CHAPTER SEVEN

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the Henderson City-County Comprehensive Plan. As roadways are the predominate means of transportation in Henderson County, roads will be discussed first, followed by bicycle, pedestrian, bus, rail, waterway and airport facilities.

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

The Evansville Metorpolitan Planning Organization (EMPO) formerly known as the Evansville Urban Transportation Study or EUTS, is an independent transportation planning agency which was designated as the Metropolitan Planning Organization (MPO) for the Evansville urbanized area in 1986. The EMPO study area contains approximately 650 square miles in Indiana, including the City of Evansville, all of Vanderburgh County (with the exception of Union Township), and all of Warrick County. In Kentucky the study area encompasses approximately 440 square miles which includes the City of Henderson and Henderson County.

HENDERSON COUNTY ROADS

There are nine major highways in Henderson County which are part of the State primary or secondary road system and provide access to and through Henderson County. These highways are: Audubon Parkway, Edward T. Breathitt Pennyrile (Breathitt) Parkway, US 41, US 41A, US 60, and Kentucky Highways 136, 351, 359, 425 and 2084. Henderson lies at the crossroads of two old US Highway routes: US 41 and US 60. The north-south US 41 runs from Canada to Miami, Florida. The east-west US 60 runs from Virginia Beach, Virginia to Los Angeles, California. Two Kentucky Parkways provide access to Henderson from other parts of the state. Audubon Parkway,

which connects to the William H. Natcher Green River Parkway at Owensboro, Kentucky and the Breathitt Parkway, which connects with the Wendell H. Ford Western Kentucky (Western Kentucky) Parkway to the south. KY 136 and KY 351 provide ingress and egress primarily from the City of Henderson to points within Henderson County. KY 425, locally known as the Henderson Bypass, moves traffic around the City of Henderson from US 60 and KY 136 west of Henderson to the Breathitt Parkway, reducing congestion on US 60 within city limits. KY 359 provides access to and from Union County. KY 2084 is a connector road between US 41 and KY 351.

NATIONAL HIGHWAY SYSTEM

EMPO has worked closely with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) to develop the National Highway System (NHS) routes within the Evansville MPO study area. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. NHS routes for Henderson County include US 60 from KY 425 to US 41, US 41 from the Indiana state line south to Breathitt Parkway, the Audubon Parkway, and KY 425.

TRUCKING CLASSIFICATIONS

Henderson County's road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Henderson County Road Department, and city streets maintained by the Cities of Henderson, Corydon, and Robards. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the KYTC to establish weight limits on the state maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. The last such update occurred on December 18, 2003. Designated "AAA" trucking highways have an 80,000 pound permitted gross load limit, while "AA" highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class "A" trucking highways with a 44,000 pound gross load limit. Figure 7-1 shows the AAA rated highways in Henderson County. There are no AA rated highways in Henderson County.

FUNCTIONAL CLASSIFICATION SYSTEM

The analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. As established by the KYTC, the functional roadway classifications for Henderson County and the City of Henderson are shown on Figure 7-2. The functional classification system for Henderson County is as follows:

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; 3) Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service; 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

Major Collector - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

Minor Collector - These routes are; 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

*Rural Local Road*s - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Henderson differ slightly from those in the County as shown on Figure 7-2. Classifications for urban areas are as follows:

Urban Principal Arterial - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

Urban Collector Streets - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

Urban Local Streets - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety of a specific road are numerous and include lane width, shoulder width, current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets or the right of way for future extensions as appropriate considering long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or

roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

PROPOSED INTERSTATE 69 CORRIDOR

A new proposed interstate highway known as I-69 will extend from south Texas to the Michigan border with Canada and will cross eight states. This highway is intended to link Latin America with Canada and the northeastern United States to accommodate trade and freight transportation between countries. In Kentucky, I-69 will follow the existing Julian M. Carroll Purchase Parkway from Tennessee to I-24, then I-24 to the Western Kentucky Parkway, then the Western Kentucky Parkway to the Breathitt Parkway north to Henderson. At Henderson a new route including a new bridge over the Ohio River will be required to connect I-69 to I-64 in southern Indiana. It is anticipated that the new route and bridge at Henderson will cost $800 million to complete. INDOT, KYTC, EMPO, and the Federal Highway Administration (FHWA) have proposed a route for I-69 through the Henderson, Kentucky and Evansville, Indiana area and a Draft Environmental Impact Statement (DEIS) has been prepared resulting in the *I-69 Preferred Alternative and Mitigation Package* (PAMP). The PAMP provides a brief description of the alternatives, the reasoning behind the selection of the Preferred Alternative, and the potential mitigation measures that will accompany the selection of the Preferred Alternative. The PAMP also provides documentation of the review process and the mitigation strategies that follow the publication of the DEIS.

The project study area was bounded by I-64 in the north, the Breathitt Parkway in the south, the Sloughs Wildlife Management Area in the west, and the Green River National Wildlife Refuge in the east. Based on the information contained in the DEIS and data collected to date, Alternative 2 is the Preferred Alternative. Alternative 2 utilizes the existing I-164 alignment from its northern terminus at I-64 in Warrick County, to just west of the Green River Road interchange. From that location the alternative leaves the existing I-164 alignment and heads south to cross the Ohio River immediately west of the mouth of the Green River. The route continues south to KY 351, then proceeds southwest to Breathitt Parkway. Potential interchanges include a modified Green River Road interchange (to avoid the cemetery located in the southwest quadrant of the existing interchange) in Indiana, and US 60, KY 351, Audubon Parkway, and the Breathitt Parkway in Kentucky. The preferred alternative is approximately 31.5 miles in length and utilizes approximately 18.6 miles of existing I-164. The approximate location of the Alternative 2 route in Henderson County is shown on Figure 7-1. The right of way for Alternative 2 will vary from 350 to 600 feet in width depending on the terrain traversed. As the final designed route may vary from the study alignment, it is recommended that the 1000 foot wide study corridor for Alternative 2 be incorporated into the GIS road system and an official map in accordance with KRS 100.293 so that building and development within the corridor can be restricted to avoid conflicts with I-69.

2030 TRANSPORTATION PLAN RECOMMENDATIONS

In December 2003 the *2030 Transportation Plan* was developed for the EMPO study area as required by the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998. This plan is incorporated by reference into this Comprehensive Plan. Transportation improvement recommendations in the *2030 Transportation Plan* were made in order to "alleviate existing and projected congestion and provide for the travel needs of all residents in the EMPO study area". Although improvement recommendations are made for the entire EMPO Study Area, only those proposed in Henderson County will be discussed here. The location of these proposed improvements are shown on maps included in the *2030 Transportation Plan.* The Kentucky Transportation

Cabinet's Six Year Highway Plan (KYSYP) currently addresses projects that are anticipated to be funded for fiscal years 2006 to 2012. Those projects included for potential funding in the KYSYP are noted along with the anticipated construction year. Figure 7-3 is the current Kentucky Transportation Cabinet map for Henderson County showing the location of proposed six year plan projects.

Fiscally Restrained Highway Recommendations from the 2030 Transportation Plan:

HENDERSON COUNTY PROJECTS TO BE COMPLETED BY YEAR 2006

06-13 *North Elm Street: Watson Lane to Villa Drive (design).* This proposed improvement will upgrade Elm Street to an improved two-lane facility. Elm Street, from 12th Street to the downtown, has been upgraded to a boulevard with a continuous median. Upon completion, this will provide travelers with an alternative route to downtown Henderson.

06-14 Various Roads & Streets. Henderson will utilize funding for general maintenance of the local roadway network.

06-15 US 41-Watson Lane. The west leg (eastbound approach) of the intersection will be reconstructed to provide two eastbound lanes on Watson Lane.

06-16 US 60: KY 425/Henderson By-Pass to US 41 A. This segment of US 60 will be reconstructed to alleviate traffic flow problems near the industrial area. Plans include a five lane cross-section; two travel lanes in each direction and a continuous left turn lane along the entire corridor. Sidewalks and bike lanes are also planned. KYSYP Construction FY 2007.

HENDERSON COUNTY PROJECTS TO BE COMPLETED BY THE YEAR 2015

15-23 North Elm Street: Watson Lane to Villa Drive (right-of-way and construction). This proposed project will upgrade Elm Street to an improved two-

lane facility. Elm Street, from 12th Street to the downtown, has been upgraded to a boulevard with a continuous median. Upon completion, this facility will provide travelers with an alternate route to downtown Henderson.

15-24 Various Roads & Streets. Henderson will utilize funding for general maintenance of the local roadway network.

15-25 US 41A/Green Street: US 60 to US 41. This project will result in safer and more efficient travel through downtown Henderson by providing a continuous two-way left turn lane between US 60 to US 41. This improvement will result in fewer accidents for vehicles using the numerous commercial accesses along this corridor and will allow for better traffic flow in general. KYSYP Scoping Study FY 2007.

15-26 US 60: Corydon to the Henderson By-Pass (KY 425): This project will widen US 60 to a four lane facility, providing increased capacity for travel between Corydon and Henderson. KYSYP Design - FY 2007, Construction FY 2011.

15-27 US 60: Corydon By-Pass. This project involves the construction of a new by-pass to alleviate existing capacity and safety issues along the US 60 segment through Corydon. KYSYP Design - FY 2007, Construction FY 2011.

15-28 US 60: Waverly to Corydon. This project will widen US 60 to a four -lane facility, providing increased capacity for travel between Waverly (Union County) and Corydon.

HENDERSON COUNTY PROJECTS TO BE COMPLETED BY 2025

25-16 Atkinson Street: Madison Street to Washington Street. This reconstruction project will provide an improved connection between two major corridors through the downtown area.

25-17 Various Roads & Streets. Henderson will utilize funding for general maintenance of the local roadway network.

25-18 US 41 - US 60 Interchange. Due to commercial and residential growth along US 60 west of US 41, the existing interchange will need to be reconstructed to improve safety and efficiency of the facility.

25-19 Breathitt Parkway: At KY 416. Additional access to/from the Breathitt Parkway will be provided with this project through the construction of northbound off and southbound on-ramps at KY 416. KYSYP Design FY 2008.

25-20 KY 1539/Larue-Zion Road: KY 351 to Kimsey Lane. This project will provide a standard two-lane facility to accommodate the dense residential development along this corridor.

25-21 US 60: Wathen Lane to KY 2183/Holloway-Rucker Road. This project will widen US 60 to a four-lane facility, providing increased capacity for east-west travel within the region.

25-22 US 60: New Bridge over Green River at Spotsville. The existing bridge over the Green River will be reconstructed.

25-23 US 60: Holloway-Rucker Road (KY 2183) to Baskett Lane (KY 1078). The widening of US 60 to four-lanes will be extended to Baskett Lane (KY 108).

HENDERSON COUNTY PROJECTS TO BE COMPLETED BY THE YEAR 2030

30-7 Watson Lane: US 41 to Green River Road. This narrow two-lane minor arterial is used for alternate access to US 41. The project proposes upgrading the facility to a standard two-lane cross section.

30-8 Various Roads & Streets. Henderson will utilize funding for general maintenance of the local roadway network.

30-9 US 60: Baskett Lane (KY 1078) to the Green River Bridge. The widening of US 60 to four lanes will continue to the Green River Bridge at Spotsville.

30-10 KY 425/Henderson By-Pass: US 60 to Breathitt Parkway. This project will widen to four-lanes the existing segment of KY 425/Henderson By-Pass from the Breathitt Parkway south to US 60.

The KYSYP also includes $400,000 in Federal funds for FY 2008 through FY 2012 dedicated to Henderson for road improvements as determined by EMPO. Other highway projects included in the KYSYP for FY 2006 to FY 2012 are washing and painting the US 41 bridges over the Ohio River in FY 2007 and $500,000 in funding for FY 2007 for a financial planning study for a new Ohio River crossing for I-69. The plan also includes widening of US 41A at KY 136 (Sand Lane) to add left turn lanes for FY 2007 and realingment of KY 351 and installation of guardrails near Zion for FY 2010. Major pavement repair projects included in the KYSYP are repair of the overly on the Breathitt Parkway from mile point 70.45 to mile point 78.248 in FY 2006 and repair of pavement on the Audubon Parkway from mile point 8.75 to mile point 15.883 in FY 2008. The KYSYP also inlcudes reconstrution and completion of the half interchage at Exit 68 on the Breathitt Parkway with design in FY 2007 and construction in FY 2009.

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its capacity level. Two examples of areas that have developed without the benefit of access management techniques are US 41A (Green Street) from US 60 to US 41 and US 41 North from US 60 to the Ohio River bridge. Both of these roads have a large volume of traffic and numerous access points from adjacent commercial land uses. Traffic congestion and safety are a problem along both roads. While adding left turn lanes to Green Street and the eventual construction of I-69 would provide some relief in these areas, both would benefit from implementation of access management

techniques. In both areas, it is recommended that a corridor redevelopment plan be developed to modify access points and improve aesthetics.

Although access to local streets is regulated solely by local government, KYDOT must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KYDOT standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provision for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns).
- Limitations on new access points for subdivisions.

The *Henderson City/County Access Standards Manual* which was developed by EMPO in July, 1990 establishes standards which should continued to be followed when approving new access points. It is recommended that the Henderson City-County Planning Commission in consultation with EMPO review and update their current access management regulations and convert them to a digital format for easier distribution.

BICYCLE FACILITIES

Over the past several years the use of bicycles as a viable means of transportation has substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents and provides linkages to recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian

facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

In addition to the roadway network, there are two existing separated shared use bike/walking paths in the City of Henderson. Both of these trails are located in Newman Park. One trail, approximately 1/2 mile, is shared along the entire length of the park. There is also a shorter (.11 mile) section of the park's nature trail for shared use.

The guide to bicycle routes in the state is titled *Kentucky Bicycle Tours* and was published jointly by the Kentucky Transportation Cabinet's Division of Multimodal Programs and the Kentucky Department of Travel Development. The routes in the guide crisscross the state to provide as many opportunities for cyclists as possible. For the most part the seven recommended routes are along less traveled roads so as to avoid interstates, parkways, and major thoroughfares. The routes listed and mapped in the guide are as follows: KY TransAmerica Trail. Ramblin' River Tour, Midland Kentucky Tour, Southern Lakes Tour, Central Heartlands Tour, Mammoth Cave Tour, Bluegrass Tour, and Mississippi River Trail.

The Ramblin' River tour crosses Henderson County. This bike tour route takes bikers along the border of the state from the Mississippi River in Hickman County in far western Kentucky to South Shore at the Ohio River in northeastern Kentucky. The route follows KY 136, KY 351 and KY 1078. The guide highlights a stop in Henderson at the John James Audubon Museum and Nature Center.

Henderson City - County

EMPO completed the *Greater Henderson Bicycle and Pedestrian Plan* in June 2003. The stated purpose of this planning effort is to make the Henderson area more bicycle and pedestrian friendly. This plan was also developed by EMPO to fulfill TEA-21 requirements and serves as an update to the 1977 *Henderson Bicycle Facility Plan*. It is incorporated into this Comprehensive Plan be reference and should be consulted when reviewing development proposals. The local and state designated bicycle routes in the City of Henderson and Henderson County as listed in this plan are shown on Figure 7-4 and 7-5.

The *Greater Henderson Bicycle and Pedestrian Plan* emphasizes that it is important to incorporate bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. It is also recommended that developers be encouraged to incorporate dedicated bicycle paths into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes for those seeking a more active lifestyle.

PEDESTRIAN FACILITIES

Sidewalks and other walking paths are an essential component of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Maintenance of existing sidewalks has also often been a low priority. This has contributed to increasing traffic congestion as often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. As this problem has been recognized as a national one, Federal TEA-21 legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. The *Greater Henderson Bicycle and Pedestrian Plan* addresses this issue in detail and should be referenced when reviewing development plans. It should be noted that all new public facilities, including sidewalks, must be handicapped accessible.

PUBLIC TRANSPORTATION - BUS SYSTEM

The Henderson Area Rapid Transit (HART) was created in 1957 as a publicly owned mass transit system. The HART garage is located at 401 North Elm Street. HART operates six days per week from 6:00 a.m. to 5:30 p.m. Three vehicles are in operation on five fixed routes throughout the week and two vehicles are used on four fixed routes on Saturdays.

HART also operates the Henderson Physically or Mentally Challenged Transportation Demand Response Program. This is a public transportation system program established to provide mobility to the disabled citizens of the City of Henderson. Persons with a documented disability which prevents their use of the regular HART fixed route service are eligible for participation in this program. Service can also be provided to a personal care attendant or companion traveling with an eligible rider. The demand response service is provided during the same hours and days as the HART bus service.

Recent improvements to HART have included installation of new wheelchair tie-downs in buses to be in compliance with ADA requirements and renovation of the transit office, transit garage and areas surrounding the garage. New digital equipment and new fleet vehicles have been purchased. New passenger benches have also been purchased and installed.

The HART operation is dependent upon three major revenue sources for funding which are the Federal Transit Administration (FTA), City of Henderson, Farebox and Other Revenue. HART ridership has had consistent steady growth since 1995. The majority of HART passengers are transit-dependent individuals. EMPO recommends the implementation of additional marketing or educational programs to attract the "rider-of-choice". In addition the *2030 Transportation Plan* states that HART will be researching the need for expansion of its service area as well as analyzing existing routes in the future due to retail and commercial growth in Henderson. As part of this process, HART may find it necessary to change the routes and schedules of the current system to facilitate transportation of the residents to developing areas. Currently, the main targeted area for growth includes the southeast quadrant of US 41 and US 60.

RAIL TRANSPORTATION

CSX Transportation (CSX) has the most extensive rail system in the EMPO study area. This system consists of three mainlines running in all directions but east. CSX owns and operates the intermodal Howell Yard facility on the southwest side of the City of Evansville. Howell Yard contains both trailer on flat car (TOFC) and container on flat car (COFC) ramps to facilitate modal transfers. In addition, CSX owns the Wansford Yard located adjacent to US 41 in northern Vanderburgh County.

The EMPO Study Area is located on CSX's proposed Heartland Service Route, which combines CSX and Conrail lines to create new intermodal and automotive industry routes. The Heartland Service Route has two branches, both of which pass directly through Evansville. One route provides service between Detroit and Nashville, and a second provides service between Cleveland and Nashville. CSX railroad lines traverse Henderson County from north to south and east to west. Maintenance of the railroad is the responsibility of CSX.

WATER BASED TRANSPORTATION

Historically the Ohio River has been the main catalyst for growth in the EMPO Study Area. The river continues to serve as a major route for the flow of commodities throughout the entire tri-state region as many industries utilize barge transportation for the movement of freight. There are currently three riverports in the area to facilitate water based transportation. Two of these are in Indiana and one is in Henderson County.

The Henderson County Riverport is a privately-owned, all-commodities terminal capable of handling transfers between barge, rail, and truck. This facility is described in more detail in Chapter 3 -Economic Development.

The Port of Evansville is privately owned and is located at mile point 792 on the Ohio River, directly west of downtown Evansville. This facility is

part of the American Commercial Marine Service Company Inland Terminal Network and has a complete intermodal transloading service.

The Southwind Maritime Centre is operated by the Indiana Port Commission and is located 18 miles west of Evansville in Mount Vernon, Indiana. This port has a substantial impact of freight flow through the area as the facility consists of 745 acres and has more than one mile of riverfront access to the Ohio River. The port provides year round barge access to the Inland Waterway System, international destinations, and has facilities that can accommodate standard and lighter aboard ship barges (LASH). Direct rail service is provided to the Port by CSX. In addition, the Southwind Maritime Centre is directly accessible to Indiana SR 62, providing a direct connection to Evansville.

AIR TRANSPORTATION

The EMPO Study Area is served by three airports. Two of these airports, Evansville Regional Airport and Skylane Airport, are located in the City of Evansville. The third is the Henderson City-County Airport in Henderson County.

The Evansville Regional Airport is the largest airport in the area and is located on Indiana SR 57 near the southeast quadrant of the intersection with US 41. The Federal Aviation Administration has classified this airport as a large non-hub facility it currently has three paved and lighted runways. Both passenger and freight air service is available at the airport with five commercial airlines providing 35 daily flights. The Evansville Regional Airport, like the South wind Maritime Centre, is a designated Foreign Trade Zone (FTZ). The airport was awarded $1 million from the U.S. Department of Commerce and $1.5 million from the Build Indiana Fund for the development of the Foreign Trade Zone. In addition, the airport has contributed $1 million from its building fund. The foreign trade zone includes a rail spur, new roadway access, and a new storage facility to increase intermodal freight movement activities.

The Skylane Airport is a small general aviation facility located on Allen Lane in Vanderburgh County, Indiana. There is no freight movement at this facility.

Henderson City-County

The Henderson City-County Airport is a commercial airport which is located on KY 136, four and a half miles southwest of Henderson city limits. The airport has one paved runway 5,505 feet in length with an adjacent taxiway. The runway was recently widened from 75 feet to 100 feet to comply with FAA standards. A new terminal was completed in March 2006. The $975,000 addition includes a conference room and an observation tower. Services available at the Henderson City-County Airport include chartered passenger and freight service, flight training, aircraft repair services and hanger facilities.

A Master Plan for the Henderson City-County Airport was updated by the Airport Board in 2005. With the recent addition of a taxiway and new terminal, much of the Master Plan has been implemented. Remaining improvements in the plan include strenghtening the runway by repaving it and construction of a maintenance hanger.

A clear zone has been designated around the Henderson City-County Airport to insure that new construction does not conflict with the safe airport operations. Maps showing the clear zone and regulations governing construction in this area are included in the *Henderson County Zoning Regulations*.