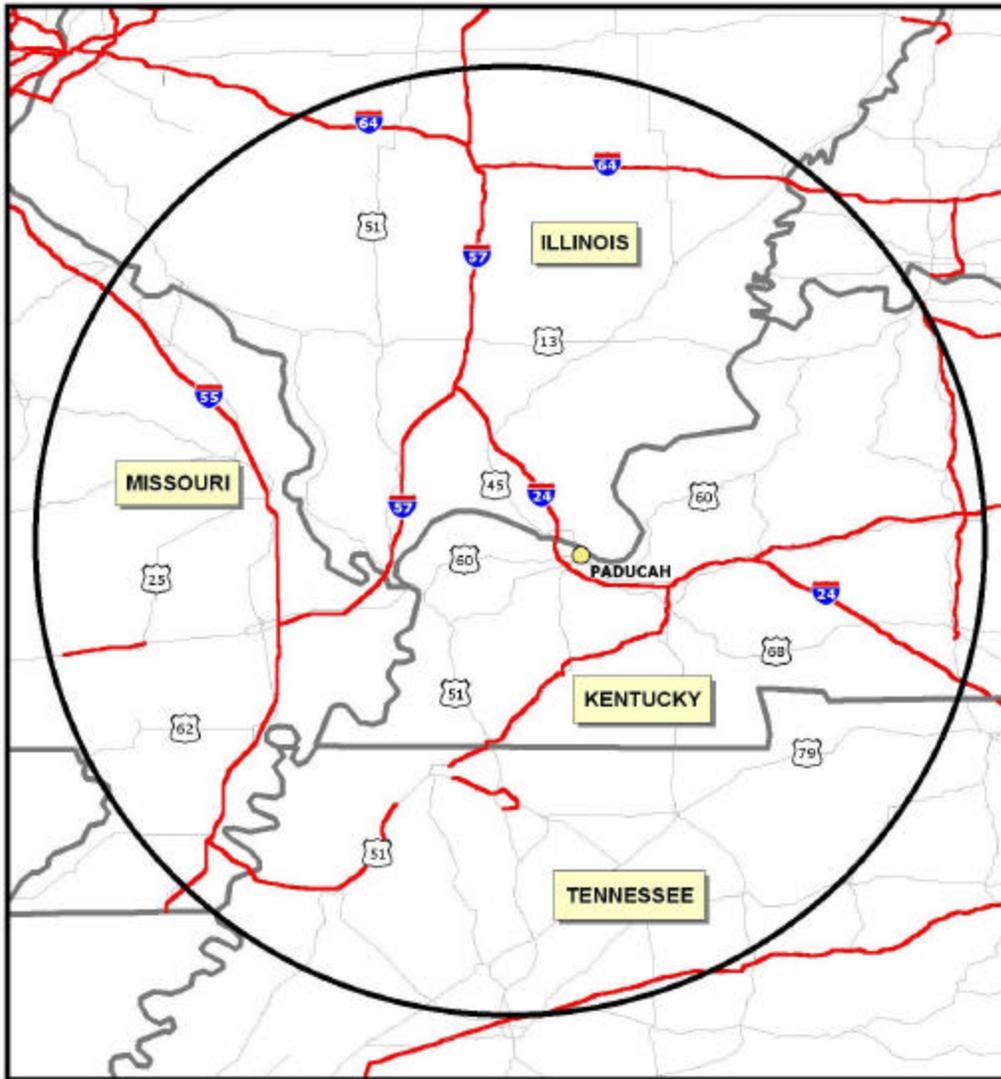
As stated above, the main plant access road begins at Highway 60 and runs 2.5 miles north to the conversion facility site. Woodville Road crosses the access road midway between Highway 60 and the plant. Construction gates on the east and north sides of the plant are accessible by two-lane county roads. Dyke Road follows the eastern plant boundary to provide access to these construction gates from the main access road.

##### **E.2.3 ROADWAY CAPACITIES (VOLUME AND LOAD LIMITS)**

On U.S. Highway 60, the average daily traffic count (both directions) is as follows: 7650 vehicles 2 miles west of the access road, 10,300 vehicles 2 miles east of the access road, and 46,400 vehicles one-half mile west of Interstate 24.

On Woodville Road, the average daily traffic count (both directions) is 1164 vehicles west of the access road and 2136 vehicles east of the access road.

The peak traffic times are from 6:30 to 7:00 a.m. and 3:30 to 4:00 p.m.



**LEGEND**

- 100 MILE RADIUS
- STATE BOUNDARY
- INTERSTATE
- US HIGHWAY

**Fig. E.1. Highways in the Paducah area.**

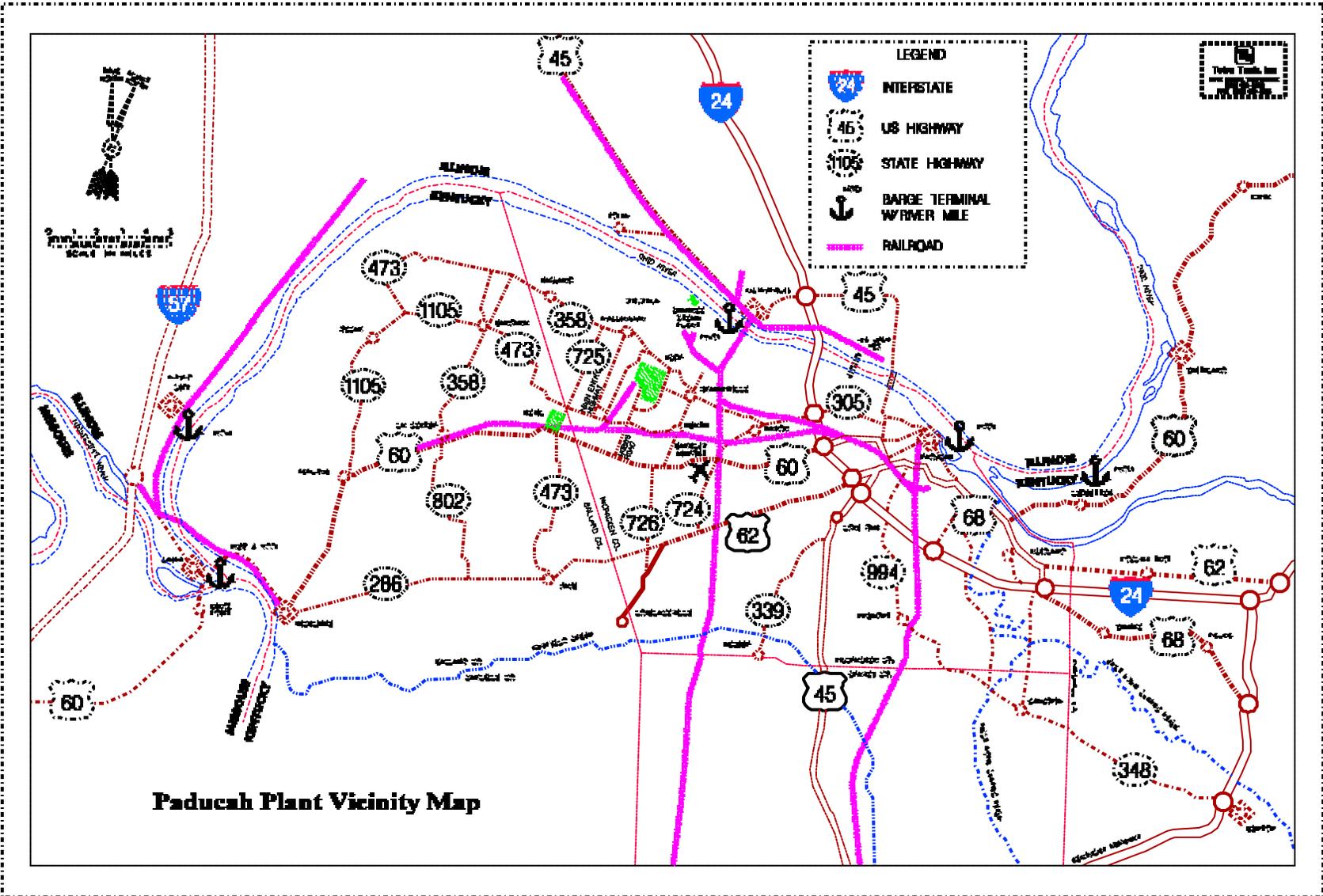


Fig. E.2. Paducah area transportation map.

## **E.3. RAILWAY**

### **E.3.1 SUMMARY AND MAPPING**

The area is served by two major and two regional rail systems (Burlington Northern Santa Fe, CSX, Illinois Central, and Paducah & Louisville). Figure E.2 shows the layout of the rail systems (per USGS Quadrangle Maps and the Official Highway Map for Kentucky). For rail systems east of Paducah and west of Mound City, see Fig. E.3 (per U-AVLIS Site Data Package, KY/A-533). The area is served by numerous regular route and specialized motor carriers. Rail-highway services are provided by three carriers with regional hubs at Paducah. Grid maps 28 and 34 in Appendix D show the on-site rail spurs and their relationship to plant facilities and on-site roads.

### **E.3.2 TERMINAL STATUS AND CONDITION**

No terminal building exists at the site. Rail spur service is available when entering the plant on the west side and proceeding to several locations within the plant. This spur has been renovated within the past few years. In addition, an abandoned rail bed exists that carried a rail spur from the current rail access directly to the proposed site for the conversion facility (approximately 1/2 mile long).

## **E.4. BARGE**

### **E.4.1 SUMMARY AND MAPPING**

Barge transportation is available on the Ohio and Tennessee Rivers, which connect with all points on the Inland Waterway System.

### **E.4.2 TERMINAL STATUS AND CONDITION**

Barge service is available through the Riverport Authority in Paducah, Kentucky. The terminal has on-site rail and truck service. It has a 125-ton American crane with a 5-yd<sup>3</sup> bucket for bulk materials and a 20-ton Linden crane for general cargo. It has three deck facilities and capacity for four barges. Other terminals are available at Cairo, Illinois; Mound City, Illinois; Metropolis, Illinois; and Ledbetter, Kentucky (see Fig. E.2).

## **E.5. PLANNED FUTURE CONSTRUCTION ACTIVITIES AND OPERATIONAL CHANGES**

### **E.5.1 PADUCAH SITE**

A Feasibility Study is currently being performed regarding the disposal of CERCLA waste at Paducah. One of the several options that will be addressed in this study is the possibility of constructing an on-site disposal cell. At this time no potential sites for the possible disposal cell have been identified.



**LEGEND**  
 ○ 100-MILE RADIUS

Fig. E.3. Rail systems within 100 miles of Paducah.

## **E.5.2 PADUCAH AREA**

U.S. Highway 60 is currently being expanded to four lanes between the city of Paducah and the access road to the plant. One-half (nearest Paducah) of the expansion is complete and open to traffic. The second half is expected to be completed in 2001.

According to the State Highway Department, there are currently plans to expand U.S. Highway 60 to four lanes west of the plant to LaCenter, Kentucky. Phase I is from the plant access road to the east side of Kevil. Phase II will by-pass Kevil and extend to LaCenter. Continuation to Wickliffe has been discussed, but is not currently planned. In addition, a four-lane crossing of the Mississippi River at Cape Girardeau, Missouri, is under way. These projects should facilitate east/west interstate traffic. Paducah also has on the planning books a western by-pass. The proposed location is from U.S. Highway 45 to U.S. Highway 60 somewhere between the plant and Interstate 24.