

County Issues and Concerns

The Indiana 15 Regional Planning Commission through local briefings with the elected officials, The Advisory Task Force, Economic Development Directors, and County Highway personnel have identified problem areas and concerns.

The identification of these issues is to bring awareness of the need for improvements; monitor the progress; and ensure that urgent projects get implemented.

This information will provide INDOT with early coordination information for planning and budgeting.

Crawford County

- 1.) Lighting is needed at the State Highway 66 and I-64 Interchange as well as improved lane markings. This is also known as the Carefree Exit #92. 2002
- 2.) At State Road 64 in Taswell, when entering the highway from Highfill Church Road there is little to no visibility. Heavy boat traffic from Patoka Lake entering State Highway 64 is a safety concern. 2002
- 3.) At the Crawford County Southeast Industrial Park, the radius from State Highway 66, onto Industrial Lane is deficient to provide for the length of the semi-tractor trailers servicing the Jasper Engines and Transmissions plant. Semis pull into the left lane to make the turn onto the Industrial Park Drive whether coming from the south or north. The access from the south is just beyond the drop of a hill on the state highway and is a safety issue. Trucks travelling north from I-64 need to make wide right turns swinging into the left lane of traffic. This original project for highway turn lanes and industrial road construction was designed by Midwestern Engineers and paid for by INDOT as a part of the development of this county industrial park funded by various state and federal agencies for job creation in this severely distressed county. Additional acreage is available in the Crawford County Industrial Park which will add to this problem as it is sold. (See Crawford County Southeast Industrial Park map in the Economic Development Growth Area Mapping Section.) 2001
- 4.) Along State Highway 66 going south into Leavenworth in the area of the Tower Orchards market, the highway needs improvements to reduce or eliminate the pooling of rainwater and drainage water on the highway surface, including culvert repair. 2001

- 5.) The Norfolk-Southern rail crossing heights are a problem on State Highway 37 and on Court Street in English. Some long semi-tractor trailers and low-boys belly out on the rail crossing on State Highway 37 even after recent alterations done by Norfolk-Southern.

2001



State Road 37 railroad tracks at English



Court Road railroad tracks at English

6. Bridge No. 56 in Milltown that serves as a rail overpass to the Norfolk-Southern line is in serious need of repair. It is understood that this bridge was built and is still owned by the railroad. Failure of this bridge would dramatically impact the town of Milltown and would cause transportation to and from Milltown to come exclusively through Harrison County.

2001

- 7.) From West Fork to Sulfur to St. Croix, State Highway 62 has numerous small bridges, deficient guardrails, general lack of signage, and bank slide areas which create safety concerns to local residents that use this corridor between Crawford and Perry counties. Logging trunks frequently use this corridor as well.

2001

- 8.) On the east side of the parking lot at the Eckerty Y, there is an open ditch immediately along-side of State Highway 64 which creates a safety hazard and is causing the asphalt to break at the edge. Earlier this fall, a car had slid on the wet pavement and was stranded over this open ditch; half of the vehicle was in the lane of east-bound traffic creating an emergency situation to which local volunteer fire departments had to respond.

2001

- 9.) There are various points along State Highway 37 where there are problems with deteriorating concrete culverts and open ditches creating safety hazards.

2001

- 10.) Along State Highway 64 near Indiana Avenue on the northeast side of English, the north side of the highway has deficient drainage which is causing erosion of the shoulder, breaking of the asphalt, and creates a further safety issue when combined with the lack of a guardrail alongside this very steep embankment.

2001

11.) The bridge on State Highway 37 in English (Bridge 37-13-1457) is in drastic need of repair and improvement. Tubular hand/guard rails on both sides of this bridge have sections bent, broken and/or missing creating a pedestrian safety hazard. On two occasions, pedestrians have leaned against the handrail, which then gave way and in one case the person fell off the bridge onto the creek bank. Concrete sidewalks and curbing on this bridge have been temporarily patched with asphalt, which only further magnifies the lack of appropriate maintenance on this bridge. The designed sizing of this bridge for stream flows during flood events has been questioned as to if it is a barrier to flows creating a backflow into the floodplain areas within the town. Previously, town officials have formally written INDOT requesting attention to the need for repair/improvements to this bridge.



Blockage under deteriorated bridge



Unsafe railing

In 1991, the bridge was included in INDOT's listing of projects. The referenced bridge is not in the program at the present time. As a result of this planning project, the local elected officials request that this bridge be re-added to the project list.

2001

12.) County Road Name signs are lacking throughout Crawford County. It is estimated that _____ signs are necessary. Local funds are limited. The county has contacted Indiana Department of Commerce - Energy Policy Division online www.commercerecycles.in.gov. A potential funding source exists if the posts are steel (60% recycled) or plastic lumber (composite of wood-sawdust-plastic) and the signs are a recycled plastic. The County is weighing the material cost options as well as the availability of local labor and equipment. The maximum grant is only \$5,000. INDOT previously had a street sign purchase funding program. This county as well as others could benefit from the renewal of this program.

2002



Typical Unnamed County Road intersection in Crawford County

Dubois County

- 1.) U.S. 231 through Dubois County is congested. Alternatives for a bypass have been narrowed to three by the Indiana Department of Transportation. INDOT is budgeting \$61.3 million for preliminary engineering and right-of-way work in fiscal years 2002 and 2003 for the Jasper-Huntingburg bypass. Earth Tech is the consulting firm hired by INDOT to study U.S. 231.

The proposed bypass will present opportunities and concerns. The county highway department and city street departments will need to coordinate alignment of the existing transportation system to the proposed bypass, as well as address the relinquishment of existing 231 to local governments.

The cities of Jasper, Huntingburg, and Ferdinand exercise a planning and zoning jurisdiction surrounding their respective communities. Dubois County has hired A&F Engineering to complete a county-wide comprehensive plan. This is the first step in the implementation of county-wide planning and zoning. These planning efforts will position the county to have controlled growth and development along a proposed bypass.

2002

- 2.) A new Jasper Middle School is being constructed at the northwest intersection of Portersville Road and 36th Street. The school is expected to be complete in 2004. Relocating Portersville Road, plus new street construction from 36th Street to Tealwood Drive would improve the traffic generated by the new school. These improvements are estimated to cost \$300,000.

2002

- 3.) Storm drainage issues and concerns are region-wide. Local ordinances by the localities are being adopted to address surface water runoff as well as the cost to maintain storm water drains. Grass clippings deposited upon the streets is prohibited in a few of the cities and towns, due to the impediment of these storm drains. Also the placement of soil erosion control barriers are being required to eliminate soil erosion upon the streets.

2002

- 4.) More development coming to northwest Huntingburg will increase traffic. The development will be requiring railroad spurs and improved public road and utility infrastructure. Many use County Road 400 S and 400 W to avoid U.S. 231 when travelling between Jasper and Holland, Pike County, and Evansville. A special study addressing this northwest section of the City and its growth and development is warranted. Special drainage issues also exist. (See map in Economic Development and Growth Area Mapping Section)

2002

- 5.) Site improvements at the Schnellville Road / Santine Road intersection are dangerous. The hill needs to be cut down. The relocation of an existing 4" high pressure natural gas line combined with the rock subsurface means increased costs. The estimated costs are \$200,000 for site improvements and \$80,000 for the gas line relocation.
2002
- 6.) Radius improvements to County Road 400 North/U.S. 231 just on the north side of Jasper are needed. These improvements are scheduled for the spring of 2002. County Road 400 North is used to avoid the congestion on U.S. 231.
2001
- 7.) State Highway 56 and County Road 500 West interchange in Ireland is a congested site during peak commuter periods and is a difficult intersection to turn east or west across traffic. Frequently, local traffic will use alternate routes to avoid this interchange due to congestion. Updated traffic counts are needed to plan for future traffic management as further residential growth occurs within the community and in the corridor between Ireland and Jasper.
2001
- 8.) A future Solar Sources coal mine has 3,000 acres of mineral rights secured north of Ireland and is proposed to mine through County Road 700 West. The wash plant is to be located north of County Road 450 North with the entrance off County Road 750 West. This mining activity will affect county roads and State Highway 56 traffic for the next five (5) years or more.
2001
- 9.) Dubois County officials in the future would like to see North Cherry Street improved and extended north outside Huntingburg where it turns into a dirt county road. This would afford an alternate route connection to Jasper, but the adjacent landowners do not want traffic increased through this farming area.
2001
- 10.) The county has been placing rumble strips on county roads at their intersections with state highways as a safety measure. Rumble strips exist on the Schnellville Road west of Birdseye at State Highway 64. This is a dangerous intersection due to the angle of the county road and the road heights that create a visual barrier. Can INDOT participate in this kind of safety measure for additional rumble strips at safety sensitive intersections?
2001
- 11.) Deteriorating railroad overpasses owned/maintained by Norfolk-Southern are a looming serious concern in the community of Norton on Hillham Road, in St. Anthony on Club Road, and in the areas of Kyanna and Mentor on Schnell Road all on the eastern side of the county.
2001
- 12.) Norfolk-Southern has numerous problems with culvert maintenance throughout the county.

13.) Traffic islands are being painted at six county road intersections in 2002. Four are located west of Jasper and two are near Dubois. These painted traffic islands guide traffic to appropriate lanes at wide intersections. For example when driving north on County Road 400 W, then turning left onto Shiloh Road, turning left to early is avoided by these directional painted traffic islands. These are being reviewed to determine if they improve safety. The adherence of the paint is also being monitored. If determined effective additional islands will be added.

2002



Directional island marking on County Road 500 West

14.) Railroad crossing improvements are needed in Duff at County Road 600 W (rough grade) and County Road 650 West (arms and lights); in St. Marks at County Road 500 E (lights and bells); in Huntingburg at County Road 400 West (rough grade); and in Johnsborg at County Road 1000 South and County Road 200 West.

The Duff crossing at County Road 650 West had a very bad accident in recent years and has a dangerous alignment between the road and rail, and the crossing at St. Marks had an accident that caused the death of a man a couple years ago. In years past, Dubois County would do about one rail crossing per year with improvements. Now with INDOT's revised priority system, it has been 7 or 8 years since the county has been able to address rail-crossing improvements with lights, bells, or cross-arms. The increasing amount of and speed of rail traffic to AK Steel present concerns for traffic safety in the future. Dubois County would like to have FA3 funding made eligible for railroad crossings.

2001

- 15.) Deteriorating railroad overpasses owned/maintained by Norfolk-Southern are a looming serious concern in the community of Norton on Hillham Road, in St. Anthony on Club Road, and in the areas of Kyanna and Mentor on Schnell Road all on the eastern side of the county.
2001
- 16.) Norfolk-Southern has numerous problems with culvert maintenance throughout the county.
2001
- 17.) The bridges in Dubois County are in pretty good shape. The county systematically uses their own county bridge crew to repair and replace deteriorated bridges. The county is cooperating with Daviess County and Pike County on two bridge projects located on the county boundary lines.
2002
- 18.) The Dubois County Airport is noticing increased air traffic. Land acquisition is complete for the development of a cross runway. It is imperative that INDOT recognizes the need for continued financial support for airports that are growing.
2002
- 19.) Public transportation - A Dubois County Transit Development Plan was prepared for the Dubois County Transportation Advisory Committee by Peter Schauer Associates dated March 19, 2001.

Attached in the rural transit section is the above mentioned plan. An Advisory Task Force has been established to increase public awareness and funding for the development of public transit services.
2002
- 20.) The Dubois County 4-H Council; Dubois County Park Board; County Commissioners and County Council are exploring an additional ingress/egress to the county property from State Highway 162. The existing easement is located between two residential homes. The surrounding land uses and topography are planning to be studied to determine the best alternative.
2002
- 21.) Formerly State Highway 162 (now 3rd Street in Jasper) at the Vincennes University Jasper Center entrance there is insufficient room to go around traffic entering the college when multiple cars are wishing to turn left. Needed is a widened roadway from Meridian Road to Gun Club Road. Acceleration/ deceleration lanes, and left turn lane is needed for this area.
2002
- 22.) Chestnut Street improvements in the city of Huntingburg are underway. This is a major collector project broken down into five phases. Through the efforts of INDOT and city officials, phase four is nearly complete. Phase Five (originally planned between 19th and 22nd Streets is being modified to extend further north to Phoenix Drive. A request for additional federal funding for this modification is pending and expected to be approved.
2002

Orange County

- 1.) The unusual safety issue for Orange County is the significant population of Amish in the county. In Stampers Creek Township, the percentage of Amish is very high which creates an unusual county road safety issue due to the Amish use of buggies or walking along county roads. There are also various 'communities' of Amish in the county. The Stampers Creek Amish refuse to use lights or any kind of caution sign on their buggies. Weddings or other community events create a major transportation safety problem as numerous buggies utilize the county roads and state highways. Deaths have occurred due to a lack of knowledge or caution on the parts of drivers of regular and/or commercial traffic in the vicinity of Amish farms and communities. Corporate education programs/information at major employers and at major retail sites, i.e. Super Wal-Mart, Jay C Stores, etc., could improve overall awareness of the Amish in the area. There is already significant signage for buggies along the highway corridors through the county.

2001
- 2.) In addition to the Amish safety issue above, the Amish buggy's contribute to grooves in the asphalt.

2002
- 3.) Improvements to Martin Street on the south side of Orleans for the industrial traffic to and from the Paoli, Inc. plant, the White Castle plant and Older Americans center are critically needed and are already scheduled by INDOT.

2001
- 4.) Improvements to the intersection of State Highway 37 and Poor Farm Road north of Paoli needs to be let in 2002, but appears to be delayed.

2002
- 5.) The bridge on State Highway 56 in French Lick is in need of improvement and has utility lines that would be impacted by such improvements. The Spring Valley Water District has a water line in this area that would need to be redesigned and relocated.

2001
- 6.) Orange County basically plans on doing a federal-aid bridge project almost every year. Just completed was the Federal Aid-Enhancement Project to restore the historic iron truss bridge on South Gospel Street in Paoli. A new bridge restoration project is needed near Triangle Road and U.S. Highway 150. This bridge is a historic stone arch truss bridge.

2002
- 7.) County Bridge 34 on county road 350 W in Section 33 is in design phase within a Federal Aid Bridge Project.

2002
- 8.) The formula for Gas Tax does not include pickup trucks which puts rural areas at a disadvantage for a fair return.

2002

- 9.) Mulzer's have opened a new quarry behind Cave Quarries off of US 150/State Highway 50 between Paoli and Prospect which has doubled the amount of heavy truck traffic at that intersection. Improvements to this corridor need to address these quarries' heavy truck traffic onto the highway system and the safety of this county road/highway interchange.

2001
- 10.) Sandy Hook Road on the northwest side of Paoli is a major traffic collector that needs widening and resurfacing to support current traffic conditions.

2002
- 11.) A second unusual issue for Orange County is the karst geology of the area. Sink holes that develop in waterways, along county roads, and in the vicinity of state highways present unusual concerns in transportation planning done by INDOT and in road maintenance done by the county. In the southern half of the county the shallow depth to limestone bedrock creates a maintenance problem in those portions of county roads that have bedrock at their surface.

2001
- 12.) Schneider Engineering has been surveying between Prospect and West Baden. It is a concern that the elevation of the highway in this section is lower than the bridge. During flood events the water crosses the highway northeast of the bridge cutting off traffic. Flooding of the highway at this location and in the corridor through West Baden is an ongoing concern of local officials and businessmen of West Baden. Elevation of the highway as a part of upcoming State Highway 37/145 improvements is an issue of concern as it relates to flood mitigation.

2001
- 13.) The calculated 660 miles of Orange County roads by INDOT is believed to be accurate by local officials.

2001
- 14.) Future private access improvements to the West Baden Springs Hotel are under consideration by Historic Landmarks Foundation to address the limited access problem during flood events, and to redirect service vehicles away from the main entrance.

2001
- 15.) A future TE project is preliminarily being planned for West Baden to address streetscaping and stormwater improvements, and the development of public parking areas within the town.

2001
- 16.) A proposed park is being planned on the west side of Paoli along U.S. Highway 150 across from the Ritz Hotel. Engineering for an access road and acceleration/deceleration lanes will be necessary to support the increase in traffic from the park users. (See Economic Development Map Section).

2002
- 17.) There are many 10' - 16' concrete culvert spans throughout Orange County which are failing. Additional funding to support culvert drainage issues is imperative.

Perry County

- 1.) Perry County has two significant transportation projects in need of additional funding: Perry County Municipal Airport improvements and the Perry County Port Authority port and rail improvements. The airport has proposed improvements totaling \$3.3 million: of particular note are the need to overlay, widen and improve lighting on the existing runway; and the additional improvements to extend the runway to a length of 4,400 feet with associated improvements. A future TE grant from INDOT and potential future grant from EDA could combine with various FAA funding programs, Build Indiana Funds, public debt and private contributions to address these essential airport improvements.

2001

- 2.) The port and rail facilities are in need of extensive repair and/or replacement. An upcoming innovative use of TE funds for rail improvements is to be let in February. A low-interest loan for \$450,000 from USDA - Rural Business Cooperative Service has been awarded as of December 20th. This USDA loan is proposed to be the source of match for an EDA grant of approximately \$600,000 for additional rail improvements including a scale to weigh commodities shipped from the port facilities primarily to the Waupaca foundry. (See Economic Development Area Maps Section).

2001

- 3.) River Road leading to the River Post will require upgrading to support the above economic development project. A recent annexation by Cannelton has one-half of road in City of Cannelton; one-half in county highway department control and yet another segment is in Tell City's street system. This area needs to be mapped and annexation ordinances revised to eliminate one road in three government jurisdictions for maintenance.

2002

- 4.) Cost-sharing for rail crossing improvements is an essential, proactive response to the level of need for future rail improvements. Reconsideration of the levels of funding and prioritization of funding for rail crossings needs to be conducted based on the current and projected rail usage in this area relative to local industry. Hoosier Southern Railroad improvements from River Road through Troy, Lamar, and connecting to Norfolk Southern main line will support the Perry County Riverport economic development.

2002

- 5.) St Highway 166 above Rocky Point has a serious issue of slides into the Ohio River. This is an essential highway corridor for the heavy farm traffic of semis loaded with grain and for the tourism traffic for fishing and recreation opportunities along the Ohio River and into US Forest Service properties. Collapse of this highway into the river would isolate the Tobinsport area with county roads not suitable for the farming and tourism traffic. This is a priority safety / corridor preliminary engineering project.

2001

- 6.) On May 2002, a tornado touched down in Tobinsport. State Highway 166 sustained heavy damage. Disaster relief to address road repairs is needed on state and county roads.

2002
- 7.) State Highway 66 between Tell City and Troy is a looming serious threat due to sloughing of the hillside toward the Ohio River. This would be an alarming situation for Tell City, the railroad, INDOT and SIGECO if this slide area worsens or collapses. Further engineering/geo-technical analysis needs to be done; even an emergency plan should be considered for this area. This is a priority safety/corridor preliminary engineering project.

2001
- 8.) The hill should have been cut more at 19th Street and State Highway 37 for safety benefits.

2001
- 9.) State Highway 145 needs signage on the curve at the bottom of the hill south of Sassafras, approximately 2 miles south of I-64, as well as a guardrail. The tilt of the highway and angle of this curve have caused at least one death as a result of an accident. State Highway 145 also needs guardrails on the stretch of highway south of Bristow that goes up over the ridge on the outside lane. This is a dangerous, rough section of highway along a sloughing, steep ridge where accidents have occurred due to misjudging the curves and road surface when traveling north.

2001
- 10.) State Road 66 is subjected to flooding at Poison Creek / Hines Raid historic monument site.

2002
- 11.) Dauby Lane in Tell City is a major arterial and is cited as a future potential federal-aid project between the city and INDOT to widen and improve with curbs and gutters.

2001
- 12.) Though located in Spencer County, State Highway 545 and the Fulda Shortcut serve as major commuter corridors for Perry County residents. State Highway 545 has numerous bad/blind curves, as does the Fulda Shorcut. Improvements including center safety lines and edge of pavement lines are needed.

2001
- 13.) With the new relocation of State Road 237, the relinquishment of Old State Road 237 to Perry County Highway System will require additional funding. The maintenance of Old State Highway 237 is considered to be a high maintenance roadway.

2002
- 14.) Trash dumping along River road is a problem.

2002

- 15.) New improvements planned at the Perry County Parks Overlook along State Highway 66 across from the Cannelton Locks and Dam will require study to determine acceleration / deceleration lanes due to the increased traffic.
2002
- 16.) An application to improve the Perry County Museum with local and Transportation Enhancement Funds are pending with INDOT. The museum adjacent to State Highway 66 (Ohio River Scenic Route) is one of the historic anchors within the Cannelton Historic District. The proposed improvements include roof and brick tuck pointing repairs.
2002
- 17.) Connecting Cannelton, Tell City, and Troy near the Ohio River with a bicycling trail near River Road is a potential Transportation Enhancement Project.
2002
- 18.) The Ohio River Scenic Route (State Highway 66) has planning efforts underway to promote and enhance the scenic corridor. An Ohio River Scenic Route Board of Directors meets regularly to discuss issues and concerns.
2002
- 19.) New turning radius for boat traffic visiting the new Troy Boat Ramp at State Road 66 would improve the maneuverability for the fishermen and boaters.
2002
- 20.) Historic enhancement of State Road 66 through Troy would improve the travelling experience for visitors of this historic community.
- 21.) Huffman Mill Covered Bridge - This is the only remaining covered bridge in the six-county planning area of Indiana 15 Regional Planning Commission. Coordinated efforts between Spencer and Perry counties to submit a TE Grant would serve to preserve this historic transportation bridge structure. The bridge is over the Anderson River which is the border for both Perry and Spencer counties.
2002

Pike County

- 1.) The south approach at the White River bridge on State Highway 257 is still too low and floods blocking this highway frequently throughout the year due to heavy rainfall events. Due to the persistent safety hazards of drivers going around temporary barricades and several deaths having been caused due to vehicles being washed from the highway, consideration is requested of constructing guardrails or hinged, locking cross-arms as a more permanent option to close this section of highway during peak flood events.

2001
- 2.) There is a dangerous railroad crossing at County Road 650 East north of bridge 150 when traveling south. Improvements to this crossing are needed.

2001
- 3.) There is a dangerous rail spur crossing at County Road 775 W and 350 N. The main line is CSX at Hazelton.

2002
- 4.) A fatality occurred at the Indiana Southern Railroad Crossing on State Highway 257 near Velpen. Improvements are being studied by INDOT.

2002
- 5.) In 2001 the Indiana Southern Railroad Crossing at State Highway 61 and the crossing on State Highway 64 were improved. An Indiana Southern Railroad study is being performed by INDOT. Following this study's recommendations, Pike County intends to apply for railroad improvement funds. As a part of this study, Indiana 15 Regional Planning Commission is conducting traffic counts near county road / railroad intersections in 2002.

2002
- 6.) Off of State Highway 356 and County Road 625 East in the northeast area of Pike County, Tenaska is considering the construction of a natural-gas power plant. Access from this proposed plant in the southwest quarter of Section 35 in Jefferson Township would be onto County Road 625 East and to the intersection with State Highway 356. This plant would be a \$200 million project with 300-350 construction jobs and 35 permanent jobs. There is a two-year projected construction period, with construction proposed to start in the spring of 2003 and operations to begin in late 2005. This plant is proposed to use rail to bring in construction materials accessing tracks located in Sections 7 and 8 in Washington Township to then truck them to State Highway 357 and down County Road 625 East. After construction, resurfacing County Road 625 E for approximately one-fourth mile from State Highway 357 to Tenaska will be needed.

2001

- 7.) Three new mines will be active in Pike County that will affect local and state highway systems. Property Mine west of Bowman will be a 15 to 20 year mine and has 6,000 acres under permit north off of State Highway 56 in Clay Township. Traffic will flow back into Petersburg then down State Highway 57 to SIGECO and included is a rail spur link to CSX to get to SIGECO to be completed in 2002. Triad Mining will be mining near old State Highway 64 off of State Highway 364 (Pike State Forest Road) in Section 17, and will be mining south of Oatsville north of State Highway 64 in southwest Logan Township which attributes to much coal truck traffic.
2001
- 8.) State Highway 56 west of Petersburg has a culvert that appears to be too small for the watershed draining into it. It serves as a constriction during heavy rainfall events and causes flows to back up into adjacent fields.
2001
- 9.) Future planning for highway improvements should include further local coordination and analysis for projecting private improvements and economic impacts. Implementing a county-wide Geographic Information System (GIS) for Pike County will benefit planning activities for future highway improvements.
2002
- 10.) Bridge 276 between Pike and Dubois Counties is in need of replacement. Efforts to share costs and labor are being negotiated between the two counties.
2002
- 11.) Bridge 193 is in need of replacement using local highway labor.
2002
- 12.) Bridge 229 is in need of replacement using local highway labor.
2002
- 13.) State Road 257 North of Stendal has severe curved, no shoulders, and is only approximately 18 feet wide. This State Highway 257 needs major improvements.
2002
- 14.) County Road 550 S from State Highway 61 to County Road 300 E in Patoka Township (also known as Rifle Range Road) need to be widened and resurfaced. The average daily traffic count conducted on this road in October of 2001 was 68 vehicles per day.
2002
- 15.) State Highway 56 between Petersburg and Bowman is under water during heavy rainfall events.
2002
- 16.) A pedestrian / bicycle path Transportation Enhancement Grant is pending at INDOT to connect Hornady Park and Prides Creek Park. Midwestern Engineers is working with the City of Petersburg and Pike County.
2002

17.) A future Transportation Enhancement Grant for Main Street in Petersburg (State Highway 57) is under consideration.

2002

18.) Funding for county road and bridge improvements and any future federal-aid projects are impacted by the availability of local funds. Pike County does not have a wheel-tax but does have a (0.40%) CEDIT, which has been used to provide supplemental funds for road paving.

2001

Spencer County

- 1.) Norfolk-Southern's rail traffic will be dramatically increasing over the next few years not only with AK Steel production, but also due to AEP's planned rail spur for additional rail transport of coal to this electric generating plant. Rail crossings on county roads along the new U.S. 231 corridor will become more of a safety concern. A multi-county rail corridor safety plan would provide for a systematic assessment of the degree of safety issues that exist and that will be exacerbated by heavy rail traffic on the Norfolk-Southern line. Such a study would provide for a strategic plan of action by the counties to individually address the most necessary of improvements through a variety of INDOT programs for safety projects as well as rail projects. Such a Rail Corridor Safety Study could involve Spencer, Dubois, Pike and Gibson counties.
2001
- 2.) AEP's railroad intersection will be relocated with the new U.S. 231 corridor which will necessitate new gates, lights, and grade issues.
2002
- 3.) A dangerous railroad crossing at County Road 1250 N northeast of Chrisney exits.
2002
- 4.) Gates and lights are needed at Lewis Street in Lincoln City where the Norfolk-Southern railroad crossing exists. Many tourists and county residents visit Lincoln State Park and other area tourist attractions.
2002
- 5.) New warning signs were added north and south of Chrisney along U.S. 231 at the railroad crossings in 2001.
2002
- 6.) Within the Town limits of Chrisney there are four Norfolk-Southern railroad crossings which have serious grade safety concerns. The Town Council of Chrisney needs to be advised by INDOT officials of the options they can consider in upgrading closing rail crossings to address these safety concerns.
2001
- 7.) Hoosier Southern Railroad improvements are needed at County Road 1350 N.
2002
- 8.) A proposed Perry County Riverport expansion which includes improvements to Hoosier Southern Railroad will affect Spencer County. The crossings at Lamar would be improved in this Economic Development project. Hoosier Southern train speeds and volumes affect county safety issues and signage, therefore when train patterns change county input is beneficial.
2002
- 9.) Base Road from County Road 200 N to 350 N, then along County Road 350 N from Base Road to U.S. 231 are needed for due to new economic development in the area.
2002

- 10.) Buffalo Road at the Santa Claus Industrial Park needs to be upgraded to more adequately handle heavy industrial traffic currently generated by the Kimball plant. The town streets within the Santa Claus Industrial Park also need to be improved to provide a more adequate street network.

2001
- 11.) Improvements are needed to Town of Dale Road 2100 North, east of the existing U.S. 231 and I-64 Interchange north of Dale to better accommodate the heavy truck traffic to existing and future industries within this southeastern quadrant of the interchange.

2001
- 12.) In the county overall, it is estimated that \$7-8 million in county road improvements could be needed over the next 5 to 10 years.

2001
- 13.) Spencer County has need of a U.S. 231 / State Highway 66 Thoroughfare Plan to plan for multi-modal systems and developing transportation patterns. The new highway alignment and the new bridge over the Ohio River will cause a change in conventional transportation patterns, create multi-modal opportunities, and will spark new, private-sector commercial and industrial developments. At this time, proposed private developments, both commercial and industrial, at this new interchange area total over \$50 million. A Thoroughfare Plan would prepare the essential layout and engineered approach to minimizing potential conflicts or problems caused by poorly planned or uncoordinated private developments affecting the local, state and federal transportation networks.

2001
- 14.) Spencer County has need of a U.S. 231 Corridor Study to address the minor and major arterial county roads that will feed into the interchanges of the new, realigned U.S. 231. The county needs to be able to plan for and budget for the future improvements to and maintenance of their road network that will be impacted by the new corridor created of the U.S. 231 project.

2001
- 15.) Future planning for improvements to State Highway 66 need to incorporate current and future public and private economic development activities and growth patterns within both Spencer and Perry counties. Both counties express the essential need of early coordination with county economic development officials within INDOT's preliminary planning and engineering activities to address this factor of economic development patterns. A State Highway 66 Corridor Study is needed that addresses access and improvements to link not only to the realigned U.S. 231, but also through Perry County to the realigned State Highway 237 in Cannelton.

2001
- 16.) The corridor of State Highway 68 from Dale to the Holland interchange will develop further as more commercial and industrial development is attracted by the U.S. 231 realignment which could in the future need a corridor study as well.

2001

- 17.) Sanitary Sewer improvements in Lamar, St. Meinrad and Richland City will accommodate new housing developments. 2002
- 18.) Safety / Flooding concerns exist:
- State Road 161 north of Richland City
 - State Road 66 in the Town of Grandview
 - U.S. 231 near the new Ohio River Bridge
- 2002
- 19.) There are 170 bridges in Spencer County. Many county bridges are 40 feet long. The Federal Aid Bridge applications and funds can be expanded if the counties can combine multiple bridges to made better use of engineering / right-of-way and bid letting of projects. 2002
- 20.) The proposed relocating of portions of State Highway 66 will impact county roads. 2002
- 21.) The new U.S. 231 corridor is not planned to connect to State Highway 62 east from Boonville. Plans to connect this must be accomplished to curtail traffic using county roads to get to the new U.S. 231. 2002
- 22.) New road name signs are needed county wide. Spencer County recommends that INDOT reinstate Local Road Sign funding. 2002
- 23.) The local stop signs need replacing. There is no reflectivity. Limited local funds prohibit this replacement project. 2002
- 24.) Advanced warning signs are also needed in Spencer County. 2002
25. Both Spencer and Warrick Counties are coordinating efforts to restore Bridge 273, a bow-string truss iron bridge. 2002
- 26.) A bicycle trail to Holiday World is a potential Transportation Enhancement Project. 2002
- 27.) Huffman Covered Bridge over the Anderson River is the only remaining historic covered bridge in Indiana 15 Regional Planning Commission's six district. A new bridge is proposed one-half mile north. What will become of the historic covered bridge? The flood waters hit the sides of the bridge at its current elevation. Should it be raised higher? Should it be relocated? If left alone, it will deteriorate in its current state. 2002