

During the 1980s, the Illinois Central Gulf Railroad running southeasterly through the county was abandoned. Also, the CSX line (once L&N) running through Utica also was abandoned. Piggyback ramp service is no longer available in Owensboro.

Currently, Daviess County is served by the CSX Transportation Railroad, formerly L&N, via its main line running from Louisville to Henderson. The line covers 25.39 miles east to west through the county and approximates the path of U.S. 60. The main line continues into Henderson and crosses the Ohio River via a railroad bridge. The line terminates in St. Louis. It is classified as a state mainline with a traffic density of 5.4 million gross tons per mile (medium density) and a maximum speed of 40 mph.

## RAIL FACILITIES

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According to Patrick Dziennik, Local CSX Trainmaster, the main rail yard for Owensboro is located off Alsop Lane near its intersection with Grimes Avenue. Siding space, team track space, and switching services are available. The rail yard primarily serves CSX train movements. CSX serves the Owensboro Riverport as well as the industries in the northwestern and northeastern quadrants of the urban area.

The CSX yard serves two train movements per day with an average of 60 cars per day traveling in and out of the main yard. Under current operations, the rail yard operates at full capacity with 165 cars. Major rail freight customers include Owensboro Grain Company, Lipton Company, Dart Polymers, Hampshire Chemicals Corp., Barton Brands Ltd., Weyerhaeuser, Lee Brick, Kinder Morgan, two lumber companies, and the Owensboro Riverport Authority.

## RAILROAD/HIGHWAY CROSSINGS

Because at-grade highway/railroad crossings represent locations of potential vehicle-train conflicts, the emphasis of long range planning should be toward reduction in potential conflicts created by crossings. However, the elimination of all highway/railroad crossings by means of the construction of grade separations usually cannot be undertaken based on the economic, land use and environmental considerations prevailing at a particular location. Thus, attention should focus on defining the hazardous locations and/or those with an unacceptably high conflict potential.

In September 1988 the Green River Area Development District prepared a *Railroad Crossing Inventory* that identified sixty-seven (67) rail-highway crossings in Daviess County. For each of these 67 crossings, ride quality as well as needed improvements were documented. Six of the crossings had a "poor" ride quality while sixteen crossings were rated "fair." Signing improvements were recommended at thirty-five locations, with marking improvements at thirty-eight crossings, and signals recommended for consideration at three sites.

Planning staff reviewed the 1988 study project priorities in May 1999, in conjunction with the 2001 Comprehensive Plan update. At that time three of the proposed improvements had not been completed. Based on a field inspection done in May 2006, the improvements have been completed. However, a full-scale needs assessment and inventory has not been completed for railroad

crossings within the community since 1988. As stated in the previous Comprehensive Plan update and echoed in this plan, one strategy is to encourage the Green River Area Development District to upgrade the existing Railroad Crossing Inventory is current information.

## RAIL ISSUES

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Aside from addressing the needs of railroad-highway crossings, two other concerns have surfaced over the past two decades. Abandonment of rail lines by the railroad companies is one concern. The other is the fact that the northern third of the city can be cut off from emergency medical services due to the lack of an under- or overpass near the hospital.

## STRATEGIES

1. Encourage the Green River Area Development District to update the Railroad Crossing Inventory prepared in 1988.
2. Our local governments should encourage and, when appropriate, assist CSX Railroad in upgrading lines and crossings.
3. Oppose abandonment or rails by the filing petitions with the Interstate Commerce Commission. Should lines be approved for abandonment, short-line operations should be considered and pursued.
4. Determine the most appropriate and feasible location for a roadway under- or overpass (Breckenridge, Triplett, J. R. Miller, Frederica); and then find funding for implementation.

Exhibit 552-M1: Rail Facilities - CSX

