Conexus Indiana is the state’s advanced manufacturing and logistics initiative, dedicated to making Indiana a global leader in these high-growth, high-tech industries.

The mission of CILC is to work with a sense of urgency to strengthen the logistics sector in Indiana by identifying and acting on concrete opportunities for enhancement, which better positions the State to grow existing business, attract new business, and thereby create new jobs.
<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
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</thead>
<tbody>
<tr>
<td>Barry Cox</td>
<td>Chair, President &amp; COO, The Cox Group, Mt. Vernon</td>
</tr>
<tr>
<td>Bob Aldrich</td>
<td>President/Owner, Evansville Marine Service, Inc., Evansville</td>
</tr>
<tr>
<td>Gary Bair</td>
<td>Corporate Purchasing Director, Jasper Engine Company, Jasper</td>
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<tr>
<td>Evan Beck</td>
<td>President, Woodward Commercial Realty, Newburgh</td>
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<td>Mike Braun</td>
<td>President, Meyer Distributing, Jasper</td>
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<td>Kathy Briscoe</td>
<td>Owner, FC Tucker Emge Realtors, Evansville</td>
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<tr>
<td>Dwight Burton</td>
<td>VP, Distribution, Shoe Carnival, Evansville</td>
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<tr>
<td>Joe Castrale</td>
<td>General Manager, SABIC Innovative Plastics, Mt. Vernon</td>
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<tr>
<td>Lori Danielson</td>
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<td>John DiDomizio</td>
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<td>Glen Dunkerson</td>
<td>Chairman &amp; CEO, Atlas World Group, Evansville</td>
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<td>Shepard Dunn</td>
<td>President &amp; CEO, Bestway Express, Inc., Vincennes</td>
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<tr>
<td>Brad Ellsworth</td>
<td>President, Vectren Energy, Delivery of Indiana, Vectren Corporation, Evansville</td>
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<tr>
<td>Alvin Evans</td>
<td>President &amp; CEO, Perry County Economic Development Corporation, Tell City</td>
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<tr>
<td>Christy Gillenwater</td>
<td>President, Southwest Indiana Chamber, Evansville</td>
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<tr>
<td>Oscar Gonzalez</td>
<td>Finance Director, ThyssenKrupp Presta USA, LLC, Terre Haute</td>
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<tr>
<td>Chris Gray</td>
<td>Terminal Manager, Port of Evansville, Evansville</td>
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<tr>
<td>Ed Hafer</td>
<td>President, Evansville Regional Business Committee, Evansville</td>
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<tr>
<td>Jeff Hauser</td>
<td>Executive Director, Terre Haute International Airport, Terre Haute</td>
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<tr>
<td>Jim Heck</td>
<td>Executive Director, Grow Southwest Indiana Workforce, Evansville</td>
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<tr>
<td>Andy Hendricks</td>
<td>President, Distributors Terminal, Terre Haute</td>
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Doug Joest  
Executive Director  
Evansville-Vanderburgh Airport Authority  
Evansville  
(Airport, Chair)

Terry Johnson  
Supply Chain Manager  
Toyota Manufacturing, Indiana  
Princeton

*Keith Lochmueller  
CEO  
Lochmueller Group  
Evansville

Travis McQueen  
Airport Manager  
Dubois County Airport  
Huntingburg

*Hank Menke  
President & CEO  
OFS Brands  
Huntingburg

*Don Miller Jr.  
President  
Mt. Vernon Barge Service  
Mt. Vernon

Jason Mitchell  
Traffic Manager  
Audubon Metals, LLC  
Henderson, KY

Jeff Mulzer  
VP, Administration  
Mulzer Crushed Stone  
Tell City  
(Highways/Roads, Co-Chair)

Doug Schmidt  
Director of Distribution  
Staples Midwest Distribution Center  
Terre Haute

G. Michael Schopmeyer  
Co-Managing Partner  
Kahn, Dees, Donovan & Kahn, LLP  
Evansville

Matt Sellers  
General Manager  
Columbia Sportswear  
Robards, KY

Becky Skillman  
President & CEO  
Radius Indiana  
Bedford

Bob Smith  
Director of Warehousing  
Berry Plastics  
Evansville

Owen Snodgrass Jr.  
President  
Morton Avenue Warehouse  
Evansville

Greg Wathen  
President  
Economic Development  
Coalition of Southwest Indiana  
Evansville

Audie Wilson  
Distribution Center Manager  
Coca-Cola  
Evansville

Phil Wilzbacher  
Port Director  
Ports of Indiana-Mt. Vernon  
Mt. Vernon

*Conexus Indiana Logistics Council Member
A Plan for Growing Southwest Indiana’s Logistics Sector was created by leading members of the logistics community throughout Southwest Indiana. Our region sits at the population center of the United States, and development of the appropriate infrastructure coupled with training of a skilled workforce will further the economic success of our region.

The logistics community within Southwest Indiana, made up of the four modes of transportation, including air, rail, truck and water, gathered and agreed unanimously on the “future initiatives” that should be implemented to provide seamless transportation solutions to Southwest Indiana.

The Conexus Indiana Logistics Council (CILC), partnering with regional economic groups and chambers of commerce in Southwest Indiana (including Innovation Pointe) created the Southwest Regional Logistics Council (SWRLC) and was a catalyst in creating a forum for logistics executives to discuss issues affecting the industry. We believe that by achieving alignment of priorities in the areas of infrastructure, public policy and workforce development, Southwest Indiana will be able to maximize short-term and long-term success for the logistics sector in this region.

A Plan for Growing Southwest Indiana’s Logistics Sector outlines those priorities/initiatives desired to incent companies to select our region to grow their business. These initiatives also will support creation of high paying jobs for citizens in this region. If the strategies, goals and tactics developed in this plan are implemented by the private and public sectors, we believe that the Southwest Region will continue to grow.

We would like to thank the dedication and work of the volunteer executives within this council that have made the creation of this document a reality. This document will provide CILC, the Indiana Department of Transportation (INDOT), the Ports of Indiana, the Indiana Economic Development Corporation (IEDC), regional/local economic groups and chambers of commerce with a strong foundation to further the goals outlined therein.

We look forward to continuing the conversation on how to further develop the resources and infrastructure in Southwest Indiana to create an environment that supports further economic success in the region. Your thoughts, comments and suggestions will make this a “living, breathing document” that supports initiatives, a vision and economic results that impact our region.

Respectfully,

Barry Cox
President & Chief Operating Officer Officer
The Cox Group
Chair, Southwest Regional Logistics Council
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The Conexus Indiana Southwest Regional Logistics Council (SWRLC) is a forum of 38 logistics executives and thought leaders from throughout Southwest Indiana representing the following logistics sectors: air, infrastructure, rail, trucking, warehousing/distribution, waterborne, advanced manufacturing and service firms. Logistics users are manufacturers, distributors/warehousing, and third-party providers.

SWRLC is working to:

- Enhance the environment for companies in advanced manufacturing and logistics to grow their business, taking advantage of Indiana’s position at the heart of the global supply chain;
- Create a more attractive environment for manufacturing and logistics companies to relocate to or expand in the Southwest Region, thereby creating jobs and increasing State and local revenue; and
- Create high-paying jobs for Hoosiers – the average wage of Indiana manufacturing and logistics jobs is more than 33% higher than the State’s median income.

PROBLEM STATEMENT

The Southwest Region’s transportation network has opportunities for improvement due to transportation “bottlenecks”; lack of direct rail service; underutilized air facilities with little international freight movement; lack of efficient mode-to-mode connectivity (e.g. road to rail; road to water; road to air; rail to water); a decaying lock and dam infrastructure; and lack of dredging that prohibits barges/ships to maximize capacity. This disconnect has created higher costs, potential environmental impacts, inefficient freight movement, loss of productivity for Southwest Region businesses, and safety impacts.

MISSION STATEMENT

The Southwest Regional Logistics Council will work to promote logistics excellence in the Southwest Region through development of infrastructure, public policy, public awareness and workforce development goals. The Southwestern Region is positioned strategically in the population center of the United States.
OBJECTIVES

1. **Executive Forum**: Provide a forum for Southwest Region logistics executives to discuss issues affecting the industry;

2. **Infrastructure**: Develop a comprehensive plan to strengthen the Southwest Region’s public and private logistics infrastructure;

3. **Public Awareness**: Develop paid and earned media to promote the sector;

4. **Public Policy**: Identify Federal, State, and local public policy areas that impact the logistics industry and work with Federal, State, and local thought leaders from government, academia and associations to enhance the sector;

5. **Workforce Development**: Develop and implement strategies to build the human capital needed to support the growing demand for logistics services through innovative workforce programs in the Southwest Region.
LOGISTICS STRATEGIES

◆ Increase the flow of goods originating, terminating, and adding value within the Southwest Region over the next five years, thereby, creating an increase of net new jobs and growing the logistics sector.

◆ Provide a broad-based forum, consisting of Southwest Region business executives throughout the logistics industry, for collectively vetting critical relevant logistics public policy issues of commonality, therefore, optimizing the business climate.

◆ Strengthen and grow the logistics qualified workforce in the Southwest Region by creating portable skills curricula leading to academic degrees/certifications that will increase the pipeline of qualified workers over the next five years.

◆ Increase the public’s awareness of the importance of the logistics industry on the Southwest Region’s economy.

INFRASTRUCTURE GOALS

1. Reduce bottlenecks in the Southwest Region to improve the reliability and efficiency of freight movement leading to less congestion, reduced infrastructure repairs, and lower emissions.

2. Ensure global access by connecting Southwest Region cities based on impact and potential to Interstate-like access.

3. Create better connectivity of Indiana’s water ports via roads and rail modes and improve the reliability and efficiency of water freight movement to and from the Southwest Region.

4. Develop a fast and efficient process for unplanned economic development infrastructure needs.

5. Develop and implement transportation networks that provide direct rail, truck access and air cargo expansion leading to the improvement and establishment of multimodal and intermodal service and air cargo facilities.
PUBLIC POLICY GOALS

1. Ensure Federal, State and local Government do not legislate or regulate barriers to the safe, efficient, and innovative movement of goods and resources that are necessary to support the growth of the logistics sector.

2. Ensure Federal, State and local Government provide the necessary funding for the public infrastructure needed to support the efficient and cost effective operation of the Southwest Region’s logistics sector.

3. Ensure SWRLC is recognized by governmental entities as a resource of first resort and the voice for the logistics industry within the Southwest Region.

PUBLIC AWARENESS GOALS

1. Develop brand awareness of SWRLC.

2. Create general public understanding of logistics by ensuring that the population has a basic understanding of logistics.

3. Increase the perception of the need to improve/expand the Southwest Region’s infrastructure.

4. Highlight the Southwest Region’s logistics companies by bringing awareness to their products and services.

5. Increase the public’s understanding of the positive impact of global trade on the Southwest Region’s economy and jobs.

WORKFORCE DEVELOPMENT GOALS

1. Increase the skill levels of the Southwest Region’s logistics workers through workforce education programs.

2. Increase the upward mobility and job prospects of current and future Southwest Region logistics workers.
IMPLEMENTATION TACTICS

REGIONAL TACTICS IN SUPPORT OF ACHIEVING SWRLC INFRASTRUCTURE GOALS

◆ REGIONAL TACTICS IN SUPPORT OF ACHIEVING AVIATION GOALS

◆ Conduct a private sector study on air cargo volume for integrated and non-integrated freight and air passenger travel, with the long-term objective of maximizing the use of air capacity

◆ Determine runway safety FAA requirements and create a plan to adequately prepare for them

◆ Identify airport infrastructure needs for longer runway capacity and instrument approaches

◆ Conduct a volume study for jet fuel distribution (determine refinery capacity and where FBOs purchase their fuel)

◆ REGIONAL PRIORITY PROJECTS

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<tr>
<th>PROJECT NUMBER</th>
<th>COUNTY</th>
<th>SOUTHWEST REGIONAL PROJECTS</th>
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<td>SR 60 4-Lane Highway</td>
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</table>
Private Sector Identified Regional Needs
Southwest Region

Date: 2/3/2015

Enhancement
Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

Airport Improvements
Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
REGIONAL TACTICS IN SUPPORT OF ACHIEVING INTERSTATE/HIGHWAY GOALS

- **Project 1901/1908: Midwest Corridor (Jasper/Huntingburg Connection to I-69)** - Convert US 231 from the existing 2-lane highway to a 4-lane full access-controlled freeway with interchanges at major intersections from exit 87 at I-69 to exit 57 at I-64 (1908). The new route would create an East side bypass around Loogootee, Jasper and Huntingburg (strongly preferred route) or construct a new 4-lane full access-controlled freeway between the Ohio River near Rockport to I-69 near Washington in Southern Daviess County (1901 – alternative route). Reason: Ensure global access by connecting cities based on impact and potential to Interstate-like access.
  
  Estimated Cost: $749 million (1901); $265 million (1908)

- **Project 2203: US 150 Road Improvements** - Convert US 150 from two lanes to three lanes from Buck Creek Road at Galena to French Lick. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 150 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $339 million

- **Project 2605: US 41 Improvements** - Design and build freeway-like access by taking out stop lights, improving intersections and creating overpasses from the Knox County Line to I-64. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 41 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $436 million

- **Project 5102: US 231 Improvements** - Re-engineer US 231 from I-69 to 47th Street in Jasper and from West CR 750 South to I-64. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 231 creating better traffic flow for the movement of cargo.
  
  Estimated Cost: $147.5 million

- **Project 5103: US 150 Improvements** - Re-engineer US 150 to widen lanes (super two) from Shoals to I-64. Reason: Relieve the bottleneck of combined truck and passenger car congestion creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $56.5 million

- **Project 5904: SR 37 Improvements** - Convert SR 37 from two lanes to four lanes from SR 60 to Orleans. Reason: Relieve the bottleneck of combined truck and passenger car congestion along SR 37 creating better traffic flow for the movement of cargo.
  
  Estimated Cost: $108.1 million
- **Project 6208: SR 66 Road Improvements** - Convert SR 66 from two lanes to four lanes from Hatfield to SR 37 at Tell City. Reason: Relieve the bottleneck of combined truck and passenger car congestion along SR 66 creating better traffic flow for the movement of cargo.
  Estimated Cost: $339.7 million

- **Project 8201: I-69 Ohio River Bridge** - Design and build a bridge from Evansville, Indiana, to Henderson, Kentucky. Reason: Support the completion of the larger I-69 Corridor providing sufficient Ohio River mobility in the Evansville/Henderson area and strengthening the overall transportation network in Southwestern Indiana and Northwestern Kentucky.
  Estimated Cost: $145 million

- **Project 8202: Southwest Indiana Port Connector** - Build and design a 4-lane full access-controlled freeway from I-64 at exit 18 to SR 62 via University Parkway. Reason: Create better connectivity of Indiana’s water ports.
  Estimated Cost: $99.9 million

- **Project 8212: I-69 Completion** - Complete the build and design of a 4-lane Interstate from SR 45/58 and US 231 at Scotland to I-465 in Indianapolis (Segments 5 and 6). Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 70/SR 41 and provide efficiency savings creating better traffic flow for the movement of cargo.
  Estimated Cost: Not Available

- **Project 8403: I-70 Third Lane/Dedicated Truck Lanes** - Widen existing 4-lane rural segments of I-70 to a minimum of six lanes from state line to state line. Reason: Relieve the bottleneck of combined truck and passenger car congestion along I-70 creating better truck flow for the movement of cargo.
  Estimated Cost: $1.43 billion

- **Project 8801: SR 60 4-Lane Highway** - Upgrade the existing 2-lane highway to a 4-lane highway from I-65 to SR 37. Reason: Relieve the bottleneck of combined truck and passenger car congestion on SR 60 creating better traffic flow for the movement of cargo.
  Estimated Cost: $210 million

**REGIONAL TACTICS IN SUPPORT OF ACHIEVING RAIL GOALS**

- Develop a large new intermodal/multimodal rail facility in Southwest Indiana

- **Project 8204: Newport Intermodal Facility** - Design and build an intermodal facility West of US 41 North of East Baseline Road or a similar facility for the Southwest Region. Reason: Provide direct rail access leading to the improvement and establishment of multimodal and intermodal service facilities.
  Estimated Cost: $58.8 million

- Develop a plan to utilize existing railroad capacity in the Southwest Region that ensures railroad investment
REGIONAL TACTICS IN SUPPORT OF ACHIEVING WATERBORNE GOALS

- Replace Locks and Dam 52 and 53, known as the Olmsted Locks and Dam
- **Project 6506: Olmsted Lock Reconstruction** - Upstream from the confluence of the Ohio and Mississippi rivers, Olmsted reconstruction will replace Locks and Dams 52 and 53. Reason: Reduce tow and barge congestion delays and create better connectivity to Indiana’s water ports.

  Estimated Cost: $1.35 billion

- Develop a plan to attract waterborne business to the Southwest Region facilities
- Conduct a private sector study on waterborne cargo freight volume
- Conduct a study on capital needs at Southwest Region ports

LOCAL PRIORITY PROJECTS

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<tr>
<th>PROJECT NUMBER</th>
<th>COUNTY</th>
<th>SOUTHWEST LOCAL PROJECTS</th>
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CLAY COUNTY
PROJECTS

- **Project 1101: US 40 Redesign** - Re-engineer, reconfigure and redesign US 40 through downtown Brazil as one way pair with Jackson or Church streets. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 40 creating better traffic flow for the movement of cargo.

  Estimated Cost: $13 million

- **Project 1102: SR 46 Bridge Repair** - Reconstruct SR 46 bridge near Bowling Green, which crosses the Eel River. Reason: Safety of trucks moving cargo ensuring efficient traffic flow East/West from Terre Haute to Bloomington.

  Estimated Cost: $9.7 million

- *Project 8403: I-70 Third Lane/Dedicated Truck Lanes* - This is a regional project reflected on the map on page 6.

- *Project 8409: Tabortown Street Interchange* - This is a local project reflected in the Vigo County map on page 44.

* These projects are reflected in other sections of this report.
Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
CRAWFORD COUNTY
PROJECTS

♦ Project 1301: I-64 Exit 92 Interchange Improvements -
  Re-engineer, reconfigure and redesign Exit 92 on the
  Southside of I-64 by adding an additional Northbound lane
  on SR 66 for return traffic to access I-64 East. Reason: Relieve
  the bottleneck of truck congestion mitigation onto I-64.
  Estimated Cost: $.3 million
Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
**DAVIESS COUNTY**

**PROJECTS**

- **Project 1401: Industrial Park Access** - Design and build road access to and from US 50 at I-69 Exit 62 to 550/National Road to and from the industrial park at CR 200 East. Reason: Safety of trucks moving cargo to and from Industrial Park off of I-69.  
  Estimated Cost: $3.4 million

- **Project 1403: Industrial Park Road Extension** - Create an industrial road from the Industrial Park at 550/National Road to CR 200 East traveling North to CR 200 North. Reason: Create economic development by connecting to CSX rail, the Daviess County Airport and opening up further land for industrial development serving new I-69 Corridor.  
  Estimated Cost: $9.3 million

- **Project 1404: New Interchange at CR 200 North** - Design and build a new interchange off of I-69 around mile marker 58. Reason: Create economic development giving further access to industrial development mega-site serving the new I-69 Corridor.  
  Estimated Cost: Not Available

- **Project 1405: US 50 Freeway Access** - Convert US 50 from the existing 2-lane highway to a 4-lane full access-controlled freeway with interchanges at major intersections from I-69 to US 231. Reason: Relieve the bottleneck of combined truck and passenger car congestion along SR 50 creating better traffic flow for the movement of cargo.  
  Estimated Cost: $146.1 million

- **Project 1407: White River Bridge Improvements** - Re-engineer, reconfigure and redesign the White River Bridge on SR 257. Reason: Mitigate flooding that creates a safety hazard for the movement of truck cargo.  
  Estimated Cost: $1.5 million

- **Project 1408: Indiana Rail Road Company Rail Road Ties** - Install new rail road ties between MP 222.3 and MP 241.5 on the Chicago Subdivision. Reason: Increase rail track speed and decrease defects ensuring safe and efficient movement of cargo.  
  Estimated Cost: $1.75 million

- **Project 1409: Crane Naval Air Warfare Center Additional Access** - Seek US Government permission to access the West Gate from US 231. Reason: Relieve the bottleneck at the North entrance off of SR 45 to Crane Naval Air Warfare Center.  
  Estimated Cost: No cost

- **Project 1901: Midwest Corridor (Jasper/Huntingburg Connection to I-69)** - This is a regional project reflected on the map on page 6.

- **Project 5102: US 231 Improvements** - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Daviess County

Date: 2/3/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
DUBOIS COUNTY
PROJECTS

◆ *Project 1901/1908: Midwest Corridor (Jasper/Huntingburg Connection to I-69) - This is a regional project reflected on the map on page 6.

◆ Project 1902: East Jasper Mid-States Truck Corridor Route - Improve, extend and widen North Mill Street from 47th Street to 15th Street (via 30th Street, Cathy Lane, and Cherry Street) extending to SR 164. Reason: Relieve bottleneck of combined truck and passenger car congestion on US 231 creating better traffic flow for the movement of cargo. It also provides Interstate access from the East side of Jasper.

Estimated Cost: $23.3 million

◆ Project 1906: North Jasper Mid-States Truck Corridor - Improve and widen 47th Street from North Mills Street to the anticipated Mid-State Corridor at the intersection of CR 400 North/CR 500 West along with a new interchange. Reason: Relieve the bottleneck of combined truck and passenger congestion on US 231 creating better truck traffic flow for the movement of cargo for Jasper businesses on the East side.

Estimated Cost: $20.2 million

◆ Project 1907: South Jasper Mid-States Truck Corridor - Improve and widen SR 164 from the newly created Jasper East Side Truck Route to SR 162/CR 100 South extending to the anticipated Mid-State Corridor with a new interchange. Reason: Relieve the bottleneck of combined truck and passenger congestion on US 231 creating better truck traffic flow for the movement of cargo. It also provides Interstate access from East Side of Jasper.

Estimated Cost: $41.1 million

◆ *Project 5102: US 231 Improvements - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Dubois County

Date: 2/3/2015

Identified Enhancement Categories for Local and State Facilities

1. Mobility Improvements (Added travel lanes, freeway upgrade)
   - State Facility
   - New Terrain, State Facility
   - Local Facility
   - New Terrain, Local Facility
   - New Rail Capacity (new rail line or added capacity)

2. Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
   - State Facility
   - Local Facility
   - Rail Crossing Improvement

3. Multi-Modal Enhancements
   - Airport Improvement
   - Port Improvement

State Facilities are U.S. State Route, or U.S. Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
Project 2601/2608: Poseyville Mega-site - Improve and widen CR 1050 North from SR 165 to Knowles Road and CR 1000 South from SR 165 to CR 1075 West/Knowles Road. Install and repair rail road ties from Fort Branch to Poseyville Mega-site. Reason: Create economic development by allowing better truck and rail access to the Poseyville Mega-site.
   Estimated Cost: $7.6 million (2601); $3.5 million (2608)

Project 2602: Owensville Turn Lane - Add a turn lane for truck traffic at SR 65 and 1st Street in Owensville. Reason: Relieve the bottleneck of combined truck and passenger congestion creating better truck traffic flow for the movement of cargo.
   Estimated Cost: $.6 million

Project 2603: Princeton Rail Facility - Re-engineer and redesign to widen CR 100 North from US 41 to Old US 41. Reason: Relieve the bottleneck of truck traffic creating better truck traffic flow for the movement of cargo into the Princeton rail facility.
   Estimated Cost: $2.1 million

   Estimated Cost: $3.8 million

*Project 2605: US 41 Improvements - This is a regional project reflected on the map on page 6.

Project 2606: Lyle Station Rail Facility - Re-engineer and redesign CR 100 North from US 41 to CR 500 West. Reason: Relieve the bottleneck of truck traffic creating better truck traffic flow for the movement of cargo into the Lyle Station rail facility.
   Estimated Cost: $13.9 million

Project 2607: Princeton Industrial Park Improvements - Improve and widen CR 100 West from CR 300 South to CR 150 South. Reason: Create economic development by allowing better truck access and flow to the Princeton Industrial Park.
   Estimated Cost: $6.3 million

*These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Gibson County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvement
- Port Improvement

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
**GREENE COUNTY PROJECTS**

- **Project 2801: Bloomfield Intersection Improvements** - Re-engineer, reconfigure and redesign intersection at US 231 and SR 54. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 231 and SR 54 creating better traffic flow for the movement of cargo.  
  Estimated Cost: $3 million

- **Project 2802: Linton Truck Bypass** - Re-engineer, reconfigure and redesign CR 200 North from SR 59 to CR 1000 West and from CR 1000 West to SR 54. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Linton creating better truck traffic flow for the movement of cargo.  
  Estimated Cost: $28 million

- **Project 2803: Indiana Rail Road Company Rail Road Ties** - Install new rail road ties between MP 215-223.5. Reason: Increase rail track speed and decrease defects ensuring safe and efficient movement of cargo.  
  Estimated Cost: $5 million

- **Project 2804: Indiana Rail Road Company Rail Road Ties** - Install new rail road ties between MP 61.0-79.0 on the Indianapolis Subdivision. Reason: Increase rail track speed and decrease defects ensuring safe and efficient movement of cargo.  
  Estimated Cost: $1.8 million

- **Project 2805: Indiana Rail Road Company Rail Road Ties** - Install new rail road ties between MP 203.5-222.3 on the Chicago Subdivision. Reason: Increase rail track speed and decrease defects ensuring safe and efficient movement of cargo.  
  Estimated Cost: $1.5 million

- **Project 5102: US 231 Improvements** - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Greene County

Date: 1/28/2015

Identified
Enhancement
Categories for Local
and State Facilities

Mobility Improvements
(Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements
(Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvement
- Port Improvement

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
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KNOX COUNTY
PROJECTS

- **Project 4201: Vincennes South Truck Corridor** - Design and build a truck traffic route from US 41 South to SR 441. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Vincennes creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $30.1 million

- **Project 4202: Old Decker Road Improvements** - Convert from two lanes to four lanes from US 41 at Old Decker Road to East of the Countrymark facility on Old Decker Road. Reason: Safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $10.8 million
Private Sector Identified Regional Needs
Southwest Region: Knox County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvement
- Port Improvement

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INDOT Engineering & Asset Management Data; Indiana GIS Library & Stakeholder Input
Project 4701: Bedford Rail Project
- Purchase rail property from CSX from Bedford to Mitchell.
  Reason: Create economic development by establishing an Inland Port giving rail access to CSX.
  Estimated Cost: $1 million

Project 4702: Tunnelton Road Extension
- Extend Tunnelton Road at US 50 to SR 58/5th Street.
  Reason: Relieve the bottleneck of combined truck and passenger car congestion through Bedford creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $9 million

*Project 5904: SR 37 Improvements
- This is a regional project reflected on the map on page 6.

*Project 8801: SR 60 4-Lane Highway
- This is a regional project reflected on the map on page 6.

*These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Lawrence County

Date: 2/3/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvement
- Port Improvement

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
MARTIN COUNTY
PROJECTS

◆ *Project 1408: Indiana Rail Road Company Rail Road Ties - This is a local project reflected in the Daviess County map on page 16.

◆ Project 5101: US 50 Additional Travel Lanes - Convert from two lanes to four lanes along US 50 from US 231 to US 150. Reason: Relieve the bottleneck of truck congestion along the US 50 corridor ensuring efficient traffic flow from state line to state line.

  Estimated Cost: $98.3 million

◆ *Project 5102: US 231 Improvements - This is a regional project reflected on the map on page 6.

◆ *Project 5103: US 150 Improvements - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Martin County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity
  (new rail line or added capacity)

Operational Improvements
(Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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ORANGE COUNTY
PROJECTS

*Project 2203: US 150 Road Improvements* - This is a regional project reflected on the map on page 6.

*Project 5103: US 150 Improvements* - This is a regional project reflected on the map on page 6.

*Project 5901: Paoli North Truck Corridor* - Design and build a north truck traffic route from West US 150 to East US 150. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Paoli creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $35 million

*Project 5902: West Baden/French Lick Truck Corridor* - Design and build an East truck traffic route from US 150 to SR 56 West. Reason: Relieve the bottleneck of combined truck and passenger car congestion through West Baden and French Lick creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $39.3 million

*Project 5903: French Lick Municipal Airport Road Improvement* - Re-engineer, redesign and reconfigure Buffalo Trace Loop from SR 145 to Airport Road. Reason: Safety of trucks moving cargo ensuring efficient traffic flow to and from the French Lick Airport.

  Estimated Cost: $8 million

*Project 5904: SR 37 Improvements* - This is a regional project reflected on the map on page 6.

*Project 8801: SR 60 4-Lane Highway* - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
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PERRY COUNTY
PROJECTS

◆ Project 6201: SR 66/River Road Improvements - Widen and resurface SR 66 from Tell City to Cannelton. Reason: Relieve the bottleneck of combined truck and passenger car congestion along SR 66 creating better traffic flow for the movement of cargo.

Estimated Cost: $9.1 million

◆ Project 6202: Hoosier Southern Railroad Extension - Design and build rail ties from the Tell City Riverport to Cannelton. Reason: Create economic development by connecting the Cannelton Industrial Park to the Tell City Riverport.

Estimated Cost: $.5 million

◆ Project 6204: Hoosier Southern Railroad Ties - Install new rail road ties to allow for heavier rail cars of at least 286,000 lbs. Reason: Create economic development by allowing for heavier rail cargo shipments.

Estimated Cost: $.9 million

◆ Project 6205: Tell City Riverport Additional Dock - Design and build a new dock at the Tell City Riverport. Reason: Allow barge access to deeper water and the unloading of heavier cargo.

Estimated Cost: Not Available

◆ Project 6206: Perry County Airport Runway Extension - Convert the length of the runway from 5,000 to 5,500 feet. Reason: Create economic development by allowing larger planes to access airport.

Estimated Cost: $1.5 million

◆ Project 6207: Cannelton Lock & Dam Reconstruction - Lengthen the auxiliary lock from 750 to 1,500 feet. Reason: Allow better barge access for the movement of cargo.

Estimated Cost: Not Available

◆ *Project 6208: SR 66 Road Improvements - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Perry County

Date: 2/3/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

INDOT Engineering & Asset Management Data; Indiana GIS Library & Stakeholder Input

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PIKE COUNTY
PROJECTS

◆ *Project 1901: Midwest Corridor (Jasper/Huntingburg Connection to I-69) - This is a regional project reflected on the map on page 6.

◆ Project 6301: North Petersburg Interchange - Design and build a new interchange connecting SR 57 at Blackburn Road to I-69. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Petersburg creating better traffic flow for the movement of cargo.

   Estimated Cost: $30 million

◆ Project 6302: Petersburg East Truck Corridor - Extend Illinois Street from SR 56 to SR 57. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Petersburg creating better truck traffic flow for the movement of cargo.

   Estimated Cost: $10 million

◆ Project 6303: SR 61 Improvements - Re-engineer, reconfigure and redesign to straighten SR 61 from Winslow to Pike County Line. Reason: Safety of trucks moving cargo ensuring efficient traffic flow on SR 61.

   Estimated Cost: $47 million

* These projects are reflected in other sections of this report.
Identified
Enhancement
Categories for Local
and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity
  (new rail line or added capacity)

Operational
Improvements
(Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal
Enhancements
- Airport Improvement
- Port Improvement

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State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 36N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

INDOT Engineering & Asset Management Data; Indiana GIS Library & Stakeholder Input
POSEY COUNTY
PROJECTS

*Project 2601/2608: Poseyville Mega-site* - This is a local project reflected in the Gibson County map on page 20.

*Project 6501: Mt. Vernon Bypass* - Design and build a truck corridor from West SR 62 to East SR 62. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Mt. Vernon creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $23.6 million

*Project 6502: Mt. Vernon Port Southwind Road Entry* - Re-engineer, reconfigure and redesign the port entrance from SR 62 to Southwind Road. Reason: Relieve the bottleneck of combined truck and passenger car congestion at the Mt. Vernon Port entry creating better truck traffic flow for the movement of cargo. It also provides a safe entry for trucks entering/exiting SR 62.

  Estimated Cost: Not Available

*Project 6505: New Harmony Bridge Reconstruction* - Re-engineer, reconfigure and redesign the New Harmony Bridge along SR 66. Reason: Ensure the continued flow of truck traffic for the movement of cargo from Indiana to Illinois.

  Estimated Cost: $35 million

*Project 8202: Southwest Indiana Port Connector* - This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Posey County

Date: 2/3/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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**SPENCER COUNTY PROJECTS**

- **Project 1901: Midwest Corridor (Jasper/Huntingburg Connection to I-69)** - This is a regional project reflected on the map on page 6.

- **Project 6208: SR 66 Road Improvements** - This is a regional project reflected on the map on page 6.

- **Project 7404: Rockport Rail Water Connector** - Extend new rail road ties from North of the AEP power plant to the Mulzer Crushed Stone port on the Ohio River. Reason: Create economic development for Spencer County by giving rail access to the Ohio River. 
  
  Estimated Cost: $.5 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Spencer County

Date: 1/28/2015

Identified
Enhancement
Categories for Local
and State Facilities

Mobility Improvements
(Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity
  (new rail line or added capacity)

Operational Improvements
(Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airports
- Ports

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams

The data used to create this map are from the best known source at the time and is subject to change.

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, Coordinate System: NAD 1983 UTM Zone 16N

Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

INDOT Engineering & Asset Management
Data; Indiana GIS Library & Stakeholder Input
SULLIVAN COUNTY
PROJECTS

◆ **Project 7701: Sullivan Truck Route and Rail Grade Separation** - Construct a new truck route using SR 154/Wolfe Street from US 41 to Railroad Street. Before Railroad Street, build and design a rail grade separation to connect Wolfe Street to Railroad Street. Reason: Relieve the bottleneck of combined truck and passenger car congestion through downtown Sullivan creating a better traffic flow for the movement of cargo.

  Estimated Cost: $20 million


  Estimated Cost: $23.1 million
Private Sector Identified Regional Needs

Southwest Region: Sullivan County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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VANDERBURGH COUNTY
PROJECTS

◆ *Project 2605: US 41 Improvements* - This is a regional project reflected on the map on page 6.

◆ *Project 8201: I-69 Ohio River Bridge* - This is a regional project reflected on the map on page 6.

◆ *Project 8202: Southwest Indiana Port Connector* - This is a regional project reflected on the map on page 6.

◆ *Project 8203: Vanderburgh Industrial Park Rail Extension* - Extend the Indiana Southern Railroad tracks throughout the Vanderburgh Industrial Park. Reason: Create economic development giving further rail access to Vanderburgh Industrial Park industries.

  Estimated Cost: $.2 million

◆ *Project 8204: Newport Intermodal Facility* - This is a regional project reflected on the map on page 6.

◆ *Project 8205: Evansville Stillwater Harbor* - Design and build a port on the descending bank between Ohio River mile marker 795 and 796. Reason: Create economic development by enhancing intermodal linkages through close proximity of the CSX rail terminal at Howell Yards with direct connection to US 41, I-64, I-69 and the Evansville-Vanderburgh County Airport.

  Estimated Cost: $73.7 million

◆ *Project 8207: Evansville North Truck Corridor* - Improve and widen West Baseline Road from US 41 to Southwest Indiana Port Connector. Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 41 through Evansville creating better traffic flow for the movement of cargo.

  Estimated Cost: $26 million

◆ *Project 8208: Kansas Road Interchange* - Design and build an interchange at I-69 at Kansas Road. Reason: Create economic development with direct connection to the airport from I-69 creating better truck traffic flow for the movement of cargo.

  Estimated Cost: Not Available

◆ *Project 8209: CSX Rail Bypass* - Design and build new railroad ties from the CSX line on the West side of Evansville to the CSX line on the North side of Evansville. Reason: Relieve the bottleneck of rail congestion through Evansville creating better rail traffic flow for the movement of cargo.

  Estimated Cost: $38 million

◆ *Project 8211: Elberfeld Interchange* - Design and build an interchange at I-69 at Elberfeld Road. Reason: Create economic development by giving Interstate access to the industrial park off of Elberfeld Road.

  Estimated Cost: $49 million

* These projects are reflected in other sections of this report.
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VIGO COUNTY
PROJECTS

◆ Project 8401: Downtown Rail Grade Separations - Design and build two rail grade separations: one at 8th Avenue and 13th Street and one over Wabash Avenue between South 9 1/2 Street and 10 1/2 Street. Reason: Relieve the bottleneck of combined truck and passenger car congestion through downtown Terre Haute creating better truck traffic flow for the movement of cargo.

Estimated Cost: $22-$25 million

◆ Project 8402: Margaret Avenue Improvements - Improve and widen Margaret Avenue from two lanes to four lanes at US 41 to SR 46. Reason: Relieve the bottleneck of combined truck and passenger car congestion along Margaret Avenue creating better truck flow for the movement of cargo.

Estimated Cost: $43.2 million

◆ Project 8403: 1-70 Third Lane/Dedicated Truck Lanes - This is a regional project reflected on the map on page 6.

◆ Project 8404: Terre Haute West Bypass - Construct a 4-lane bypass from SR 63 North of Terre Haute to US 41 South of Terre Haute. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 41 through Terre Haute creating better truck traffic flow for the movement of cargo.

Estimated Cost: $428 million

◆ Project 8406: Dallas Drive Improvements - Re-engineer, reconfigure and redesign East Dallas Drive at US 41 and SR 641 to provide North and South accessibility. Reason: Relieve the bottleneck of combined truck and passenger car congestion at US 41 creating better truck traffic flow for the movement of cargo.

Estimated Cost: $7.1 million

◆ Project 8407: Harlan Drive Improvements - Improve and widen East Harlan Drive from South Sullivan Place to SR 159. Reason: Relieve the bottleneck of combined truck and passenger car congestion creating better truck traffic flow for the movement of cargo.

Estimated Cost: $4.3 million

◆ Project 8408: Youngstown CSX Switch Yard - Design and build a new railroad switch yard South of Terre Haute near Youngstown. Reason: Relieve the bottleneck of truck and passenger car congestion throughout the City of Terre Haute creating better truck traffic flow for the movement of cargo.

Estimated Cost: $30 million

◆ Project 8409: Tabortown Street Interchange - Design and build a new interchange connecting South Tabortown Road to I-70. Reason: Create economic development by giving Interstate access to the Vigo County Logistics Park.

Estimated Cost: $20 million

◆ Project 8410: SR 641 Interchange - Design and build a new interchange connecting SR 641 at McDaniel Road to I-70. Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 41 creating better truck traffic flow for the movement of cargo.

Estimated Cost: Not Available

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Southwest Region: Vigo County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

INDOT Engineering & Asset Management Data; Indiana GIS Library & Stakeholder Input
**WARRICK COUNTY PROJECTS**

- *Project 8208: Kansas Road Interchange* - This is a local project that is reflected in the Vanberburgh County map on page 42.

- *Project 8701: Boonville North Truck Corridor* - Construct a 2-lane bypass from SR 61 North of Boonville to SR 62 West of Boonville. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Boonville creating better truck traffic flow for the movement of cargo.  
  Estimated Cost: $19.3 million

- *Project 8703: North Warrick Industrial Park Rail Spur* - Design and build a rail spur into the North Warrick Industrial Park from the Indiana Southern Railroad. Reason: Create economic development giving further rail access to the North Warrick Industrial Park.  
  Estimated Cost: $1 million

- *Project 8704: Kansas Road Extension* - Design and build a new road from SR 62 West of Boonville to I-69 connecting to Kansas Road. Reason: Create economic development by giving Interstate and airport access to Boonville.  
  Estimated Cost: Not Available

- *Project 8705: SR 61 Improvements* - Re-engineer and redesign SR 61 by widening and improving curves and sightlines from I-64 to Boonville. Reason: Safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.  
  Estimated Cost: $30.8 million

- *Project 8706: Vann Road Improvements* - Improve and widen Vann Road from SR 261 to SR 61 Southwest of Boonville. Reason: Safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.  
  Estimated Cost: $16.8 million

*These projects are reflected in other sections of this report.*
Private Sector Identified Regional Needs
Southwest Region: Warrick County

Date: 1/28/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvement
- Port Improvement

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Interstate
- Non-Interstate
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
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False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
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TACTICS IN SUPPORT OF ACHIEVING PUBLIC POLICY GOALS

◆ Airline Pilot Duty Time (Federal)
  ♦ Reduce the “First Officer Qualification” (FOQ) Rule or 1,500 Hour Rule without compromising flight safety through Federal legislation or regulation

◆ Boat Captain Regulations (Federal)
  ♦ Reduce the U.S. Coast Guard boat pilot requirements without compromising maritime safety from the current five years through Federal legislation or regulation

◆ Truck Driver Hours of Service (Federal)
  ♦ Increase the driver hours of service with the Federal Motor Carrier Safety Administrations regulation without compromising highway safety through Federal legislation or regulation

◆ Local Zoning (State)
  ♦ Pass State legislation that requires local counties to implement zoning policies by protecting Interstate corridor interchanges

◆ Setback and Stoplight Policies (State)
  ♦ Pass State legislation to create a setback and traffic light policy on high trafficked Federal Interstate and State highways in Indiana

TACTICS IN SUPPORT OF ACHIEVING PUBLIC AWARENESS GOALS

◆ “Did You Know Stories” in the Southwest Region to educate the public on the importance of logistics industry to the Southwest Region and, therefore, the need for world-class logistics infrastructure

◆ Newspaper/Magazine online opinion pieces in the Southwest Region to educate the public on the importance of the logistics industry

◆ Editorial boards in the Southwest Region to educate the public on the importance of the logistics industry

◆ SWRLC Strategic Plan launch press conferences; editorial boards; newspaper/online opinion pieces to educate the public on the importance of the logistics industry to the Southwest Region

◆ TV/Radio interviews to educate the public on the importance of the logistics industry to the Southwest Region
TACTICS IN SUPPORT OF ACHIEVING WORKFORCE DEVELOPMENT GOALS

◆ Create educational opportunities through training and workforce development to help meet the next generation of business needs in the areas of air, rail, trucking, water and warehouse/distribution

◆ Create a plan of action to address the shortages of air cargo pilots, truck drivers, barge captains/deck hands, maintenance technicians, 4-year degree supervisors and supply chain graduates
TRANSPORTATION MODE SWOT ANALYSIS

Strengths, Weaknesses, Opportunities, Threats (SWOT) for Indiana’s Southwest Regional Logistics Sector

INFRASTRUCTURE SWOT

STRENGTHS:

◆ Air:
  ◆ Strong network of airport facilities
  ◆ Existing excess air capacity
  ◆ Total of 11 Southwest Indiana Regional Airports: Bloomfield Airport, Daviess County Airport, Evansville Regional Airport, French Lick Municipal Airport, Huntingburg Airport, Orleans Airport, Paoli Municipal Airport, Perry County Municipal Airport, Sullivan County Airport, Terre Haute International Airport, and Virgil Grissom Municipal Airport
  ◆ Midwest location
  ◆ Strategic geographic coverage of aviation facilities located around the Southwest Region

◆ Rail:
  ◆ 1 small intermodal facility: Howell Yard in Evansville
  ◆ Heavy presence of Class I railroads: CSX and Norfolk Southern
  ◆ 8 quality Class II and Class III freight railroads: Dubois County Railroad, Evansville Western Railway, Hoosier Southern Railroad, Indiana Rail Road Co., Indiana Southern Railroad, Indiana Southwestern Railroad, Ohio Valley Railroad, Squaw Creek Southern Railroad

◆ Trucking (Roads):
  ◆ Strong Midwest location: borders two states (Illinois & Kentucky)
  ◆ Reputation as “Crossroads of America”
  ◆ Proximity to Louisville, Nashville, and St. Louis markets
Waterborne:
- 2 Public ports in the Southwest counties on the Ohio River: Mt. Vernon and Tell City
- 45 Private ports in the Southwest counties located on the Ohio River
- 7 Locks from Cannelton, Indiana, to Olmsted, Illinois

General:
- Indiana has a trade surplus
- Leader in exports/imports of important commodities (coal, iron/steel products, grain, food products, scrap metal, etc.)

WEAKNESSES:

Air:
- Southwest Region airports have minimal international/domestic air cargo business
- Bottlenecks due to airport congestion at Chicago O’Hare Airport
- Reliant on Chicago O’Hare Airport for international/domestic air cargo
- Jet fuel prices in Southwest Region

Rail:
- Primarily pass through region for rail intermodal
- Partially reliant on Chicago, Louisville and St. Louis intermodal services
- Lack of large volume intermodal facility(ies)
- Limited railroad access to ports

Trucking (Roads):
- Bottlenecks or traffic congestion
- North/South state access
- Partial Interstate access to Southwest Region
- No Interstate/highway access to Mt. Vernon Port
- Lack of adequate capacity on Indiana’s Interstate highways

Waterborne:
- Decaying lock infrastructure on Ohio & Mississippi rivers
- Dredging issues for ports and waterways on Ohio & Mississippi rivers
- Limited railroad access to public port

General:
- Lack of import/export diversification
OPPORTUNITIES:

◆ Air:
  ◦ Position Southwest Region as a reliever (avoiding congestion in St. Louis) airport for domestic/international air cargo by utilizing excess capacity
  ◦ Create a strategy to better utilize the Southwest Region’s airports
  ◦ Utilize excess airport capacity
  ◦ Utilize runways and facilities at several airports to accommodate air shipping opportunities
  ◦ Build a jet fuel refinery

◆ Rail:
  ◦ Freight tonnage will nearly double by 2035, according to the US Department of Transportation (USDOT)
  ◦ Build additional/better railroad access to Indiana ports
  ◦ Gulf Coast intermodal access near Evansville

◆ Trucking (Roads):
  ◦ Freight tonnage will nearly double by 2035, according to USDOT
  ◦ Relieve bottlenecks around Southwest Region: I-70, US 41, US 50, US 150 and US 231; Ohio River Bridges, I-69 and Midwest Corridor Change I-90 to I-70
  ◦ Upgrade Southwest Region strategic bridges that are structurally deficient or functionally obsolete
  ◦ Complete Interstate access to Southwest Indiana
  ◦ Build Interstate/highway access to Mt. Vernon Port
  ◦ Build dedicated truck lanes that separate trucks from passenger cars on I-70
  ◦ Allow increase in truck limits along Illinois and Kentucky borders

◆ Waterborne:
  ◦ Re-engineer and repair the decaying lock infrastructure on the Ohio & Mississippi rivers
  ◦ Dredge the areas around ports and waterways on the Ohio & Mississippi rivers
  ◦ Build additional/better railroad access to Indiana ports

◆ General:
  ◦ Tonnage will nearly double by 2035, according to USDOT
  ◦ The value of US imports and exports is expected to be equivalent to 60 percent of GDP by 2030
  ◦ Work for diversification of exports/imports
**THREATS:**

- **Air:**
  - Continued underutilization of Southwest Region airports
  - Dependence on increasing bottlenecks in Chicago leading to inefficient air cargo service
  - Lack of State funding to meet infrastructure needs

- **Rail:**
  - Continuation of Southwest Region as a pass through area for rail
  - Reliance on Chicago and St. Louis for intermodal services
  - Surrounding states pushing for rail investment

- **Trucking (Roads):**
  - Lack of funding to build roads to relieve bottle necks or traffic congestion
  - Lack of funding to upgrade Southwest Region strategic bridges that are structurally deficient or functionally obsolete
  - Lack of funding and attempts to stop I-69 Interstate access to the Southwest Region
  - Lack of Interstate/highway access to Port of Indiana – Mt. Vernon

- **Waterborne:**
  - Failure of decaying lock infrastructure, leading to stoppage of all barge traffic on Ohio River
  - Inability to provide necessary access by not dredging Mississippi & Ohio rivers
  - Loss of business due to inadequate railroad access to ports

- **General:**
  - Lack of diversification of exports/imports
  - Lack of funding for all infrastructure modes
  - Impact of Federal Government energy policy on all modes of transportation
PUBLIC POLICY SWOT

STRENGTHS:

◆ Air:
  ◦ Federal Government reimburses up to 90% of costs for qualified airport projects
  ◦ Local funding of all Southwest Region airports

◆ Rail:
  ◦ Ports of Indiana bonding authority for rail facilities
  ◦ Local rail investment
  ◦ Industrial Service Fund

◆ Trucking (Roads):
  ◦ P3 funding for Indiana highways and roads
  ◦ State of Indiana focus on road construction

◆ Waterborne:
  ◦ Ports of Indiana (public and private) – Mt. Vernon and Tell City
  ◦ Ports of Indiana bonding authority for port activity

◆ General:
  ◦ Indiana’s use of public/private partnerships to facilitate the funding of key projects in Southwest Region
  ◦ Transportation and Logistics Tax Credit
  ◦ Tax abatement for vacant buildings

WEAKNESSES:

◆ Air:
  ◦ Lack of true regional airport for freight
  ◦ Lack of “ownership” by public entities of air freight movement
  ◦ Lack of Federal/State funding for the Southwest Region
  ◦ Pilot shortages
  ◦ Airline pilot duty and entry level requirements for flight time
Rail:
- Lack of private rail investment compared to surrounding states
- Lack of “ownership” by public entities of rail freight movement
- Lack of Federal/State funding
- Railroad employee Hours of Service requirements

Trucking (Roads):
- Federal/State use of gas taxes for other general Federal/State revenue needs
- Lower truck weight limits compared to Illinois and Kentucky
- Inefficiencies in collection of fuel taxes
- Changes to Hours of Service regulations
- Truck driver shortages

Waterborne:
- Use of Harbor Maintenance Tax for other general Federal revenue needs
- Lack of “ownership” by public entities of waterborne shipping
- Lack of Federal/State funding
- Lack of public and legislator understanding of importance of locks infrastructure
- Boat pilot requirements
- Barge captain shortages

Warehousing/Distribution:
- Increase in unemployment insurance (UI) tax on State level
- Throwback Tax

OPPORTUNITIES:

Air:
- Dedicated State air fund creating more Federal funding

Rail:
- Federal and State investment tax credit incentivizing private rail investment
- Funding for inter/multimodal rail development

Trucking (Roads):
- Federal and State firewall on gas taxes for highway use only
- Dedicated truck lanes on I-70
• Allow increase of truck weight limits at Illinois and Kentucky borders
• Use of State sales tax on gasoline
• New innovative funding mechanisms for roads

• Waterborne:
  • Adequate funding for locks projects
  • Federal firewall on Harbor Maintenance Tax for waterways use only
  • Harbor Assistance Program to incentivize ports and private investments

• Warehousing/Distribution:
  • Lower UI tax on State level
  • Lower capital gains tax on Federal level
  • Eliminate Throwback Tax

• General:
  • Reduction of personal property tax

THREATS:

• Air:
  • Loss of matching dollars from Federal Government because of lack of State investment
  • Federal cap and trade legislation/regulation

• Rail:
  • Surrounding states of Illinois, Kentucky and Tennessee offer grants/loans/tax credits for rail economic development/private investment
  • Loss of private rail investment to surrounding states
  • Federal cap and trade legislation/regulation

• Trucking (Roads):
  • Surrounding states of Illinois, Michigan, and Tennessee offer grants/loans/tax credits for trucking economic development/private investment
  • Lack of Federal/State highway dollars for new-existing roads
  • Continued use of gas taxes for other general Federal/State revenue needs
  • Competitiveness issues due to higher truck weight limits in Illinois and Kentucky
  • Continued inefficient collection of fuel taxes
  • Federal cap and trade legislation/regulation
◆ Waterborne:
  • Surrounding state of Tennessee offers grants/loans/tax credits for waterborne economic development/private investment
  • Continued use of waterways taxes for other general Federal revenue needs
  • Lack of Federal/State funding for locks infrastructure repair
◆ Warehousing/Distribution:
  • Surrounding state of Kentucky offers grants/loans/tax credits for warehousing/real estate economic development/private investment
  • Further State tax increases for UI
  • Lack of speculative buildings for warehousing/distribution in Southwest Region
  • Current use of vacant warehouse/distribution facilities
  • Throwback Tax
◆ General:
  • Lack of policy action leading to loss of private investment
  • Lack of a State fund for unexpected economic development infrastructure needs
  • Continued lack of growth in national economy
WORKFORCE DEVELOPMENT SWOT

STRENGTHS:
- Public/private postsecondary institutions with ability to reach mass of workers
- Entrepreneurs creating online curriculum programs
- State government officials who understand importance of up-skilling Hoosier works
- Growth of logistics firms in the Southwest Region

WEAKNESSES:
- Lack of skilled workers
- Public misconception of dirty warehouse jobs
- Assorted logistics education curriculum not meeting industry needs
- Air cargo pilot, truck driver, and boat captain shortages
- Warehouse/Logistics maintenance technician shortages
- 4-year logistics degree supervisor shortages
- Lack of Fork Lift certifications

OPPORTUNITIES:
- Identify logistics job skills gap areas
- Curriculum development with postsecondary education to meet job skills gap areas
- Create online program to up-skill Indiana logistics worker from places of employment
- Continued growth of logistics jobs in the Southwest Region

THREATS:
- Loss of logistics economic development due to workforce gaps
- Continued perception of logistics industry as undesirable work
- Lower skill workers remaining in lower level positions
- Lack of 4-year degree student interest in logistics careers
- Lack of air cargo pilots, truck drivers, and boat captains
- Lack of warehouse logistics maintenance technicians
- Lack of 4-year logistics supervisors
PUBLIC AWARENESS SWOT

STRENGTHS:

- Positive visibility of trucking
- Viewed as a center for surrounding major cities

WEAKNESSES:

- Lack of public understanding of logistics
- Lack of public understanding of need for infrastructure expansion/improvement
- Public misperception of logistics jobs
- Public misperception of global trade & positive impact on Southwest Indiana
- Lack of awareness of importance for air, rail & water transportation modes

OPPORTUNITIES:

- Educate public on positive impacts of logistics industry
- Explain the facts on how the logistics industry impacts everyday life
- Educate public on need for infrastructure expansion/improvement
- Educate public on high-skill, high-wage jobs in logistics
- Educate public on positive impacts of global trade
- Increase understanding of importance for air, rail & water transportation modes

THREATS:

- Continued public misperception of the importance of logistics industry
- Lack of awareness of need for infrastructure expansion/improvement
- Continued public misperception of logistics jobs
- Continued public belief of negative impacts of global trade
SOUTHWEST REGION INFRASTRUCTURE DATA

- Air:
  - 11 Southwest Indiana Regional Airports
  - Evansville Vanderburgh Airport #195 nationally

- Rail:
  - 2 Class I Railroads
  - 8 Class II and III Railroads
  - 1 Intermodal facility

- Trucking:
  - 3 Major Interstate and 6 Major Highways

- Waterborne:
  - 2 Public Ports
  - 45 Private Ports
  - 7 Locks
FOR MORE INFORMATION

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