



MID-STATES CORRIDOR

APPENDIX U – LAND USE PLAN REVIEW

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for
Indiana Department of Transportation
Mid-States Corridor Regional Development Authority

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Prepared by
Mid-States Corridor Project Consultant





CONTENTS

- 1. Introduction 3**
- 2. Plan Review by County 3**
 - 2.1 Crawford County 3
 - 2.2 Daviess County 4
 - 2.3 Dubois County 6
 - 2.4 Greene County 7
 - 2.5 Lawrence County 7
 - 2.6 Martin County 8
 - 2.7 Monroe County 11
 - 2.8 Orange County 12
 - 2.9 Perry County 13
 - 2.10 Pike County 14
 - 2.11 Spencer County 16
 - 2.12 Warrick County 17
- 3. Conclusion 18**
- 4. Appendices 20**
 - A Land Use Plan Sources 22
 - B Future Land Use Maps 24

LIST OF FIGURES

- Figure 2-1. Town of Leavenworth Future Land Use Map 4
- Figure 2-2. Daviess County Future Land Use Map 5
- Figure 2-3. Dubois County Future Land Use Map 6
- Figure 2-4. Greene County Future Land Use Map 7
- Figure 2-5. City of Bedford Future Land Use Map 8
- Figure 2-6. Martin County Future Land Use Map 10
- Figure 2-7. City of Loogootee Future Land Use Map 11
- Figure 2-8. Monroe County Future Land Use Map 12
- Figure 2-9. Perry County Future Land Use Map 13
- Figure 2-10. Pike County Future Land Use Map 15
- Figure 2-11. Spencer County Future Land Use Map 17
- Figure 2-12. Warrick County Land Use and Development Thoroughfare Plan Map 18



LAND USE PLAN REVIEW

1. Introduction

Comprehensive planning is a process that determines community goals and documents community development aspirations. The formal documents are comprehensive plans. These plans express and regulates public policies on transportation, utilities, land use, recreation, and housing. The Mid-States Project Study Area consists of Spencer, Dubois, Perry, Warrick, Pike, Daviess, Crawford, Orange, Martin, Lawrence, Greene and Monroe counties. Of these twelve counties, eight have countywide comprehensive plans or future land use plans. The four remaining counties rely on municipal comprehensive plans or land use plans to guide future development.

Sources for all countywide and municipal plans are given in **Appendix A**. Where there is a countywide plan, their findings are summarized in **Section 2** of this report. Some municipal plans within such counties are included in the county summaries, as appropriate. All are cited in **Appendix A**. Where there is no countywide plan, any municipal plans within that county are summarized in **Section 2**.

Appendix B to this report provides full-page maps of all figures.

2. Plan Review by County

2.1 Crawford County

Crawford County does not have a countywide comprehensive plan; however, the Town of English adopted a Comprehensive Plan in 1997 and the Town of Leavenworth adopted a Comprehensive Plan in September 2007. Both plans provide future land use recommendations but neither explicitly reference the Mid-States Corridor. The objective of the Town of English’s plan which has no horizon year, is to “ensure the best possible development in the area while maintaining the character that makes the community unique.” English does not provide a future land use map or indicate where specific growth should occur. The Town of Leavenworth provides a plan for growth and development up to the year 2030 and indicates development should be north of the current town and adjacent to I-64 as shown in the Town of Leavenworth Future Land Use Map (see **Figure 2-1**). No Mid-States Alternative routes directly impact Crawford County. Based on the available documents, the project does not conflict with future land use planning in Crawford County.

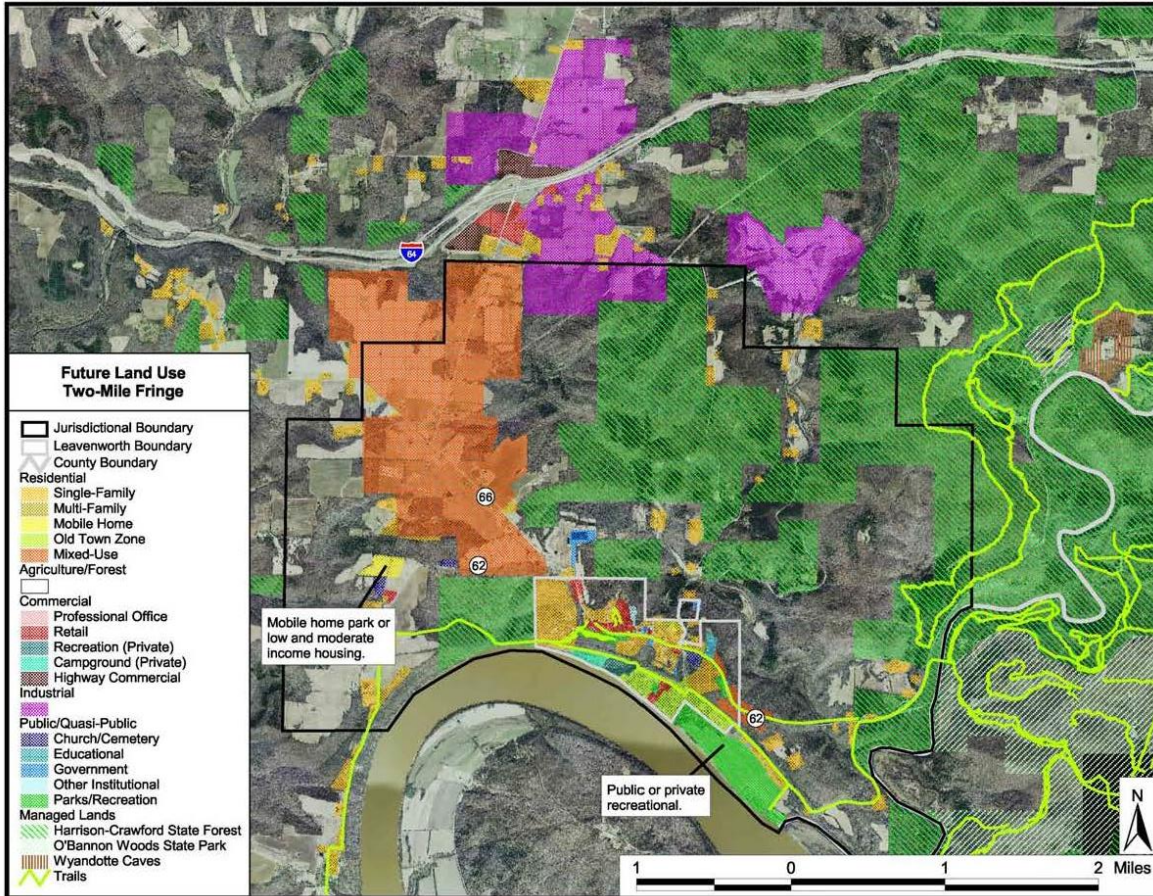


FIGURE 2-1. TOWN OF LEAVENWORTH FUTURE LAND USE MAP

2.2 Daviess County

The Daviess County Comprehensive Plan was adopted in 2009 and updated in 2016. Though neither the original plan nor the update explicitly references the Mid-States Corridor, they do provide future land use recommendations to the 2030 horizon year as shown in the Daviess County Future Land Use Map (see **Figure 2-2**). The City of Washington completed a Comprehensive Plan in 2009. The Washington Comprehensive Plan does not explicitly reference the Mid-States Corridor but does provide land use recommendations related to growth and development along I-69. The Mid-States Corridor Alignments Alternatives B, C, and P (west) impact Daviess County. Alternatives B and C skirt the parks and recreation land designated around Dogwood Lake (Glendale Fish and Wildlife Area) but do not impact it. Alternative C has the potential to impact designated industrial land north of Dogwood Lake. Alternative P (west) does not appear to conflict with the future land use map.

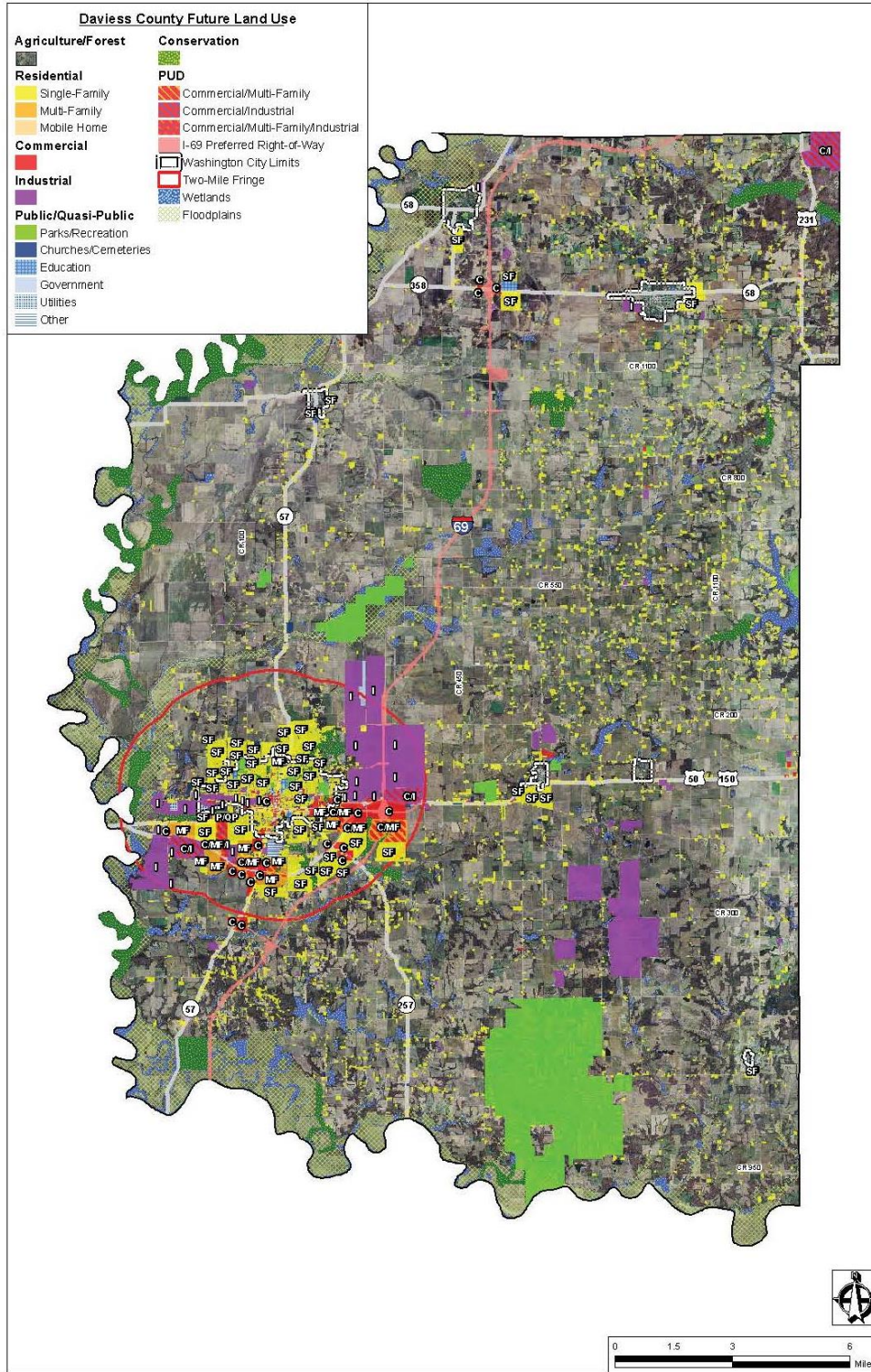


FIGURE 2-2.DAVIESS COUNTY FUTURE LAND USE MAP



2.3 Dubois County

The Dubois County Comprehensive Plan was adopted in 2009. The plan does not reference the Mid-States Corridor but does provide future land use recommendations and a Future Land Use Map with a horizon year of 2030 shown in **Figure 2-3**. The City of Jasper and the City of Huntingburg each have recently completed a Comprehensive Plan. Jasper completed a Comprehensive Plan in 2019 which instructs the city to “Masterplan around the Mid-States Corridor once finalized.” Huntingburg has a draft Comprehensive Plan available at the time of this report with a planned horizon year of 2030. The Huntingburg plan instructs the city that, “Once the route for the Mid-States Corridor is finalized, update the future land use plan to reflect appropriate future growth patterns.”

All Mid-States Corridor Routes impact Dubois County. Alternative C north of IN 56 is consistent with the Dubois County future land use plan. That route is identified as a future planned road. Eastern bypass Alternatives south of IN 56 may impact rural residences, floodplains and wetlands. Western bypass Alternatives south of IN 56 may impact land for designated rural residential development, floodplains and wetlands. Alternative O to the east does not conflict with the future land use map but would impact floodplains and wetlands.

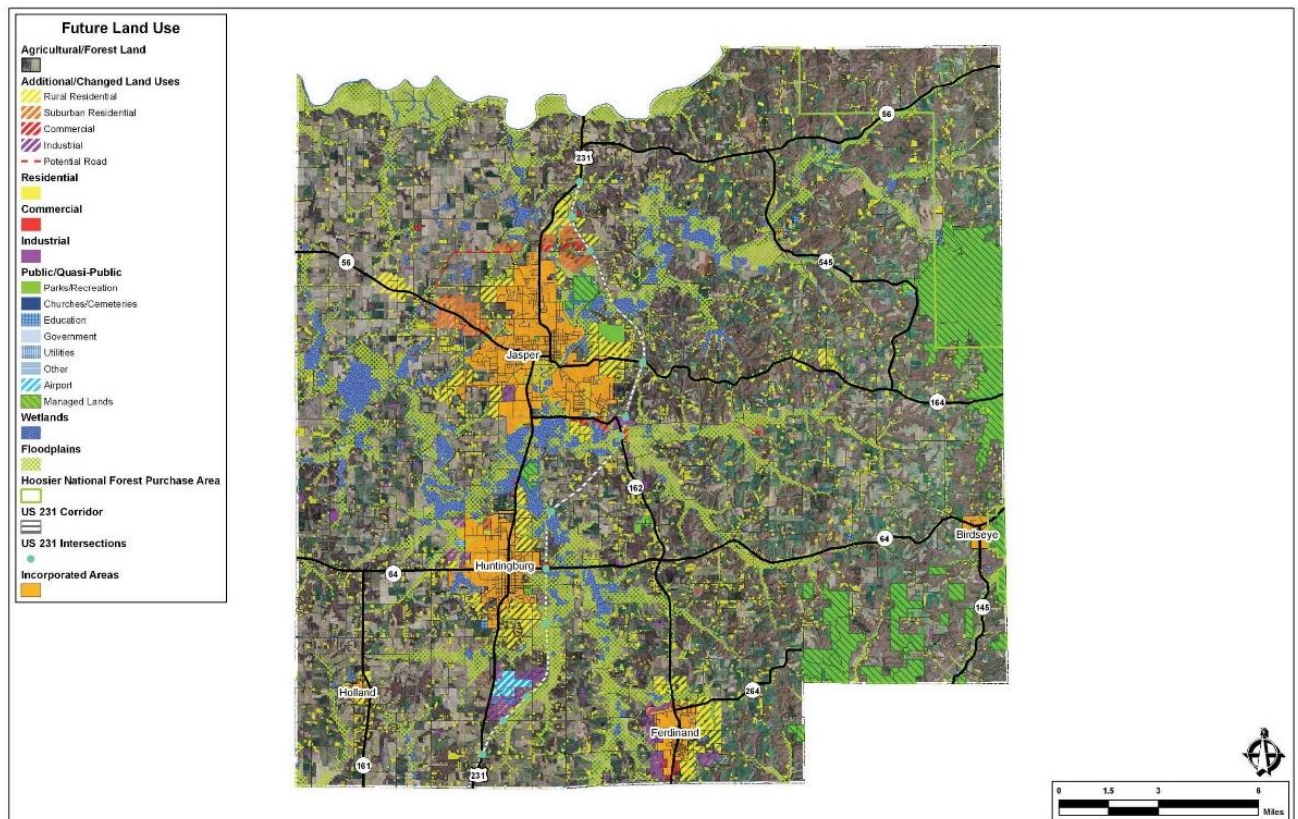


FIGURE 2-3. DUBOIS COUNTY FUTURE LAND USE MAP



2.4 Greene County

The Greene County Comprehensive Plan was adopted in August 2009. The plan does not reference the Mid-States Corridor but does provide future land use recommendations. The 2030 Greene County Future Land Use Map is shown in **Figure 2-4**. The City of Linton completed a Comprehensive Plan in 2006. Linton’s Comprehensive Plan does not explicitly reference the Mid-States Corridor but indicates that development should be encouraged outside the 100-year floodplain. Mid-States Corridor Alignment Alternative P impacts Greene County. Alignment P is consistent with development and growth patterns identified in the Greene County Future Land Use Map.

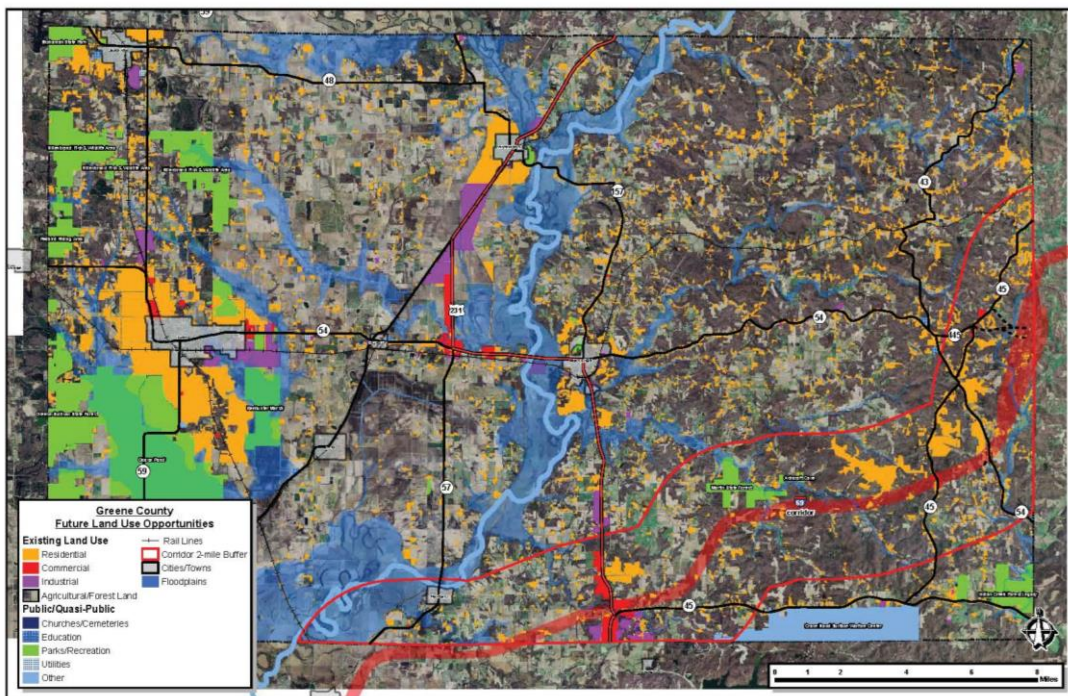


FIGURE 2-4. GREENE COUNTY FUTURE LAND USE MAP

2.5 Lawrence County

Lawrence County does not have land-use planning or zoning in its unincorporated areas. The City of Bedford recently updated its Comprehensive Plan in 2020. It includes the following: “The proposed Mid-States Corridor would provide enhanced economic opportunities to citizens and the underserved populations by providing a way to connect to essential services, such as employment centers, health care, schools, healthy food, and recreation, more safely, reliably, and affordably. Mid-States Corridor highway will bring greater connectivity, job creation, income growth, will improve safety, and provide for business expansion to an area of southern Indiana in need of improved transportation connections. The City of Bedford views the Mid-States Corridor as a means to strengthen and grow businesses statewide and contribute to improved quality of life for residents regionally. The development of the



Mid-States Corridor will provide businesses and industries in the region with the greatest growth potential while helping communities meet their economic, environmental and other essential goals.”

The Mid-States Corridor Alternatives M and O serve Lawrence County. Alternatives M and O are consistent with development and growth patterns identified in the City of Bedford Future Land Use Map shown in **Figure 2-5**. Alternative M has a greater potential to impact designated agriculture and open space since it requires new road construction in Lawrence County.

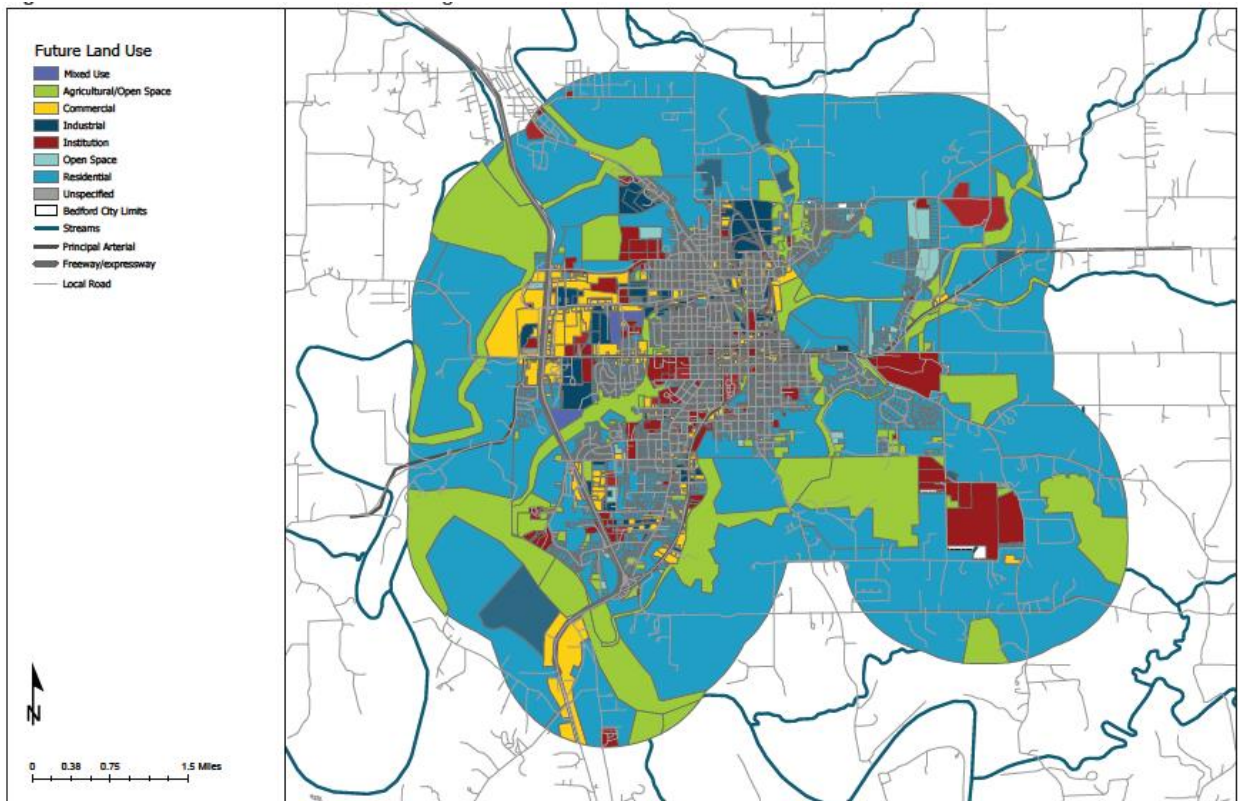


FIGURE 2-5. CITY OF BEDFORD FUTURE LAND USE MAP

2.6 Martin County

The Martin County Comprehensive Plan was adopted in May of 2009. The plan does not reference the Mid-States Corridor but does provide future land use recommendations as shown the Martin County Future Land Use Map (see **Figure 2-6**). In addition, the City of Loogootee and NSA Crane have completed a comprehensive plan and land use study, respectively. Loogootee’s Comprehensive Plan, completed in 2014, does not explicitly reference the Mid-States Corridor but indicate planned residential development to the west and a new roadway bypassing the City to the east. NSA Crane’s Joint Land Use Study, completed in 2016 does not explicitly reference the Mid-States Corridor but indicate Martin, Greene, and Lawrence counties currently lack any type of land use controls, which means that



incompatible land uses could be developed near NSA Crane. The NSA Crane Joint Land Use Study concludes the following:

- Because of the complexity of the Study Area planning environment, the effect a road improvement (*like the Mid-States Corridor*) is likely to have on the future development of land and subsequent demand for the use of the road is unquantifiable.
- New development is projected around the interchange of US Highway 231 and I-69 which would generate an unquantifiable increase in traffic volumes.
- The Southwest Regional Logistics Council’s strategic plan to grow the southwest Indiana logistics sector proposes to improve US Highway 231 to a controlled access freeway which would also increase both highway traffic and capacity through the area.

The Mid-States Corridor Alternatives M and P impact Martin County. Alternative M has the potential to impact land designated for residential infill and conservation in the County Plan. Alternative P (eastern Loogootee bypass) has the potential to impact land designated for residential infill, identified state managed lands and local conservation lands. According to the City of Loogootee Future Land Use Map (see **Figure 2-7**), Alignment P (eastern Loogootee bypass) is consistent with planned future roadways and development. Alignment P (western Loogootee bypass) is consistent with development patterns identified on the Martin County Future Land Use Plan. However, Alignment P impacts planned residential development identified in the City of Loogootee Comprehensive Plan. Both Loogootee bypass options for Alternative P are consistent with the NSA Crane’s Joint Land Use Study. Alternative M could support new development with land uses incompatible with NSA Crane’s mission.

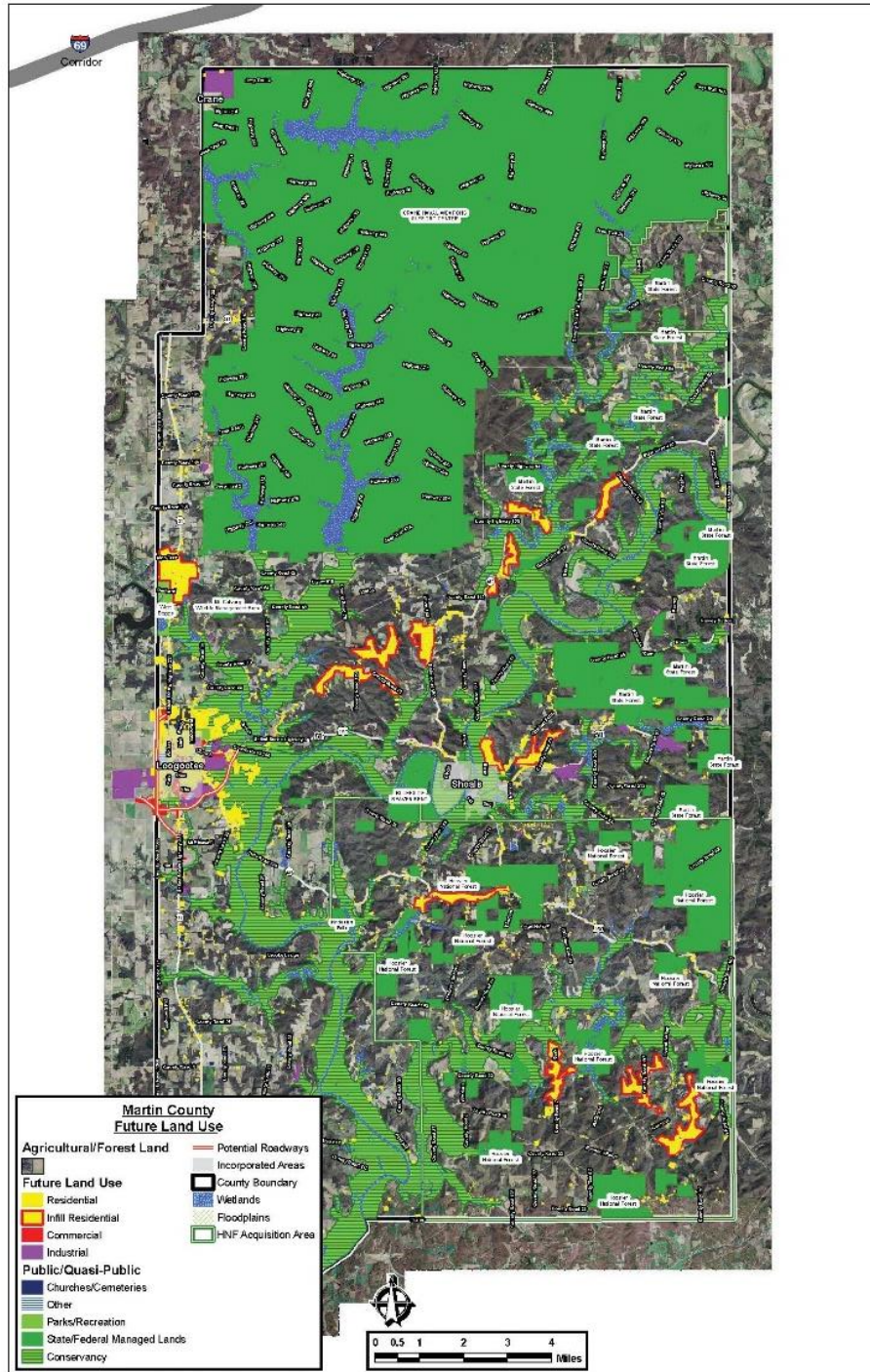


FIGURE 2-6. MARTIN COUNTY FUTURE LAND USE MAP

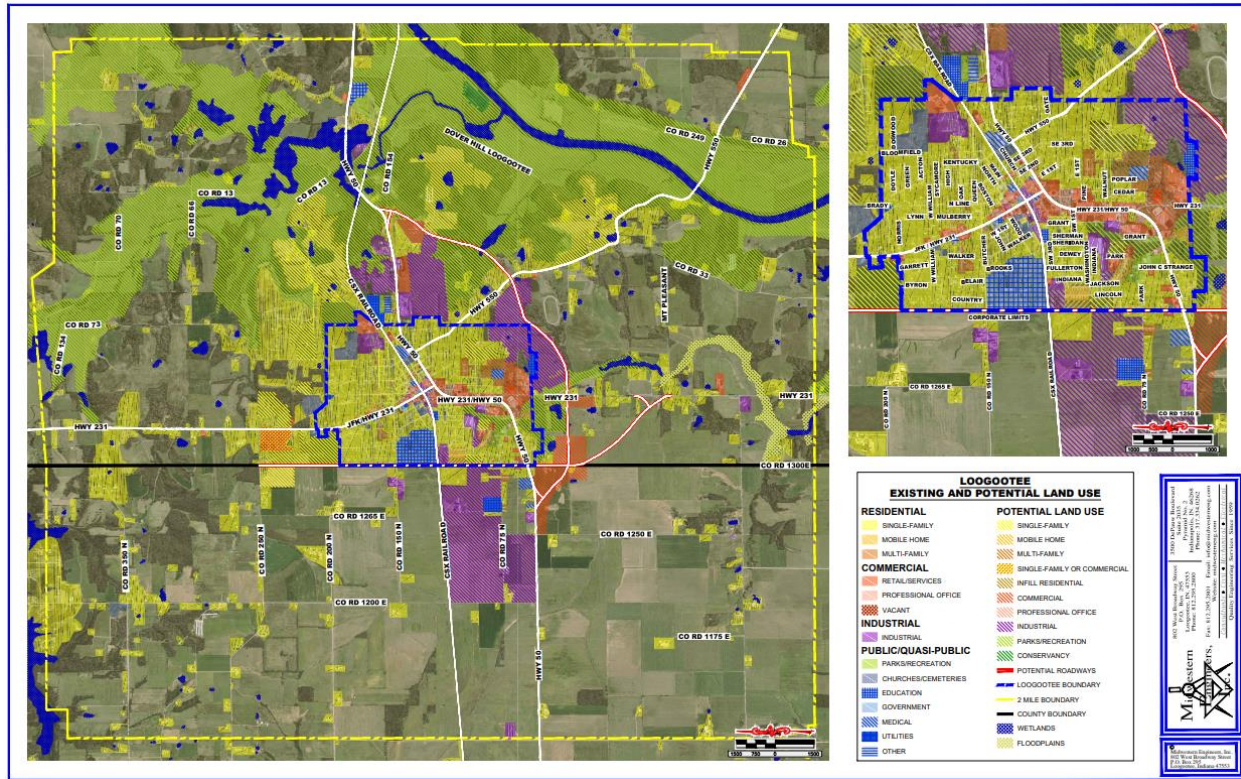


FIGURE 2-7. CITY OF LOGGOTEE FUTURE LAND USE MAP

2.7 Monroe County

The Monroe County Comprehensive Plan was adopted in March 2012. The plan does not reference the Mid-States Corridor but does provide recommended future land use. The City of Bloomington recently adopted a Comprehensive Plan in 2018 with a horizon year of 2033. Bloomington’s Comprehensive Plan is consistent with the growth and development recommendations of the Monroe County Plan. The Monroe County Recommended Land Use Map is shown in **Figure 2-8**. The Mid-States Corridor Alternatives M and O impact Monroe County. Both Alignment M and O may serve land designated for rural residential development. Neither conflicts with the Monroe County Future Land Use Plan.

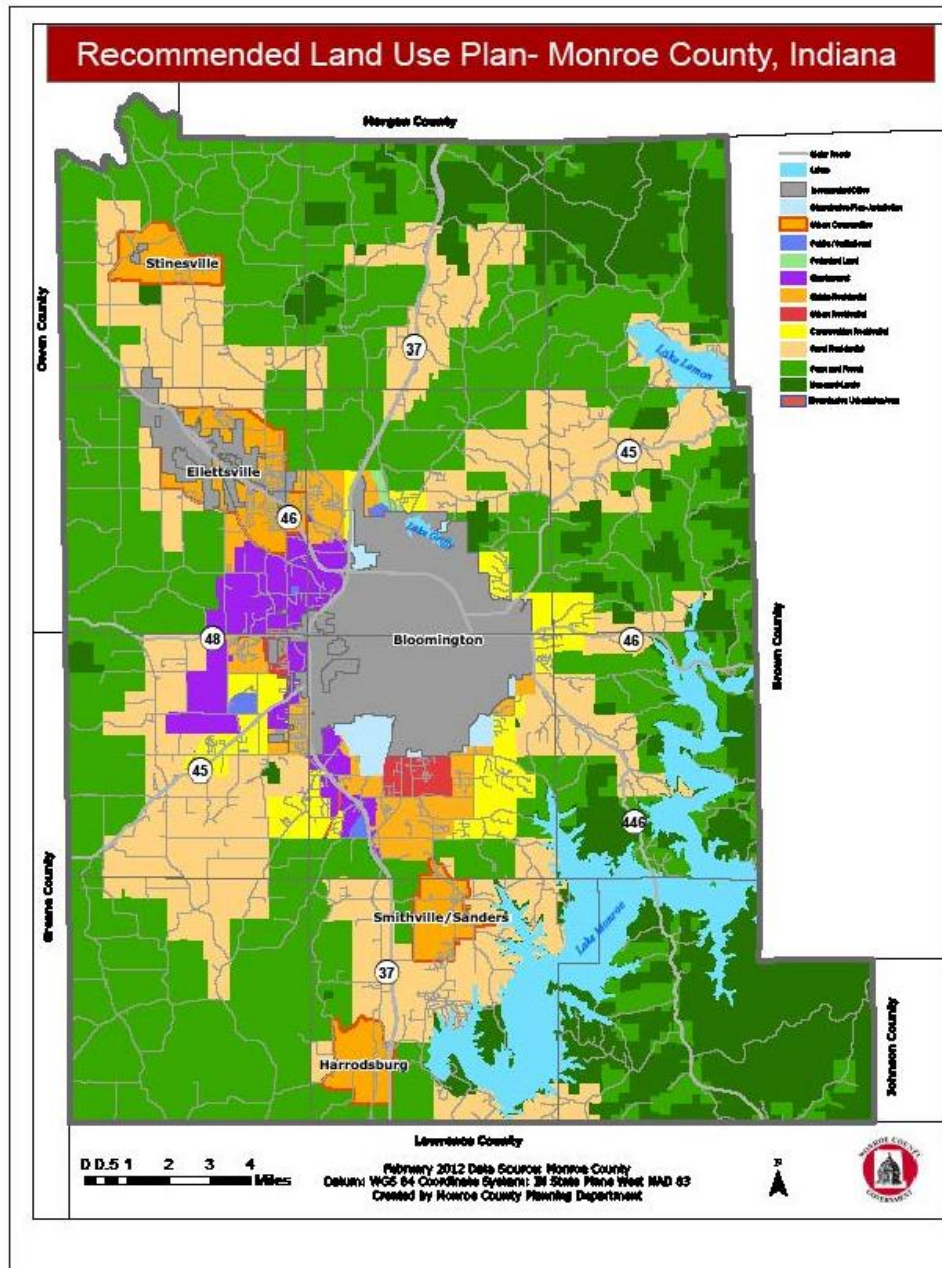


FIGURE 2-8. MONROE COUNTY FUTURE LAND USE MAP

2.8 Orange County

Orange County does not have a Comprehensive Plan. The Town of French Lick adopted a Comprehensive Plan in 2003 which provides a framework for land use controls. The main objectives of the French Lick Comprehensive Plan are to encourage land uses that supports the growing tourism industry in Orange



County and Spring Valley, allow for complimentary land uses to increase economic diversification, and encourage proper and orderly development. New commercial development is expected to occur in the northern area of French Lick along State Highway 56. The Mid-States Corridor Alternative O impacts Orange County. Towns of French Lick and West Baden Springs would be directly impacted by Alternative O. The alternative does not appear to be inconsistent with local land use regulations.

2.9 Perry County

The Perry County Comprehensive Plan was adopted in June 2015. Though the plan does not explicitly reference the Mid-States Corridor, it does provide future land use recommendations. The Future Land Use Map of Perry County is shown in **Figure 2-9**. The Towns of Troy and Tell City have Comprehensive Plans adopted in 2006 and 2015, respectively. No routes directly impact Perry County, but the county plan explicitly states that agricultural land “is a major part of Perry County and should be protected into the future”. Growth from the Mid-States Corridor project could impact agricultural land within Perry County.

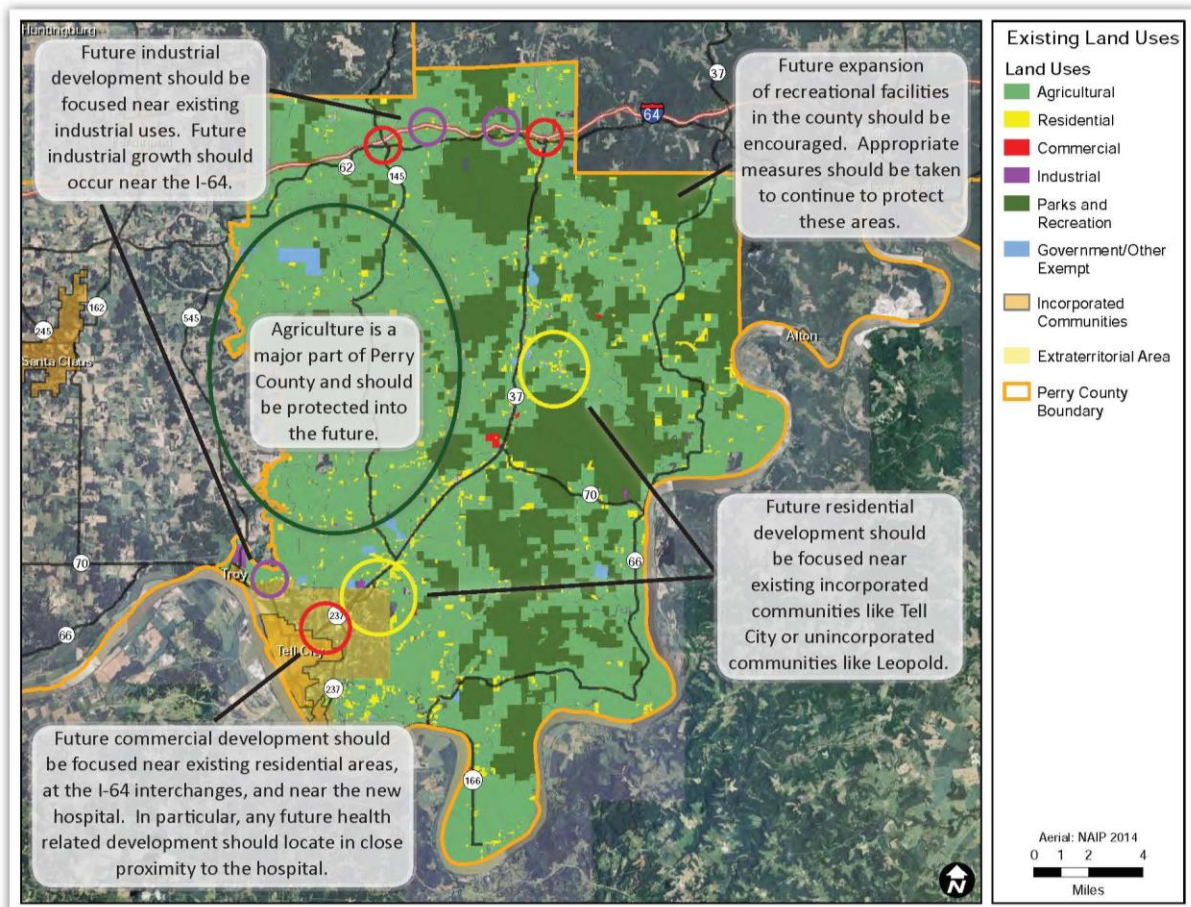


FIGURE 2-9. PERRY COUNTY FUTURE LAND USE MAP



2.10 Pike County

The Pike County Comprehensive Plan was adopted in April 2009. Though the plan does not explicitly reference the Mid-States corridor, it does provide future land use recommendations. The 2030 Pike County Future Land Use Map is shown in **Figure 2-10**. The Mid-States Corridor Alternative B impacts a small portion of Pike County land designated for residential development along US 356 near the Dubois County boundary. Growth and development in Pike County are planned to be oriented in and around Petersburg, along the I-69 corridor far from Alternative B.

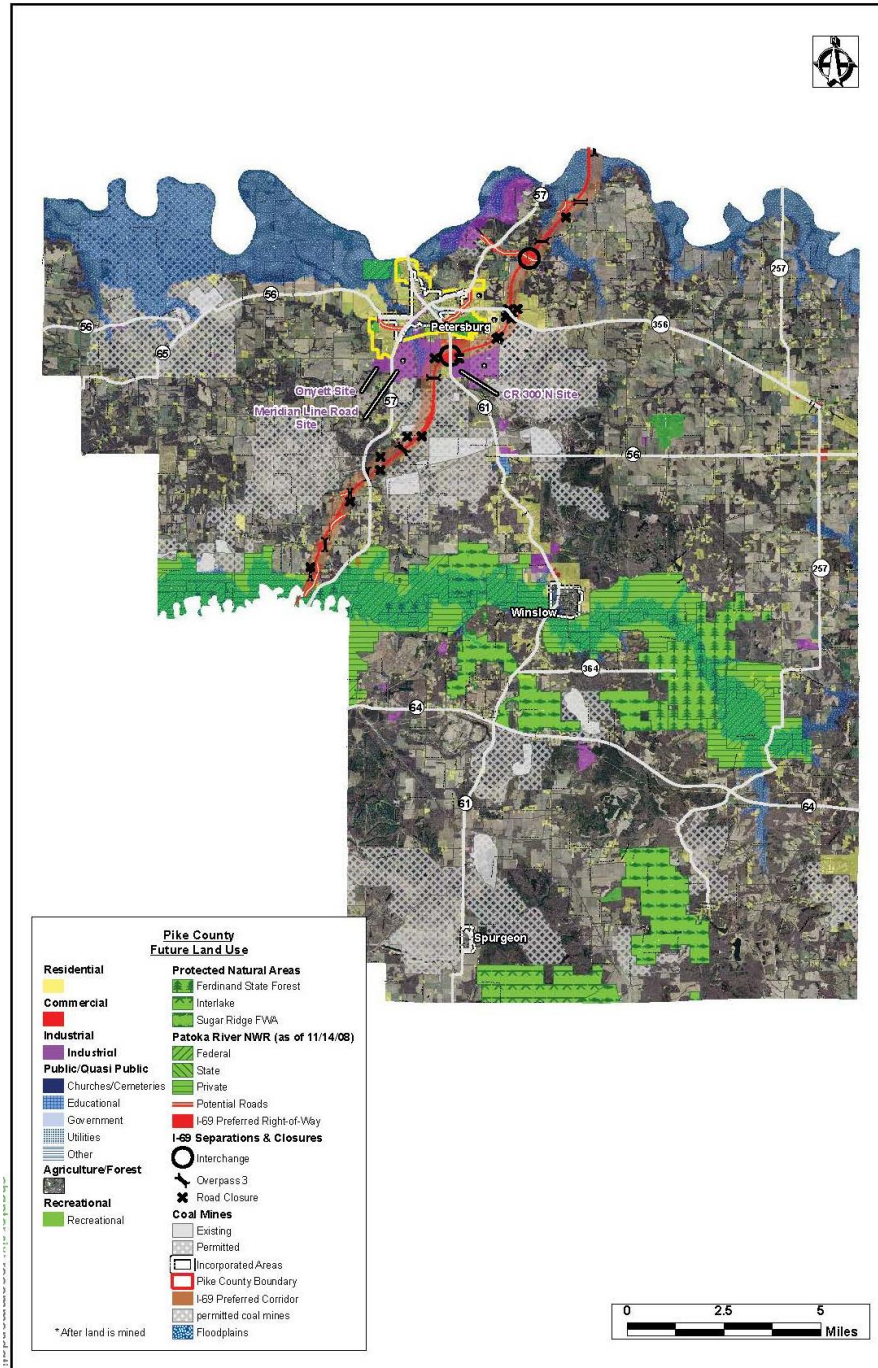


FIGURE 2-10. PIKE COUNTY FUTURE LAND USE MAP



2.11 Spencer County

The Spencer County Comprehensive Plan was adopted in September 1996. While the Comprehensive Plan does not mention the Mid-States Corridor, the plan does provide guidance for future land use. The Spencer County Future Land Use Map is depicted in **Figure 2-11**. All Mid-States Corridor Alternatives impact Spencer County, and are consistent with the recommendations of the comprehensive plan. As mentioned in the plan, “This portion of Spencer County enjoys excellent access to Interstate 64 and is traversed by over six state and federal highways. The proposed land uses are supported by an abundance of property accessible to roadways and land generally suitable for development.”

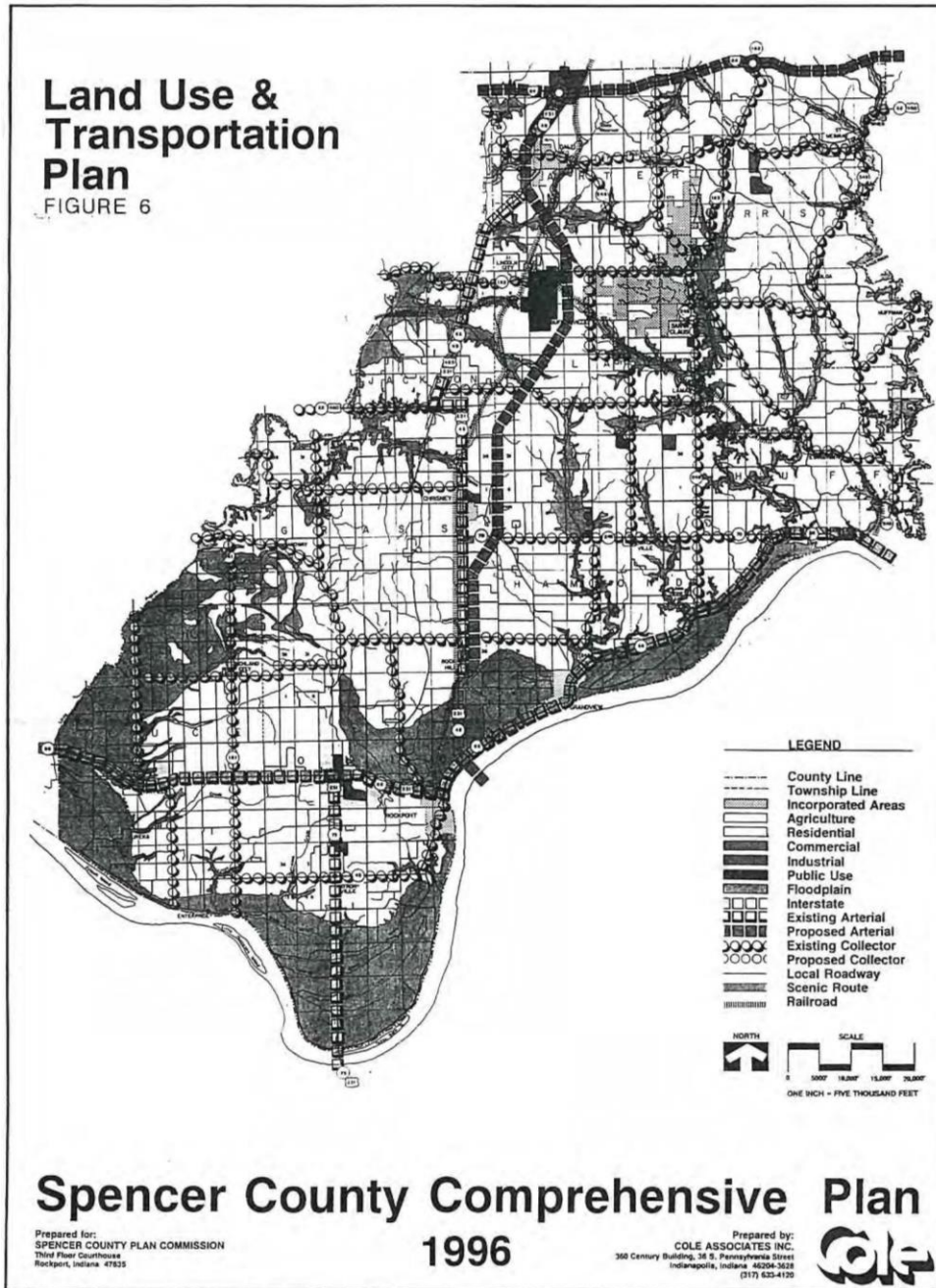


FIGURE 2-11. SPENCER COUNTY FUTURE LAND USE MAP

2.12 Warrick County

Warrick County does not have a countywide Comprehensive Plan. The County does have a Land Use and Development Thoroughfare Plan adopted in 1991 and a Comprehensive Plan for Elberfeld/Greer and



Campbell Townships adopted in 2009 (see **Figure 2-12**). While neither plan explicitly mentions the Mid-States Corridor, they do provide some guidance for future land use. None of the Midstate Corridor alignments directly impact Warrick County. Growth and development in Warrick County are concentrated along the south and western portions of the county, far removed from Mid-States Corridor alternatives.

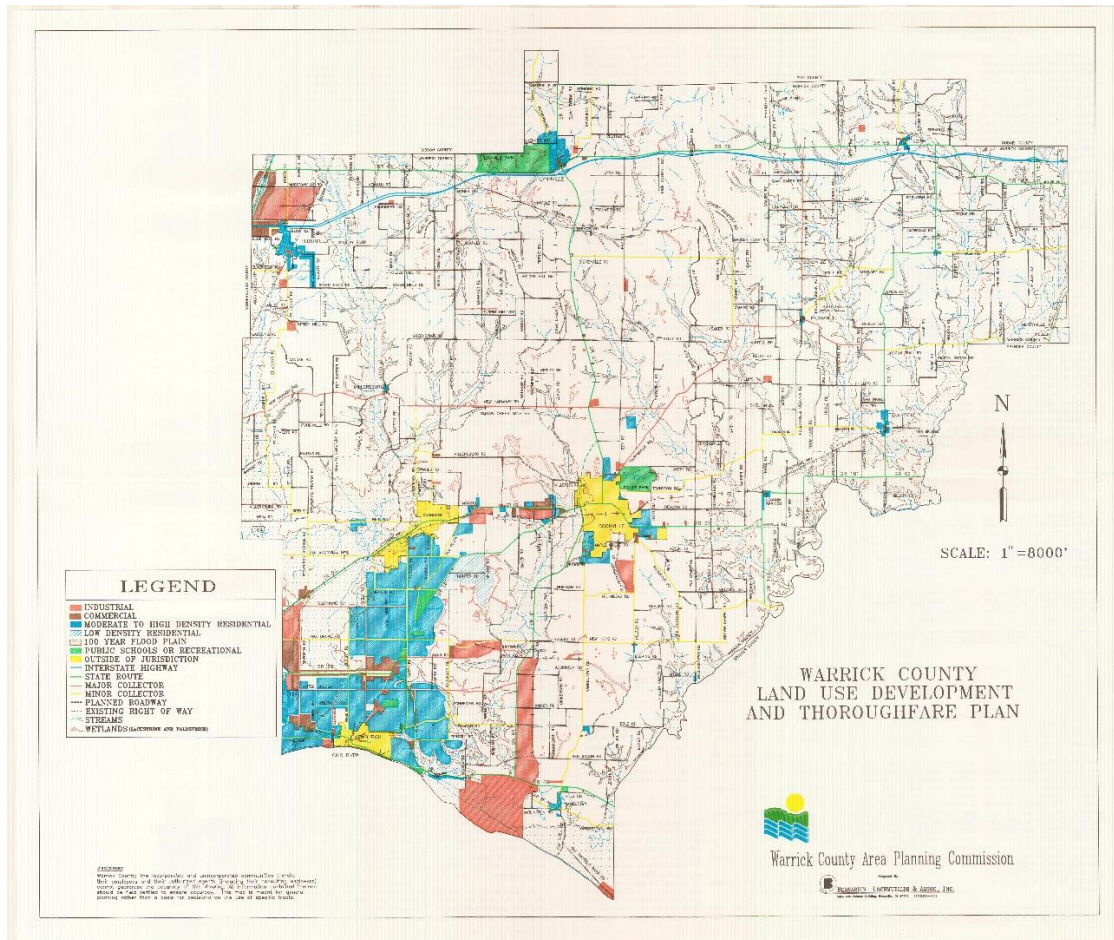


FIGURE 2-12. WARRICK COUNTY LAND USE AND DEVELOPMENT THOROUGHFARE PLAN MAP

3. Conclusion

The alternatives identified for the Mid-States Corridor expected to have direct and indirect impacts on the Study Area counties. The counties in the study area have varying degrees of land use controls ranging from none to comprehensive. Eight of the twelve counties have comprehensive plans, while the remaining four have some level of municipal land use controls. A land use plan review of the study area was conducted using the available plans and documents. The review concluded the following:



- All alternatives identified are consistent with land use plans in Crawford, Greene, Orange, Spencer, and Warrick Counties.
- Alternative B is generally consistent with the future land use in Daviess and Pike Counties. It has a very slight potential to impact land designated for residential development in Pike County along US 356 near the Dubois County boundary. Alternative B has the potential to impact land designated for rural residential development in Dubois County, and also impacts floodplains and wetlands.
- Alternative C is consistent with Dubois County plans north of IN 56. South of IN 56 it impacts a number of rural residences as well as floodplains and wetlands. Alternative C in Daviess County impacts land designated for industrial use north of Dogwood Lake. It could provide improved access to this area to support development.
- Alternative M has the potential to impact agriculture land and conservation land in Martin and Lawrence counties as well as residential land in Monroe County. Alternative M also could encourage development of incompatible land uses near NSA Crane.
- Alternative O does not conflict with the Comprehensive Plan of Dubois County or the Comprehensive Plan for the City of Bedford in Lawrence County. Alignment O has the potential to support tourism in the communities of French Lick and West Baden Spring.
- Alternative P is consistent with a previously identified US 231 Huntingburg-Jasper bypass documented in the region's 25-year long range transportation plan. North of Dubois County, Alternative P may have either an east or west bypass around the City of Loogootee. The western bypass is consistent with land use plans in Daviess and Martin County, but impacts planned residential development identified in the City of Loogootee Comprehensive Plan. The eastern bypass is consistent with planned future roadways and development in the City of Loogootee Comprehensive Plan. The eastern bypass may negatively impact land designated for residential infill in Martin County's Comprehensive Plan. It also has the potential to impact identified state managed lands and local conservation lands.
- Though no routes directly impact Perry County, induced development pressure from the construction of the Mid-States Corridor could result in impacts to agriculture land near I-64 identified for preservation.



4. Appendices

APPENDIX A: LAND USE PLAN SOURCES

Future Land Use and Development Planning					
County	Municipality	Plan	Year Adopted	Horizon Year	Source
Crawford	County	N/A	---		---
	Town of Leavenworth	Comprehensive Plan	2007		https://www.ind15rpc.org/wp-content/themes/region15/codes/leavenworth/Leavenworth-Title10-2.pdf
	Town of English	Comprehensive Plan	1997		https://www.ind15rpc.org/wp-content/themes/region15/codes/english/English-Title10.pdf
Davies	County	Comprehensive Plan	2009	2030	http://www.dcedc.net/wp-content/uploads/2019/07/A_Davies-County-Comprehensive-Plan_2009.pdf
	County	Comprehensive Plan Update	2016	---	https://www.davies.org/egov/documents/1458224209_11546.pdf
	Washington	Comprehensive Plan	2009	2030	https://www.washingtonin.us/egov/documents/1539343671_02094.pdf
Dubois	County	Comprehensive Plan	2009		Not available electronically
	City of Huntingburg	Comprehensive Plan	2020	2030	https://www.huntingburg-in.gov/egov/documents/1583182674_89539.pdf
	Town of Ferdinand	Comprehensive Plan	2008	2018	https://www.ferdinandindiana.org/department/division.php?structureid=55
	City of Jasper	Comprehensive Plan	2019		https://www.dropbox.com/sh/vm4yr0mk2ld5pf0/AADOfCZysVwRSPoAFKULl0oSa?dl=0&preview=IMPACT+Jasper_Comp+Plan.pdf
Greene	County	Comprehensive Plan	2009		Not available electronically
	City of Linton	Comprehensive Plan	2006		http://ilus.lochgroup.com/downloads/plans/Linton_ComprehensivePlan.pdf
Lawrence	County	N/A	2009		---
	City of Bedford	Comprehensive Plan	2020		https://www.dropbox.com/s/ffvwdeixuikzm3/BetterBedfordCompPlan.pdf?dl=0
Martin	County	Comprehensive Plan	2009		https://martinalliance.org/wp-content/uploads/2018/11/Martin-County-Comprehensive-Plan-2009.pdf
	City of Loogootee	Comprehensive Plan	2014		https://martinalliance.org/wp-content/uploads/2018/11/City-of-Loogootee-Comprehensive-Plan-Update-2014.pdf
	Town of Crane	Joint Land Use Study	2016		https://irp-cdn.multiscreensite.com/98cb618e/files/uploaded/nsa_crane_ilus_pub_draft_background_report.pdf
	Town of Shoals	Comprehensive Plan	2016		https://shoalsplan.weebly.com/downloads.html?fbclid=IwAR3BUo6vvgG2i8Xodc0rY7VoXVckibMIEF7r0HC2BFUzI6h3vivXfaDc
Monroe	County	Comprehensive Plan	2012		https://www.co.monroe.in.us/egov/documents/1531421020_072.pdf
	City of Bloomington	Comprehensive Plan	2018		https://bloomington.in.gov/sites/default/files/2018-04/Final%20Council%20Amended%20CMP%20%20Web%202.pdf
	Town of Ellettsville	Comprehensive Plan	2007		http://www.ellettsville.in.us/Ellettsville%20Comprehensive%20Plan.pdf
Orange	County	N/A	---		---
	French Lick	Land Use Regulations	2004		https://www.ind15rpc.org/wp-content/themes/region15/codes/frenchlick/FrenchLick-Title10.pdf
	Town of Orleans	Comprehensive Plan	2015		https://www.ind15rpc.org/wp-content/themes/region15/codes/orleans/Orleans-Title12-2.pdf
	Paoli	Comprehensive Plan	2015		https://planningpaoli.files.wordpress.com/2014/04/adopted_paoli_comprehensive_plan.pdf
	West Baden Springs	Comprehensive Plan	1993		https://www.ind15rpc.org/wp-content/themes/region15/codes/westbaden/WestBaden-Title12.pdf
Perry	County	Comprehensive Plan	2015		http://www.perrycounty.in.gov/wp-content/uploads/perry_county_comprehensive_plan_2015.pdf
	Tell City	Comprehensive Plan	2015		http://www.perrycounty.in.gov/wp-content/uploads/perry_county_comprehensive_plan_2015.pdf
	Town of Troy	Comprehensive Plan	2006		https://www.ind15rpc.org/wp-content/themes/region15/codes/troy/Troy-Title10-2.pdf
Pike	Special Area Plan	Interchange Area Comprehensive Plan	2018		https://indianamesite.com/images/uploads/Pike_Co_Interchange_Area_Master_Plan_2018-02-12_reduced.pdf
	County	Comprehensive Plan	2007		Not available electronically
	Town of Winslow	Land Use Planning and Zoning	1995		https://www.ind15rpc.org/wp-content/themes/region15/codes/winslow/Winslow-Title10.pdf
	City of Petersburg	Comprehensive Plan	2007		https://www.ind15rpc.org/wp-content/themes/region15/codes/petersburg/Petersburg-Title15.pdf
Spencer	County	Comprehensive Plan	1996		Not available electronically
	Town of Santa Claus	Comprehensive Plan	1995		http://townofsantaclaus.com/santawordpress/images/PDF/Municipal%20Codes/1995_Snell_Comp_Plan.pdf
	City of Rockport	Comprehensive Plan	2014		https://rockportcomprehensiveplan2014.wordpress.com/?fbclid=IwAR0s0imktwMjxsQ2WnhcPpRTmIn7n_15aZssNEkuc533zNjVWYQmmBoXqfk
	Town of Grandview	Land Use Planning and Zoning	1997		https://www.ind15rpc.org/wp-content/themes/region15/codes/grandview/Grandview-Title10.pdf
	Town of Chrisney	Land Use Planning and Zoning	1999		https://www.ind15rpc.org/wp-content/themes/region15/codes/chrisney/Chrisney-Title12.pdf
Warrick	County	Area Plan	2009		http://warrickcounty.gov/files/Comprehensive%20Plan%20and%20Maps/Comp%20Plan%20Elberfeld%20Greer%20%20Campbell%20Wps/Chapters%201-2.pdf
	City of Booneville	Comprehensive Plan	2016		http://cms4.revize.com/revize/boonville/comp%20plan.pdf
	Town of Chandler	Comprehensive Plan	2013		http://www.townofchandler.org/wp-content/uploads/2014/06/Chandler-Comprehensive-Plan_reduced.pdf
	Town of Newburgh	Comprehensive Plan	2001		https://7fed969a-701f-4dd7-9e63-cf4d660f755c.filesusr.com/ugd/4f69a4_d5c946cf6fa54abc880a4aba40daae26.pdf

APPENDIX B: FUTURE LAND USE MAPS

Figure 2-1. Town of Leavenworth Future Land Use Map

Figure 6.6: Two-Mile Fringe Future Land Use

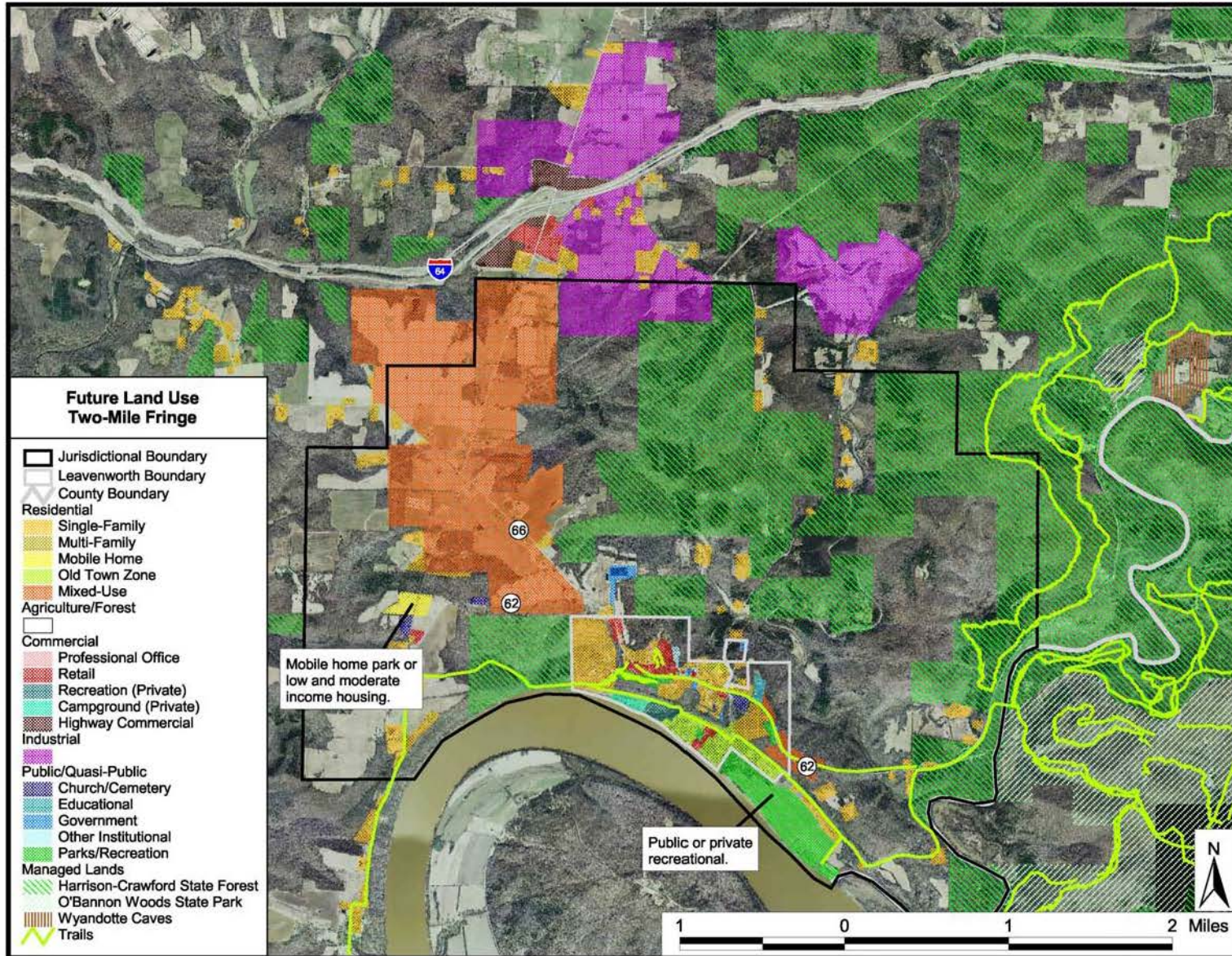


Figure 2-2. Daviess County Future Land Use Map

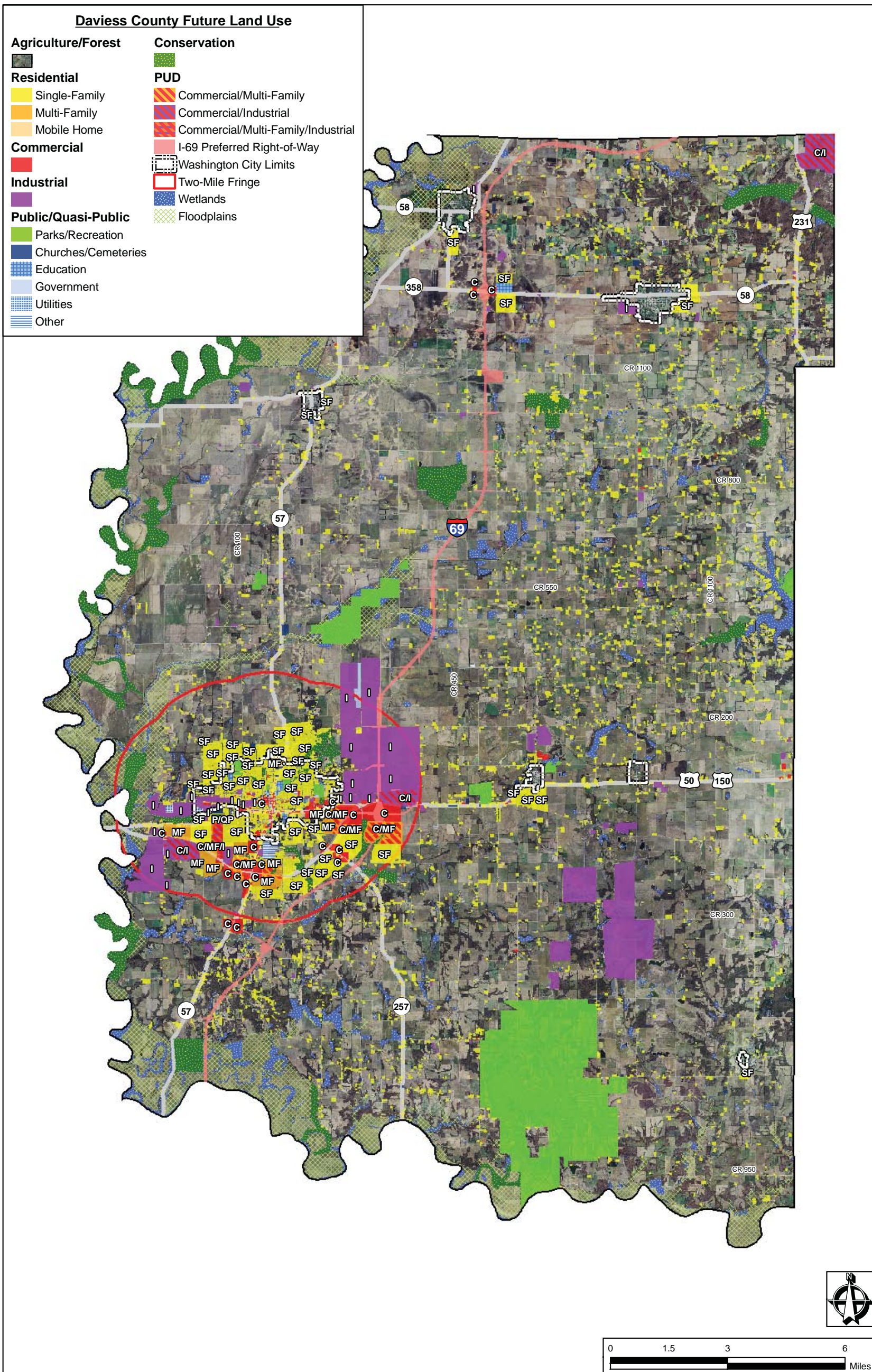


Figure 2-3. Dubois County Future Land Use Map

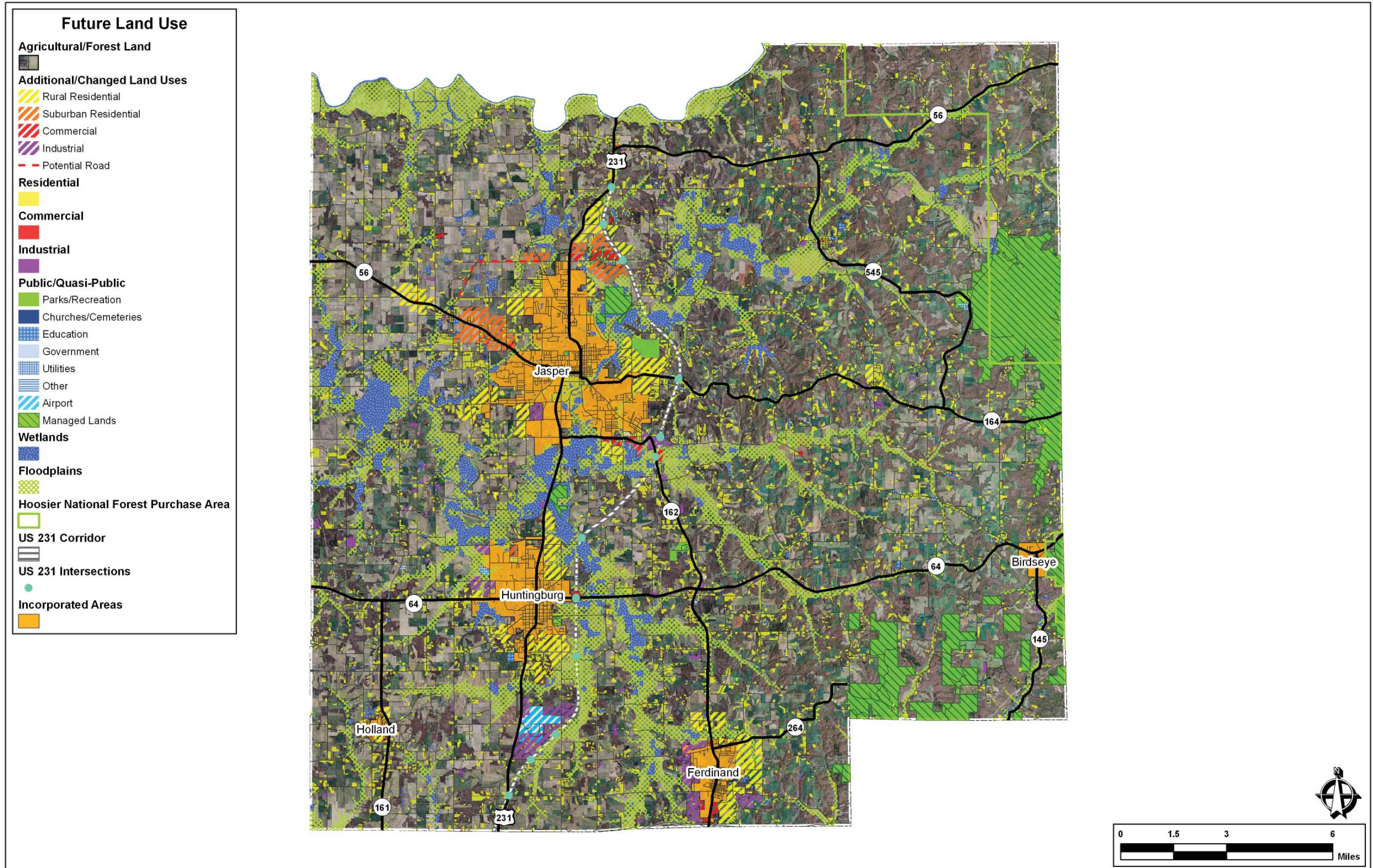


Figure 2-4. Green County Future Land Use Map

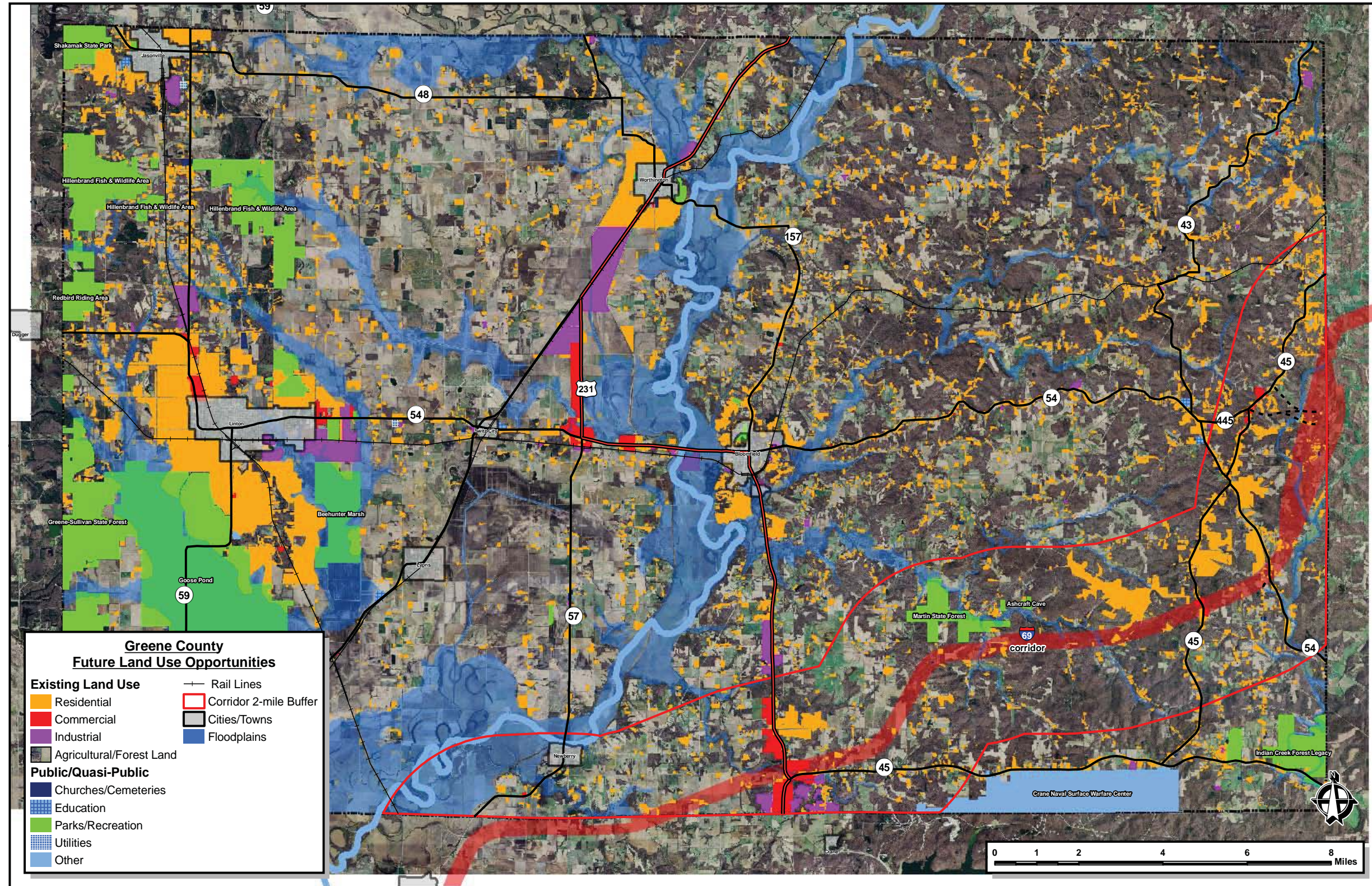


Figure 2-5. City of Bedford Future Land Use Map

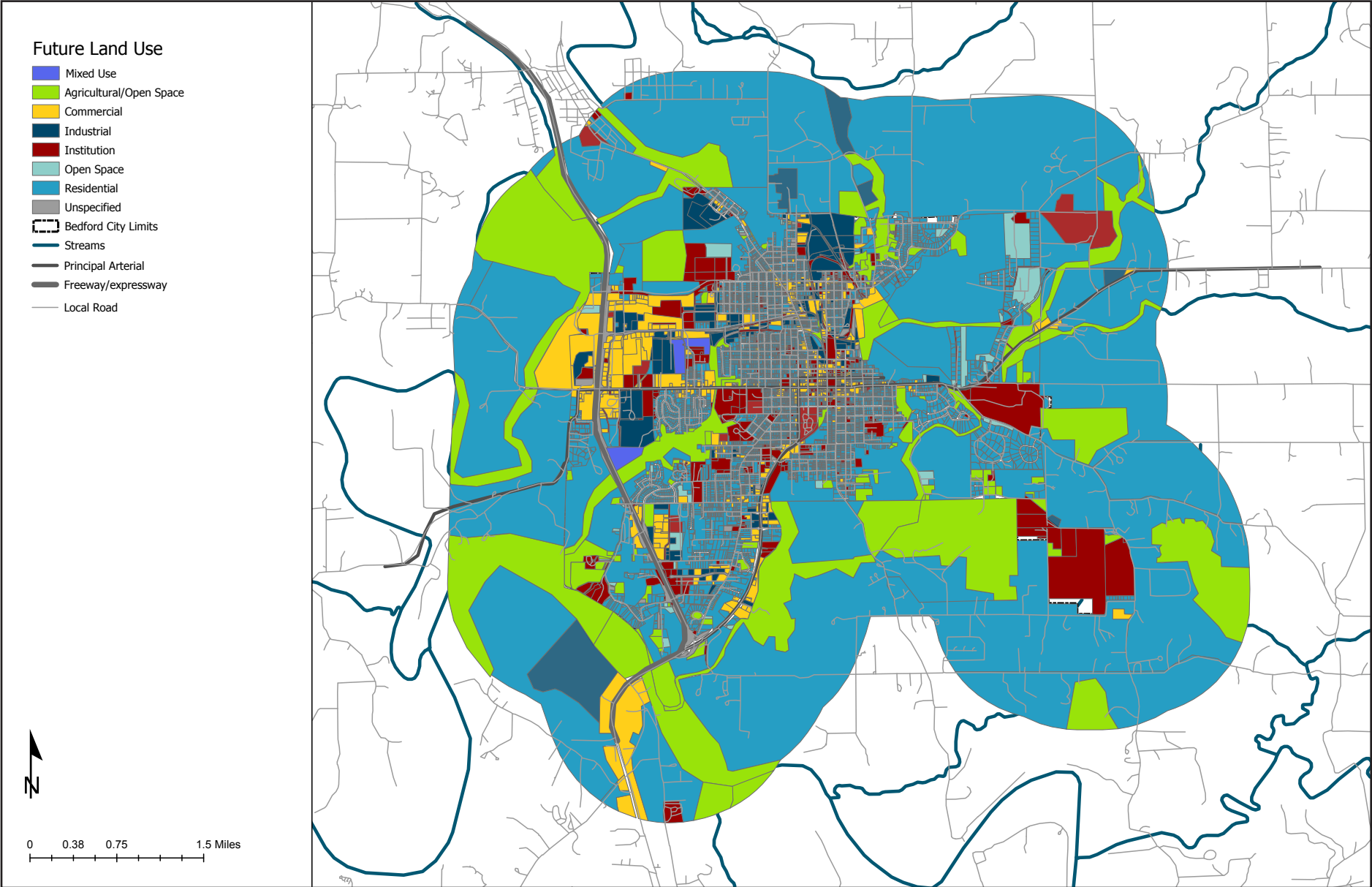


Figure 2-6. Martin County Future Land Use Map

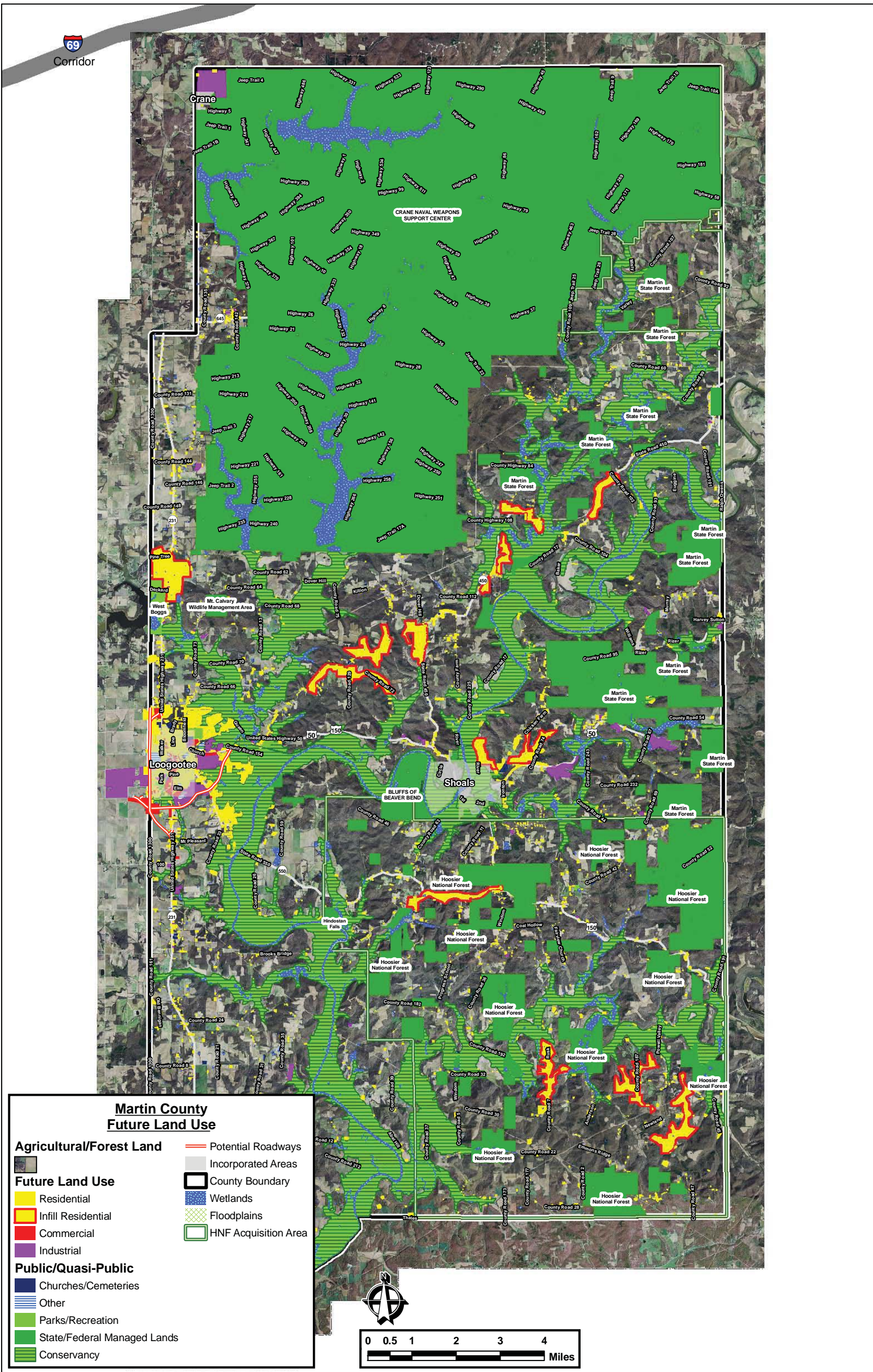


Figure 2-8. Monroe County Future Land Use Map

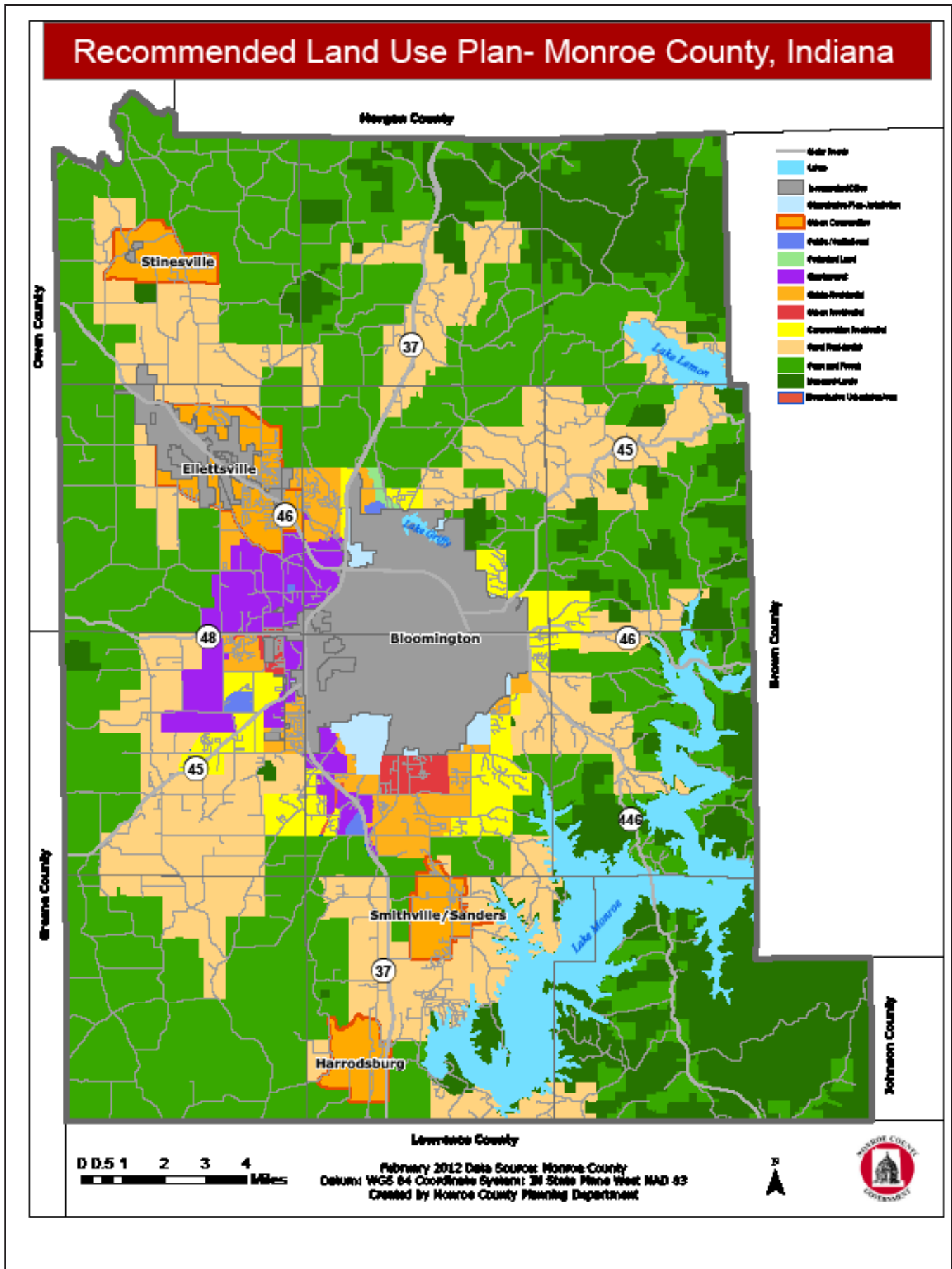


Figure 2-9. Perry County Future Land Use Map

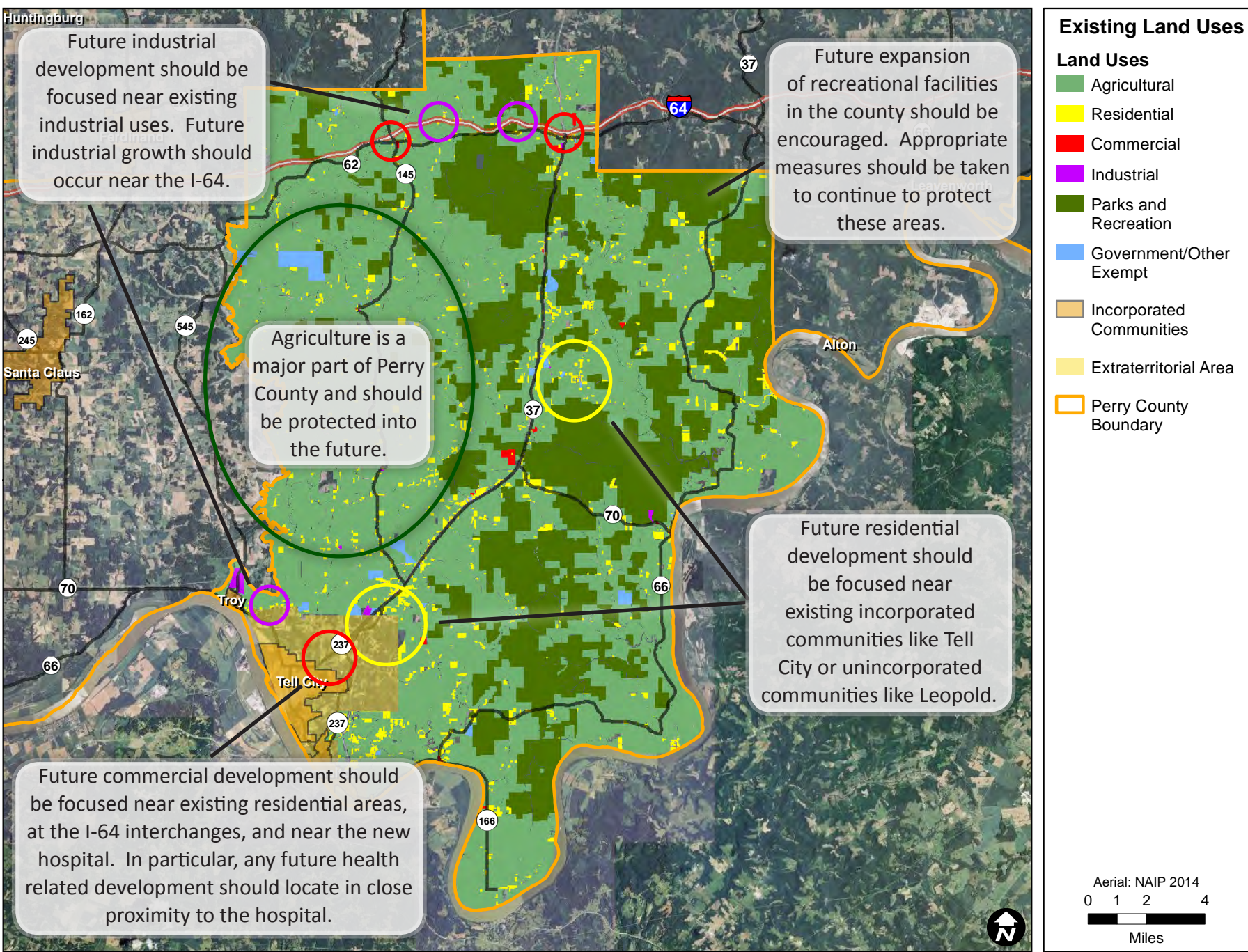
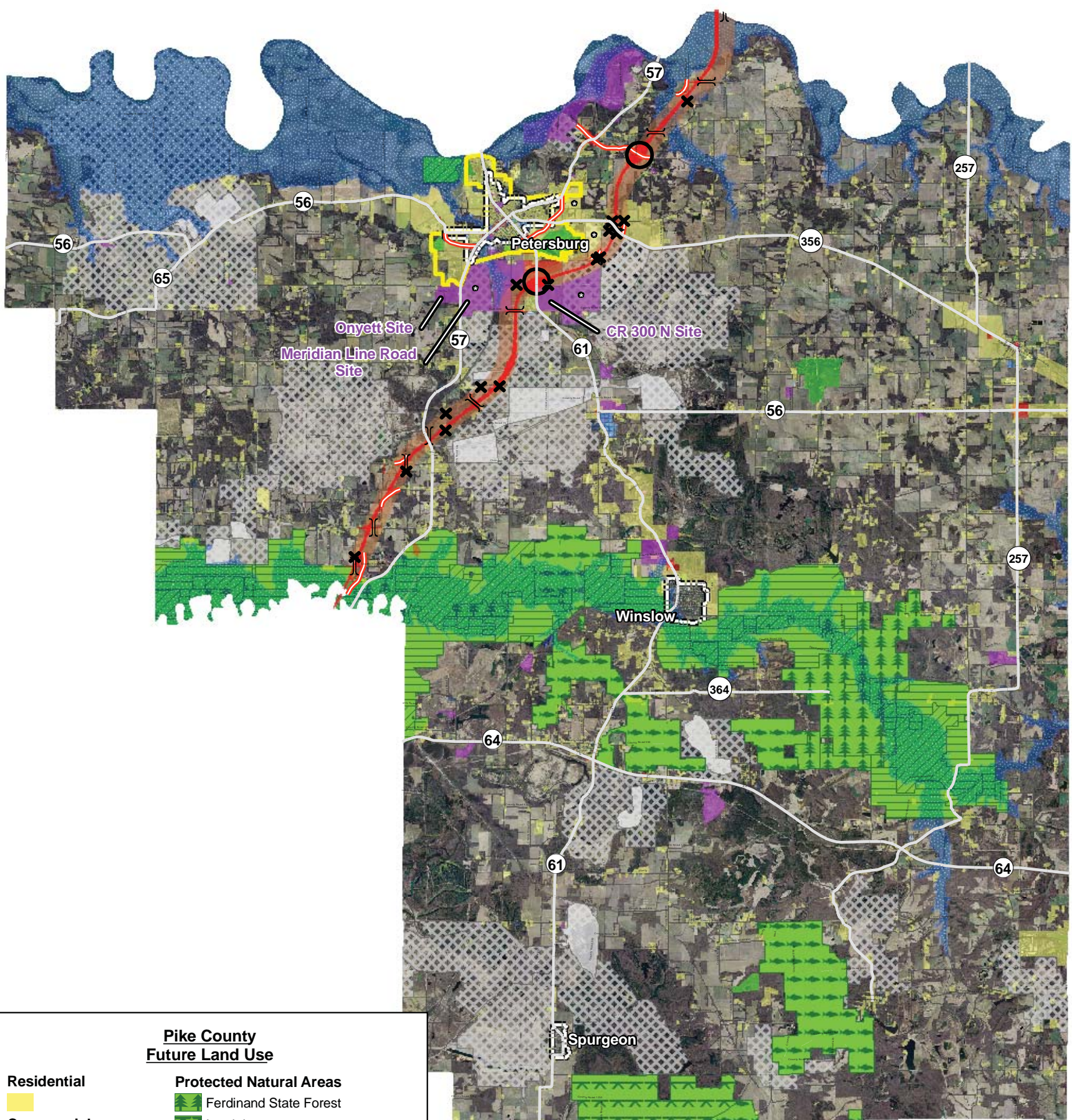


Figure 2-10. Pike County Future Land Use Map



**Pike County
Future Land Use**

- | | |
|----------------------------|--|
| Residential | Protected Natural Areas |
| Residential | Ferdinand State Forest |
| Commercial | Interlake |
| Commercial | Sugar Ridge FWA |
| Industrial | Patoka River NWR (as of 11/14/08) |
| Industrial | Federal |
| Public/Quasi Public | State |
| Churches/Cemeteries | Private |
| Educational | Potential Roads |
| Government | I-69 Preferred Right-of-Way |
| Utilities | Interchange |
| Other | Overpass 3 |
| Agriculture/Forest | Road Closure |
| Agriculture/Forest | Coal Mines |
| Recreational | Existing |
| Recreational | Permitted |
| | Incorporated Areas |
| | Pike County Boundary |
| | I-69 Preferred Corridor |
| | permitted coal mines |
| | Floodplains |

* After land is mined

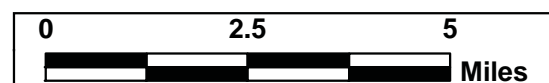
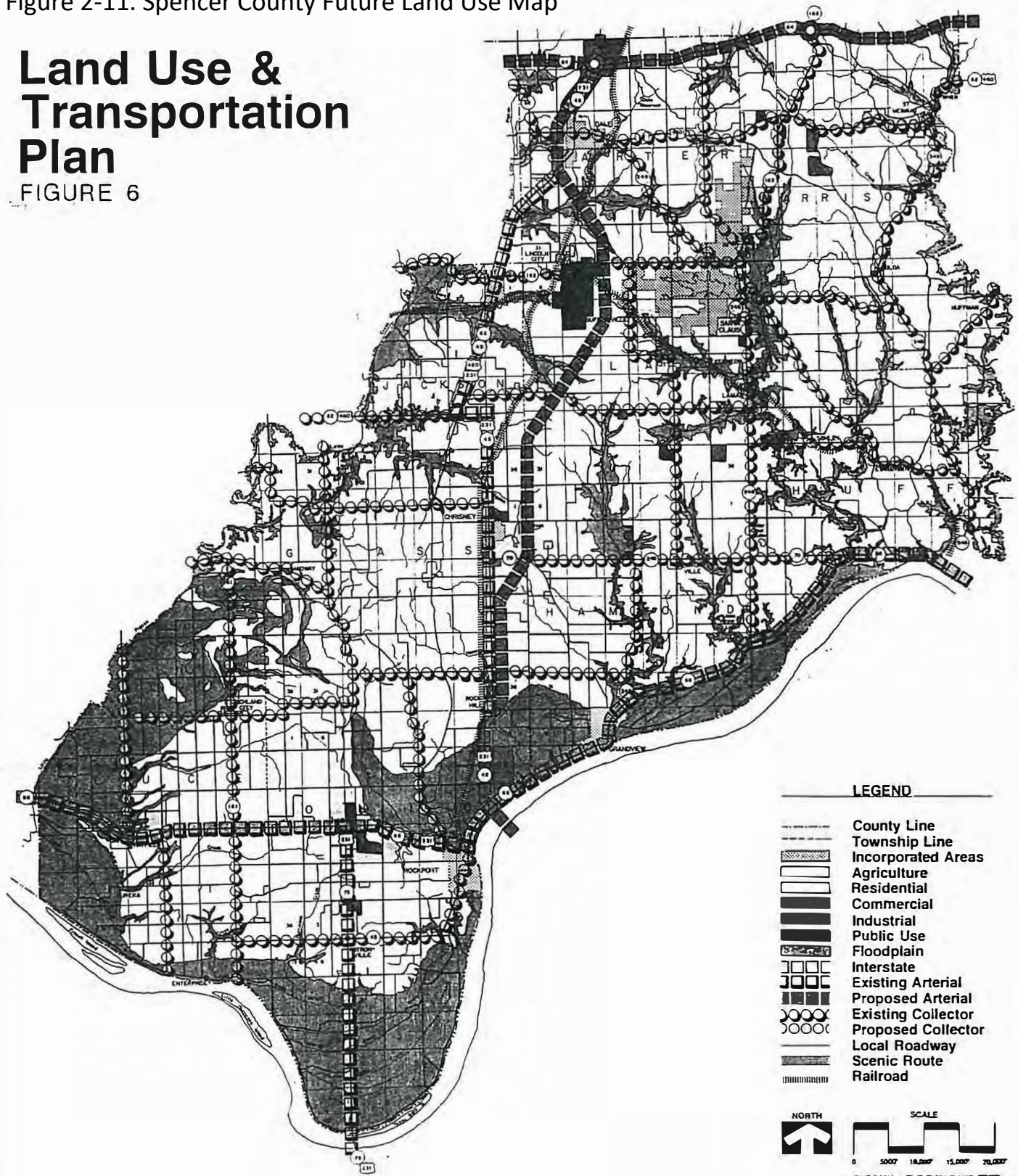


Figure 2-11. Spencer County Future Land Use Map

Land Use & Transportation Plan

FIGURE 6



LEGEND

- County Line
- Township Line
- Incorporated Areas
- Agriculture
- Residential
- Commercial
- Industrial
- Public Use
- Floodplain
- Interstate
- Existing Arterial
- Proposed Arterial
- Existing Collector
- Proposed Collector
- Local Roadway
- Scenic Route
- Railroad

NORTH

SCALE

 ONE INCH = FIVE THOUSAND FEET

Spencer County Comprehensive Plan

Prepared for:
SPENCER COUNTY PLAN COMMISSION
 Third Floor Courthouse
 Rockport, Indiana 47835

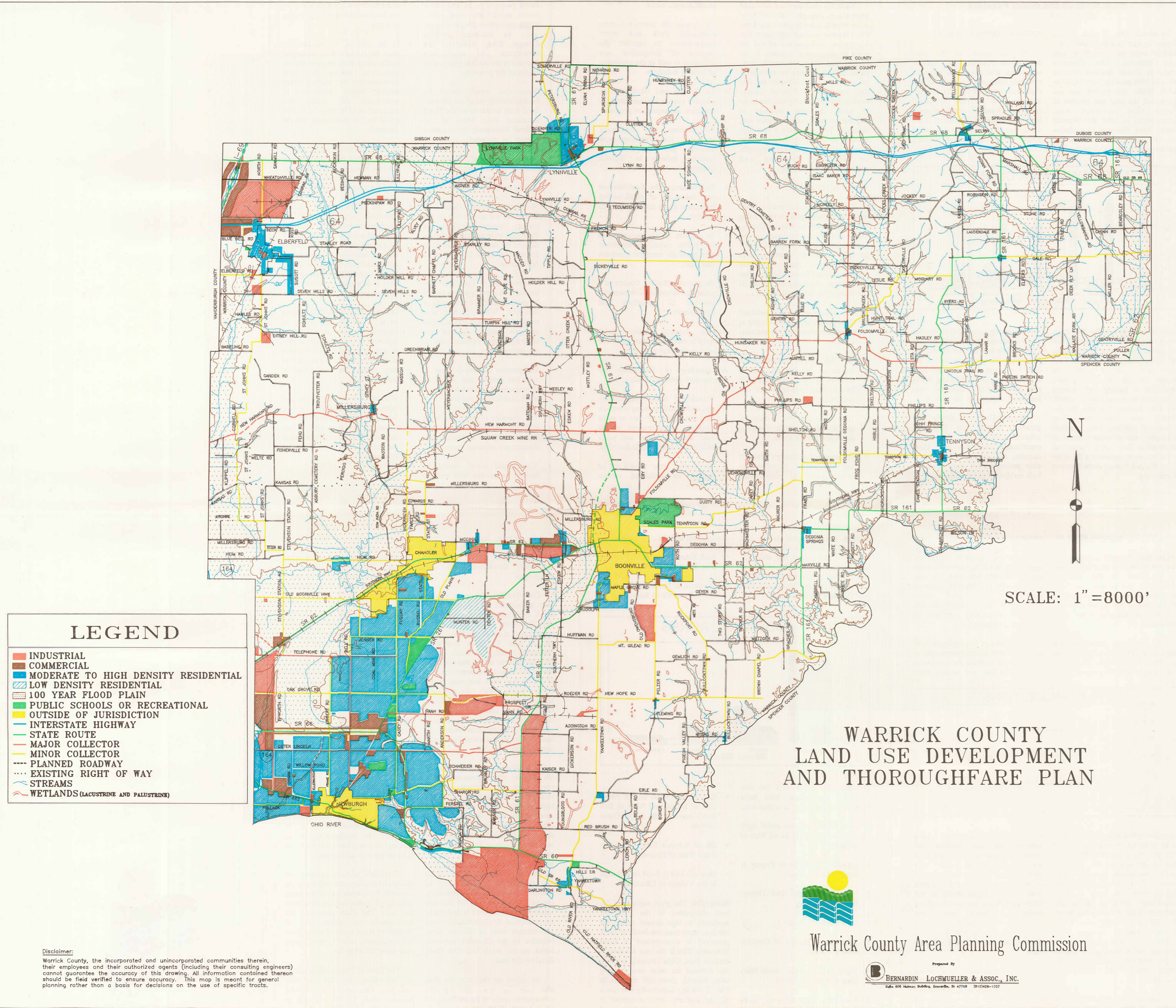
1996

Prepared by:
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This plan was partially funded by a grant from the Indiana Department of Commerce. Base mapping provided by the Indiana 15 Regional Planning Commission, November 1976.

Figure 2-12. Warrick County Land Use and Development Thoroughfare Plan Map

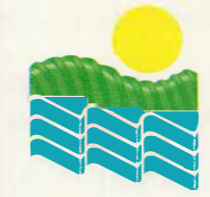


LEGEND

- INDUSTRIAL
- COMMERCIAL
- MODERATE TO HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- 100 YEAR FLOOD PLAIN
- PUBLIC SCHOOLS OR RECREATIONAL
- OUTSIDE OF JURISDICTION
- INTERSTATE HIGHWAY
- STATE ROUTE
- MAJOR COLLECTOR
- MINOR COLLECTOR
- PLANNED ROADWAY
- EXISTING RIGHT OF WAY
- STREAMS
- WETLANDS (LAGUSTRINE AND PALUSTRINE)

SCALE: 1"=8000'

**WARRICK COUNTY
LAND USE DEVELOPMENT
AND THOROUGHFARE PLAN**



Warrick County Area Planning Commission

Prepared by
B BERNARDIN LOCHMUELLER & ASSOC., INC.
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Disclaimer:
Warrick County, the incorporated and unincorporated communities therein, their employees and their authorized agents (including their consulting engineers) cannot guarantee the accuracy of this drawing. All information contained thereon should be field verified to ensure accuracy. This map is meant for general planning rather than a basis for decisions on the use of specific tracts.