

PROJECT COMPONENTS

Prospect
West Baden
French Lick
Drainage

3

CORRIDOR COMPONENTS

Considerations

The following Corridor Components are preliminary ideas for INDOT's consideration that support the emerging town vision of becoming a world class resort destination and may assist in avoiding and/or mitigating potential impacts to historic properties as revealed through the Section 106 process.

While these ideas have been presented to the public and the response to date has been positive, no final recommendations have been prepared or adopted by the Towns.

Details of the Towns' proposals are needed but the overarching concept of establishing the valley as a world class resort destination with a unique vernacular and identity is understood and agreed to be of primary interest.

The following Corridor Component narratives and supporting graphics are a summary of the projects progress to date. The following components presented are:

A. Prospect

- A1. Prospect Intersection
- A2. Lost River Bridge

B. West Baden

- B1. Scarlett Terrace / SR 56 Alignment
- B2. Streetscape

C. French Lick

- C1. Roundabout
- C2. Downtown Relationships

Prospect Intersection



D. Drainage

A. Prospect

Prospect is an unincorporated development at the intersection of SR 56 and US RT 150. The settlement consists of a number of single family homes with limited retail and service commercial. It's value lies in its history as part of the valley, as

Figure 3.01 – Prospect Intersection Plan

The above sketch shows the underlying INDOT proposal forming a "T" intersection from US 150 at SR 56. The sketch suggests exploration of other alternatives for the intersection that would be more sensitive to the settlement and serve as a component of the gateway experience into the valley.

Prospect Intersection



Figure 3.02. – Prospect Intersection Sketch
The above sketch illustrates a greenway adjacent to SR 56 and a more rural development character.

part of a gateway experience and as an additional location for appropriate development.

1. Prospect Intersection:

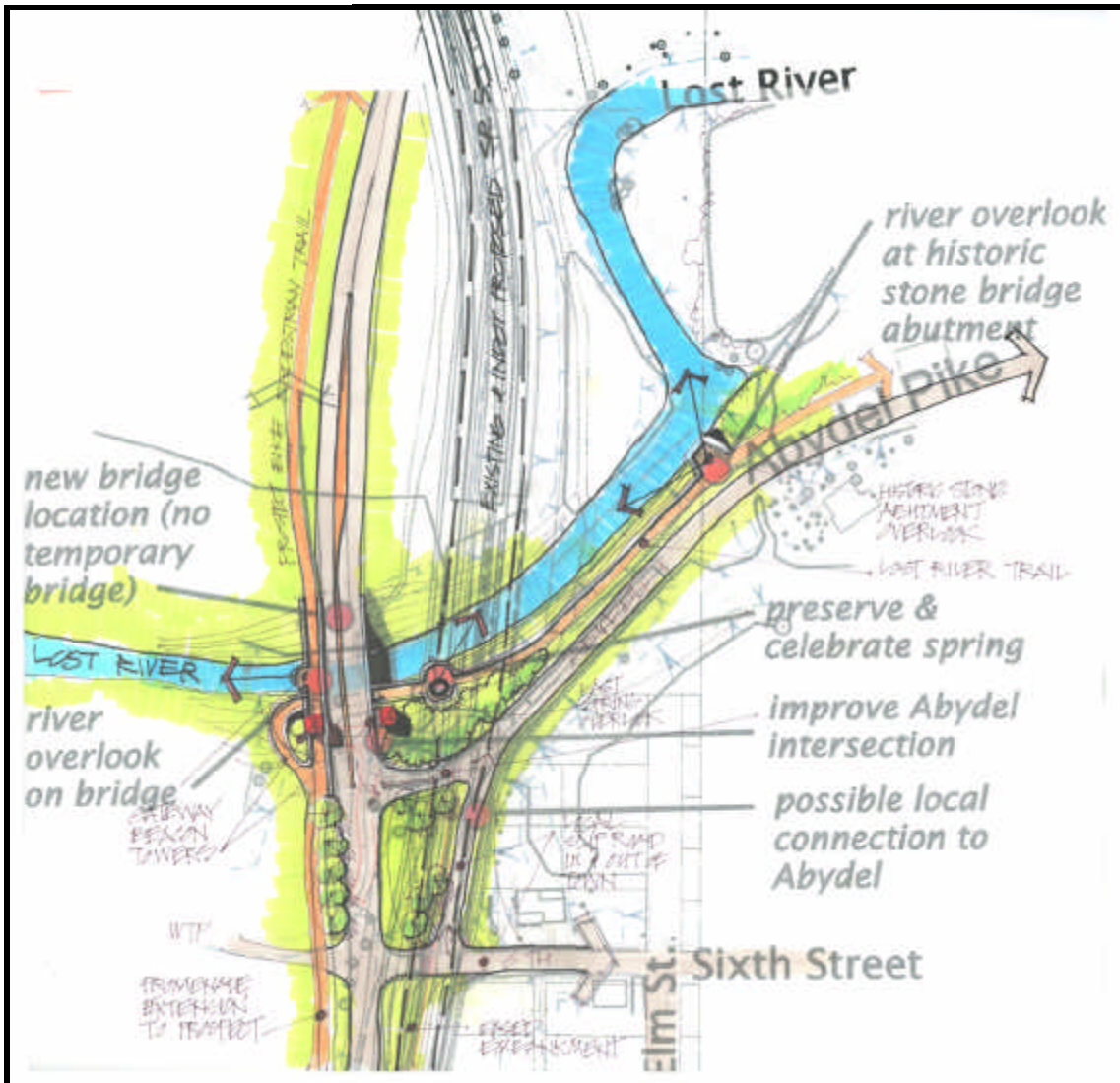
Goal: Maintain and nurture “Hamlet” character as an asset to the valley experience and economy.

While limited in nature, the cultural resources in Prospect merit preservation. The community proposed that the Prospect Intersection should be re-examined to find an appropriate alignment and configuration that preserves the small town character and discourages strip development.

Examination of an alternative US 150 alignment preserving the station and house and consider a roundabout complementing the proposed roundabout at SR 56 and SR 145 in French Lick is suggested. A new alignment and intersection may preserve not only the historic structures but could be more sensitive to the urban design, including the grid pattern and important circulation patterns of the community.

A roundabout or other solution may calm traffic and provide a signature feature for Prospect and

Bridge at Lost River



the valley. Through traffic can be maintained on US 150 with this proposal, possibly eliminating a future traffic signal at this intersection.

A2. Bridge at Lost River

Goal: Create the new Lost River Bridge as a signature gateway feature while addressing difficult budget, schedule and environmental issues.

According to the July 2000 scoping report, the 1923 bridge is apparently proposed for replacement to add a southbound center turn lane onto

Figure 3.03 – Bridge at Lost River Plan

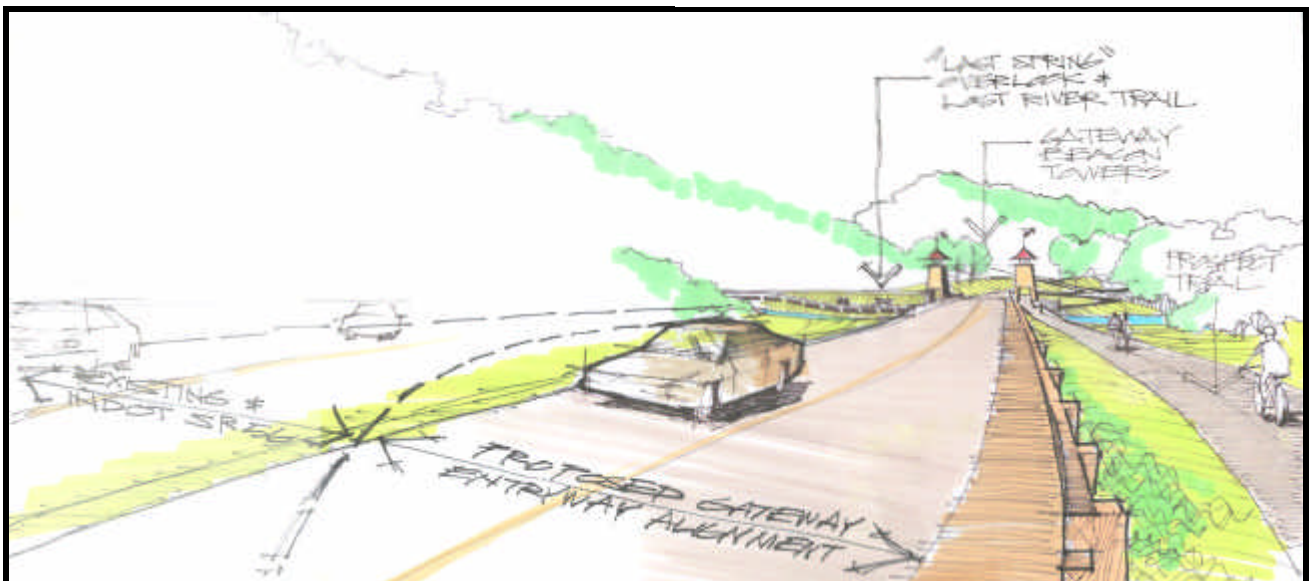
This plan shows a proposed permanent bridge west of the current and INDOT proposed bridge serving as a gateway, preserving the historic spring and integrating a proposed greenway.

Bridge at Lost River

Abydel Pike. The current scenario is to build a “runaround” or temporary bridge west of the existing structure to maintain traffic during removal and construction of the new bridge. The towns propose consideration of designing and building a new permanent bridge **west** of the **historic spring** in an effort to preserve this interesting, marketable, and foundational element of the valleys history and economy. This scenario allows traffic to be maintained on the existing structure while the new bridge and road alignment are constructed. *One benefit that may result from this concept includes a faster timeline in that the bridge replacement is a two-step process rather than a four-step process.* A second benefit is that this would allow the bridge project to begin upon approval of permitting independent of the road project, saving time and money. The third is that by placing the bridge further west, a safer intersection at Abydel Pike could be created. Fourth, the approach and alignment of the roadway and corridor into West Baden Springs takes advantage of views of the West Baden Springs Hotel and Downtown West Baden Springs and Scarlet Terrace.

This new alignment also may provide traffic calming effects necessary to encourage a pedestrian friendly downtown environment.

*Figure 3.04. – Bridge at Lost River Sketch
This sketch shows how the new alignment could be designed with more appropriate guardrail, a greenway and signature bridge/gateway features.*



SR 56 Realignment

Finally, the spring could be accessed by a proposed greenway trail system exposing residents and visitors to the historic spring. The trail is proposed to connect further east along Abydel to an overlook of Lost River from an historic railroad abutment.

B. West Baden

The town of West Baden Springs contributes to the valley's intrigue in numerous ways including the West Baden Springs Hotels grand architecture and historic gardens, numerous residences hug the hillside with views to the hotel and valley, and a small but important downtown has remained with several historically significant structures. The ideas presented specific to West Baden are an effort to support and capitalize on those assets.

B1. SR 56 realignment through West Baden Springs and Scarlet Terrace

Goal: *Support the identity of an historic small town through the development of SR 56 as the valley's Main Street.*

Investigation of a new alignment for SR 56 that distances the roadway from Scarlet Terrace as it approaches the Oxford Hotel is proposed. This new alignment may allow the existing wall, whose structural integrity is unknown, to be shored with a new wall or it could provide enough area for an alternate configuration such as terracing. If additional area is gained, investigation of stairs and pedestrian connections to the "street"/SR 56 should be investigated. This distancing of the roadway from the wall may also provide a safer intersection from Scarlet Terrace and preserve existing historic structures and town fabric.

The roadways alignment should also consider views to the historic hotel and into the heart of West Baden Springs. The roads design, including landscape features could enhance the



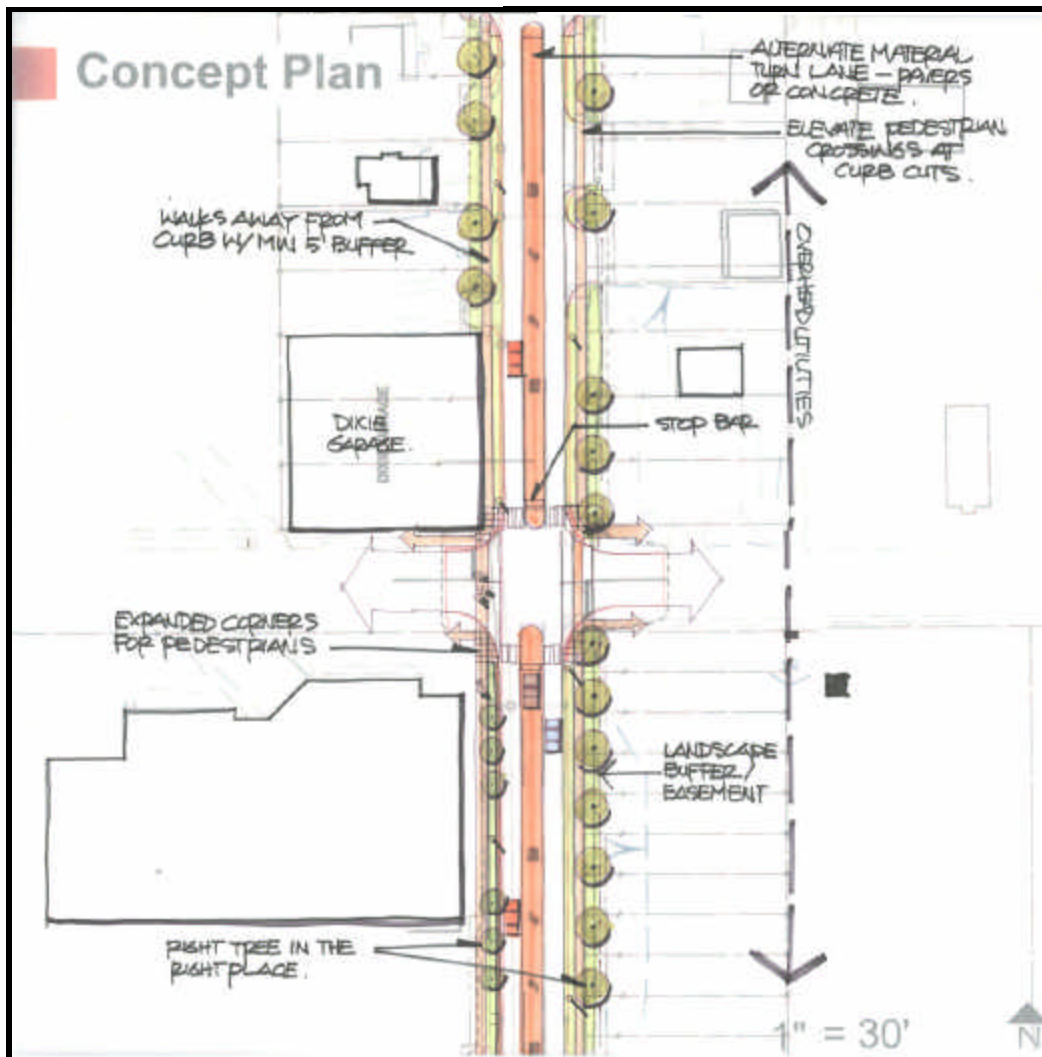
Figure 3.05 – Scarlett Terrace and Hotel Entrance
This plan shows how rethinking the road alignment may improve the town and hotel entrance experience, opportunities to rehabilitate Scarlett Terrace and improve walkability of the area.

SR 56 Realignment



Figure 3.06 – Scarlett Terrace and Hotel Frontage
This sketch shows how the 56 corridor could be shaped to promote development in downtown West Baden Springs at Scarlett Terrace and infill development north of the Oxford Hotel.

Streetscape Concept



B2. Streetscape Plan

Goal: Provide a SR 56 Streetscape that is sympathetic to the historic towns/springs valley and encourages and supports redevelopment and new development along the corridor.

A context sensitive design approach should be applied to the streetscape plan in both facility and material. The planning, design and placement of structures along the SR 56 corridor will impact its success for many years to come. We would propose consideration of INDOT

Figure 3.07 – Streetscape Plan Concept

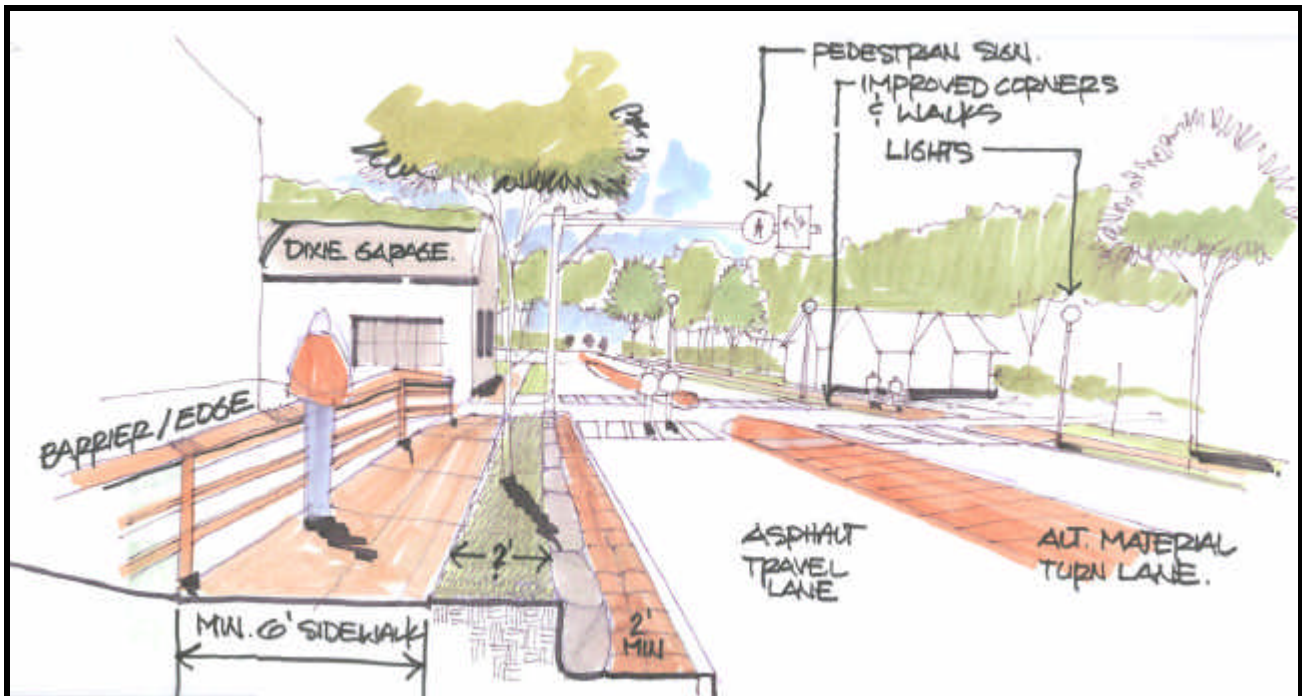
This plan illustrates how the edges and intersections of the corridor should be planned and designed. Promoting pedestrian connectivity and traffic calming can be done through material selections and by providing ensuring facilities are designed with these practices in mind.

Streetscape Concept

approved timber guardrails, islands and medians where possible to occupy turn lanes that are not essential or consideration of alternative material such as an asphalt pavers to improve aesthetics and provide traffic calming. Exploration of intersection treatments with paved pedestrian pausing areas, timed crosswalk signals, clear delineation of pedestrian crossings with added visibility markings or surfaces, and median refuges where possible. Sidewalks should take full advantage of separation from the street with a 5' minimum separation and a 6' minimum sidewalk width. In cases where these minimums cannot be achieved, other solutions should be explored such as the installation of walks by the towns. Street trees are desirable in many instances and add to the small town character, however, species should be carefully identified that are suitable for the soils, climate, and location and branching height sufficient to allow visibility of business signage. Finally, examination of apron/curb cut treatments should emphasize pedestrian zones making the

Figure 3.08 – Streetscape Sketch

This sketch shows a cross section of SR 56 with improved intersections and sidewalks with materials that have a pedestrian corridor vocabulary.



SR 56/145 Intersection: Roundabout

pedestrian more visible and safe.

C. French Lick

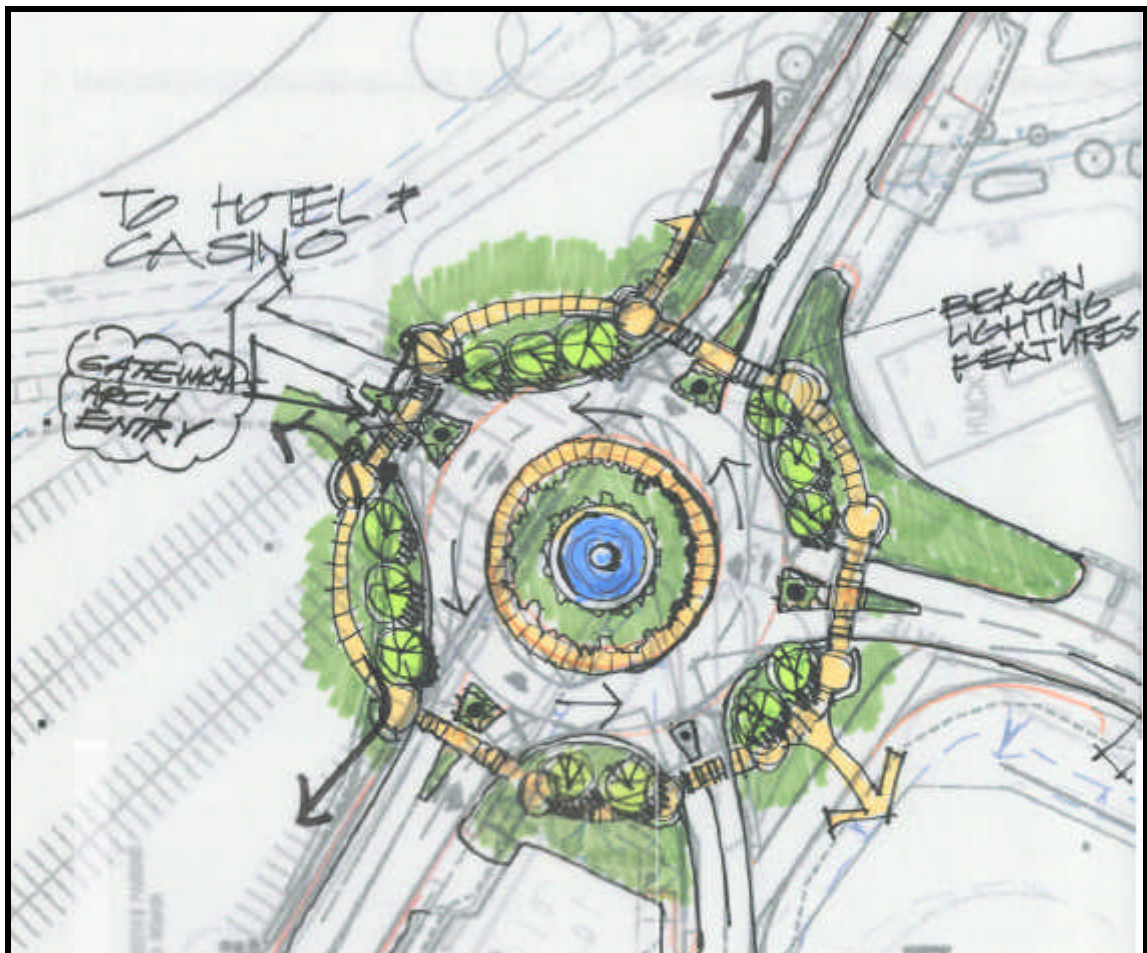
French Lick has the largest population in the valley and has been the primary resort destination in the valley. It will soon be home to a new Casino bringing many opportunities for new development, both private and public.

C1. Intersection at SR 6 and SR 145

Goal: Redesign this core intersection to connect visitors to important destinations in a safe, historically sensitive and visually coherent way.

Figure 3.09 – Roundabout Plan

This plan illustrates ideas on how the proposed roundabout could be improved to accommodate pedestrians and as a gateway feature.



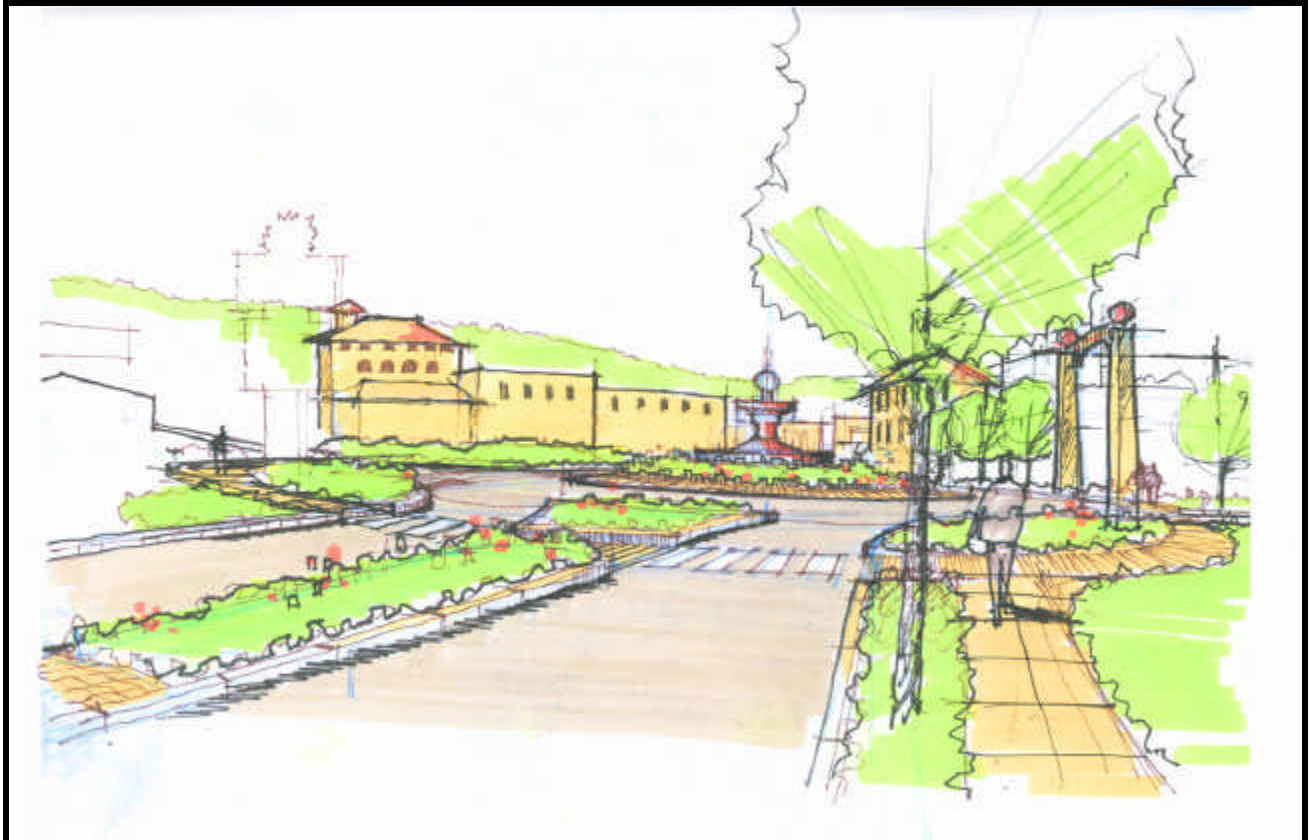
Because the resort and casino will share the property just east of the intersection of SR 56 and SR 145, there is a significant desire that the intersection function at a high level for a number of reasons. The first is to maintain a steady stream of vehicular traffic. The second is to enhance the entrance to downtown, the resort and the casino and serve as a landmark. The third is to provide a stronger visual and pedestrian connection to the east side of SR 56.

The community is in favor of exploring a proposed roundabout intersection at SR 56 and SR 145 if efforts are taken to improve the roundabout design considering previously mentioned ideas. Specific recommendations for consideration include a separated continuous sidewalk around the perimeter, median refuge islands, improved crosswalk visibility and the consideration of an alternate material for the roundabout pavement. Additionally, the components of the roundabout should incorpo-

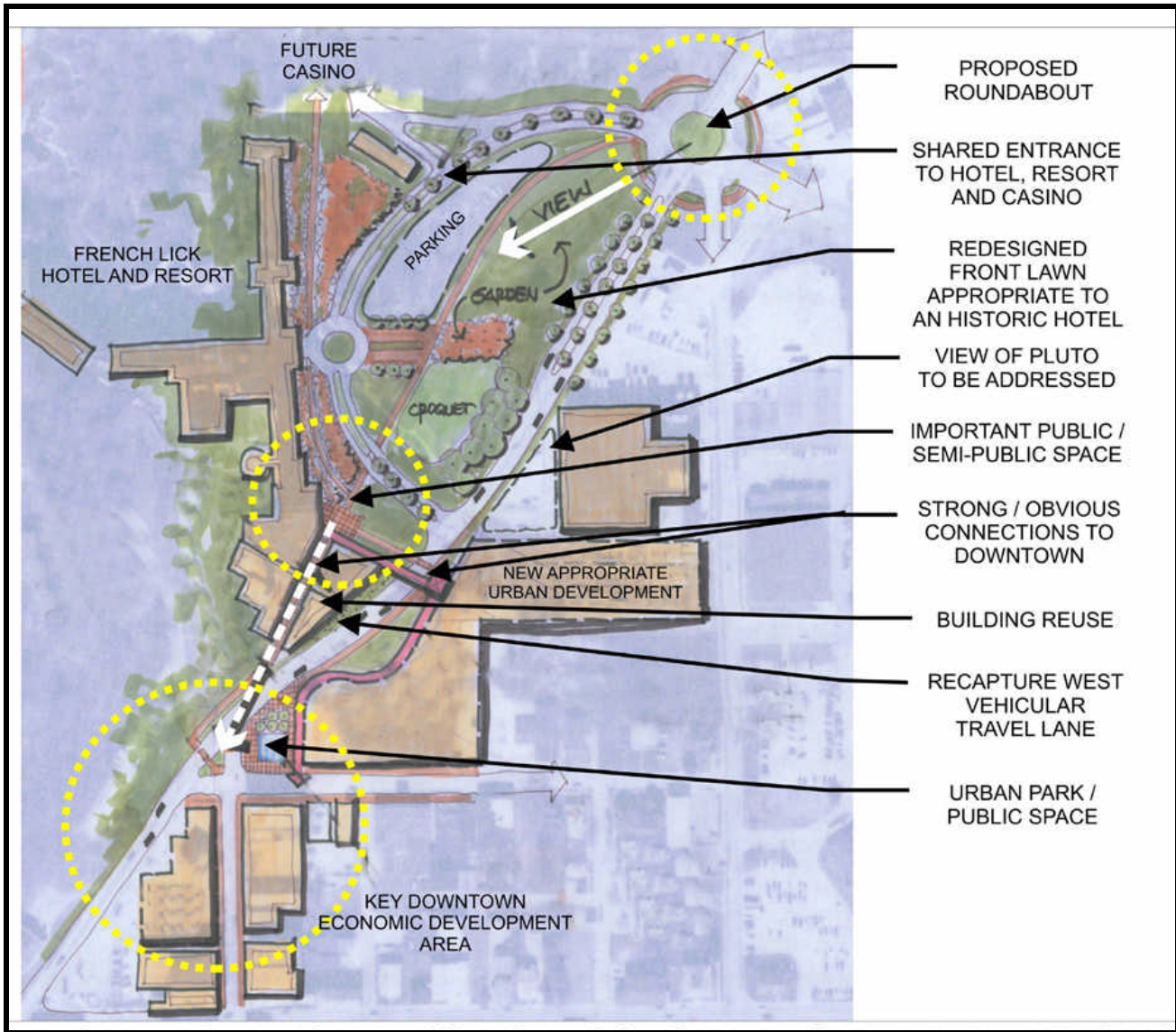
SR 56/145 Intersection: Roundabout

Figure 3.10 – Roundabout Sketch

This sketch shows how the roundabout could be improved as a gateway feature while calming vehicular traffic and accommodating pedestrians.



Connections



rate or accommodate the inclusion of public art and landscape or other aesthetic improvements to create an appropriate entrance into the Historic French Lick Hotel and Casino.

Figure 3.11 – Connections Diagram

This diagram shows some of the considerations for creating a more cohesive downtown environment including the redeveloped resort entrance and infill development on the east side of SR 56.

C2. Downtown Connections

Goal: Create a connected, integrated and consistent master plan that captures the character of the valley and supports local business.

Connections

For downtown French Lick to succeed, strong connections from the casino and resort are needed. Part of the solution begins with a shared, thoughtfully designed entrance drive to the resort and casino that conveys an integrated facility and the identity of the larger townscape. The entrance should be envisioned and designed as more than a drive, it should be an approach to a historic hotel and resort and multi-million dollar casino revealing a landscape and facility that are truly world class. This entails the inclusion of pedestrian facilities and other amenities including walks, plazas, landscape, lighting and wayfinding that complement the valleys character. Perhaps including an entrance feature such as an arch, columns or other structural element of landscape architecture similar to the West Baden Hotel arch.

Beyond the drive, we discussed the need for a

Figure 3.12 – Connections Concept Sketch
 This sketch illustrates how creating a mixed use urban environment with shops, restaurants, information and connections to downtown could bring vitality to the town.



Connections

new “front lawn” for the hotel which could integrate parking, the croquet court, and other appropriate uses such as a garden. The new front lawn should frame and direct views to the hotel’s main entrance and front porch. From the porch, there is a need to improve views of the Pluto bottling plant. The Pluto Corporation has stated their willingness to discuss façade treatments and other ways to diminish the impact upon views of their facility.

Beyond the hotel property, connections to town should occur at ground level to maintain activity on the street. Because a downtown plan is still emerging, no decisions on specific locations for crossings or their design have been completed. However, the physical connection should draw people into an active space and the heart of downtown.

*Figure 3.13 – Connecting to downtown
This sketch illustrates pedestrian connections to downtown including at street grade and overhead. Information could be conveyed through both signage and a centrally*



Drainage

There are many ways to draw people from one side of SR 56 to the other including using existing architecture, open space, new architecture, organized tours, events and information. Coordination and programming will be a central component to the towns success.

D. Drainage**Purpose**

The purpose of the initial drainage evaluation, completed in conjunction with the SR 56 Corridor Plan, was to review existing data related to drainage, identify general alternatives available and make recommendations for the next steps to be taken in the process.

Background

The drainage patterns of the community are greatly impacted by French Lick Creek, Sand Creek and the Lost River. In general, Sand Creek flows into French Lick Creek and then into the Lost River at the northern edge of the community. This results in much of the lower elevations of the community being located in the floodplains of these streams. Flooding is a recurring event that prohibits traffic movement in and out of the community, causes significant damage to the community, and poses a significant safety threat since it limits the movement of emergency responders.

Flooding generally occurs under one of two scenarios. First, flooding occurs as floodwaters overtop conveyance structures on Sand Creek and French Lick Creek due to size limitations. These flooding events are reportedly moderate in intensity and last for only a few hours.

The most significant flooding events occur under the second scenario, which is after the Lost River has reached flood stage. This results in floodwaters backing up into Sand Creek and French Lick Creek. These flooding events often result in the overtopping of SR 56 and local roadways and results in flooding of local residences and businesses.

Alternatives Considered

Drainage

After review of past reports developed by the Army Corps of Engineers and the Soil Conservation Service over the past several decades, it was apparent that a number of alternatives had been developed previously. The general approach recommended in these studies was to construct a series of reservoirs to restrict the flow of water either on the Lost River east of West Baden Springs or on French Lick Creek south of French Lick. It was observed that the alternative of constructing a reservoir on the Lost River may no longer be a valid alternative since the approach would result in the flooding of the Orangeville rise on the Lost River, eliminating a well renowned natural resource.

Another option was also identified by Town representatives that would involve construction of a dam/levee on French Lick Creek to prevent water from backing up into the community from the Lost River. The option would work by constructing a dam on French Lick Creek south of the confluence of the Lost River. The dam would have gates that would remain open as headwater flooding was discharged through the dam, and then would shut when floodwaters rise on the Lost River. This solution would require large pumps to be installed to convey water from French Lick Creek over the dam when the gates were shut.

Calculations performed on this alternative identified that it would not be practical to pump all the stormwater from French Lick Creek over the proposed dam. Therefore, it is apparent that this option would need to be developed in concert with the construction of reservoirs on French Lick Creek. The construction of these reservoirs would result in a reduced volume of water on French Lick Creek, therefore allowing reasonable sized pumps to be installed at the proposed dam at the Lost River. Initial calculations indicate that reservoirs totaling approximately 600 acres might be needed to impound sufficient water to allow this solution to be effective in reducing flooding impacts on the community.

Therefore, it is recommended that additional consideration be given to a long term solution that would involve construction of a dam/pumping station on French Lick

Drainage

Creek plus construction of a new reservoir south of French Lick on French Lick Creek.

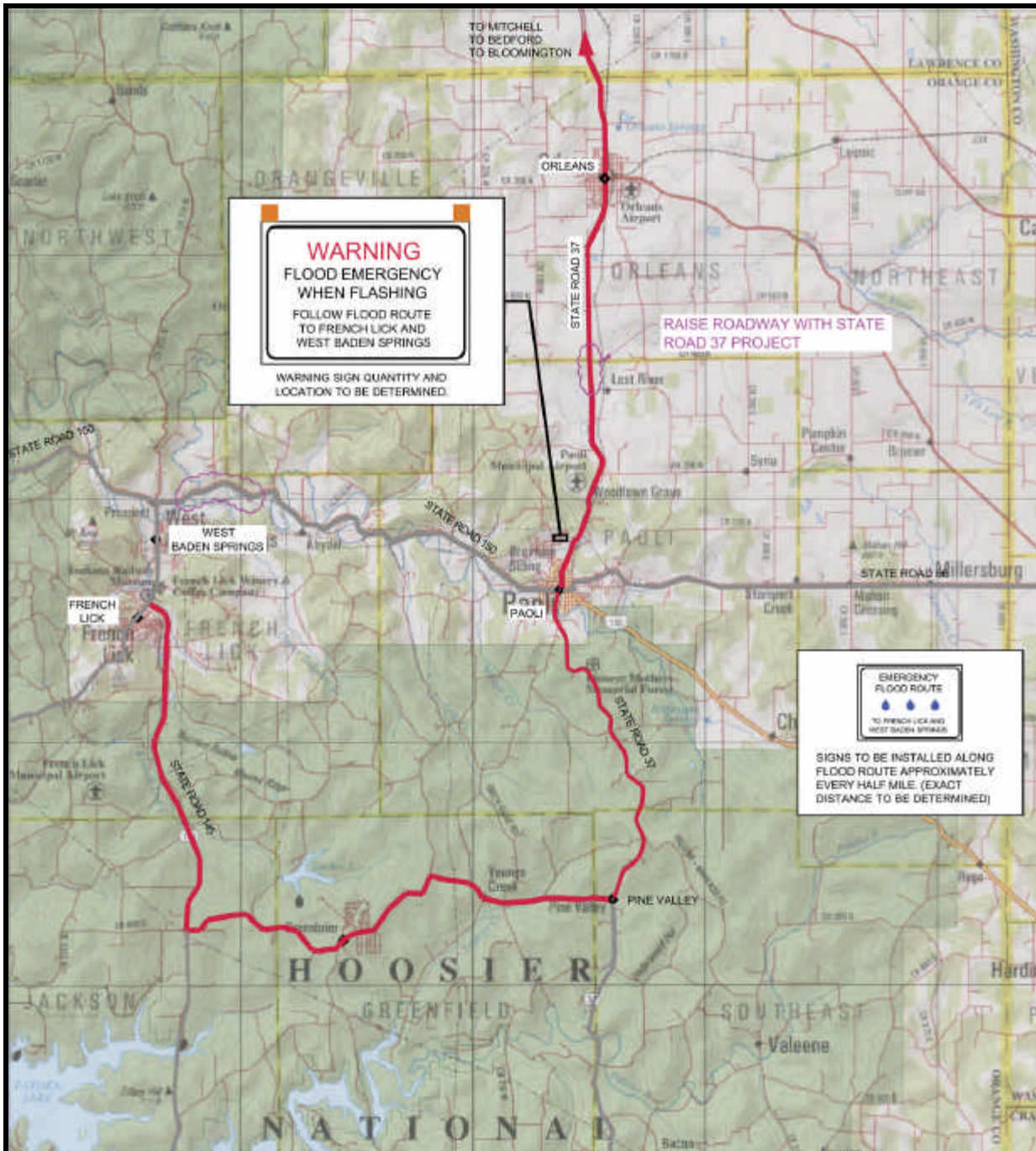
It is important to note that such a solution is certainly a long term solution that could take 10-15 years or more to plan, design, permit, finance, secure land rights and construct. Therefore, the towns will need to consider short term strategies for addressing drainage issues.

Interim Strategy

The interim drainage solution will need to address many of the immediate affects of the drainage problems in the community, including ingress/egress for local residents, visitors and emergency vehicles. The following is a summary of the elements of this interim drainage strategy:

- Encourage INDOT to raise the intersection of SR 56/145 above the 100 year flood to permit access into the French Lick Springs Hotel and Resort and to the new Casino from the south (in the event of flooding on Lost River). This will also permit the communities to establish a back roads connection to the West Baden Springs Hotel via this intersection and the French Lick Springs Hotel and Resort grounds.
- Encourage INDOT to raise the segment of SR 56 from Sixth Street in West Baden Springs to Prospect above the 100 year flood. This will provide ingress/egress for West Baden Springs residents into and out of the community in the event of flooding on the Lost River.

- Encourage INDOT to raise segments of SR 56 between Paoli and Prospect above the 100 year flood. This would provide direct ingress/egress to the community for residents and visitors to the community.
- Encourage INDOT to raise segments of SR 37 north of Paoli that are currently subject to



flooding. This will permit a direct route into Orange County in the event of flooding in the region.

- Identify an alternate route into and out of the community for local residents and visitors that can be utilized until INDOT projects that raise

