

# Indiana Byway Program

## Application for Designation

**Project Name:** Ohio River Scenic Byway Extension – SR 265 from Indiana State Line to SR 62

**Confirm Request for State Byway Designation**

YES NO  
(Circle One)

**Route Location** (County and Region of the State): Clark County – Southern Indiana/Louisville

Metropolitan Area \_\_\_\_\_

**Route Sponsor:** Louisville/Jefferson County KY-IN Metropolitan Planning Organization

(a.k.a. Kentuckiana Regional Planning and Development Agency (KIPDA))

**Project Coordinator Name:** Larry D. Chaney, Director of Transportation

Louisville Kentucky 40299  
City State Zip

502.266.6084 \_\_\_\_\_ larry.chaney@kipda.org  
Work Phone Cell Phone Email

**Route nominated fulfills which Intrinsic Quality** (Check ALL that Apply):

Scenic  Historic  Natural  Cultural  
 Archaeological  Recreational

**1. Statement of Significance** - Briefly describe the route and why route sponsors believe it should receive state designation.

This newly-constructed section of the Ohio River Bridges Project provides a new gateway to Southern Indiana through an area that not only offers visually stunning vistas but also is rich in the history of our community. Alongside the new highway lie historic districts, protected areas and individual historic properties that allow us glimpses of our past. The Lime Kilns of Utica and the INAAP Igloo Historic District are within the viewshed of the highway, and are reminders of the critical importance of this area over the last two centuries. The Kentucky section of the highway is also flanked by many properties with equally important historical significance.

During the development of the Ohio River Bridges Project (ORBP), painstaking efforts were made to design and build the new bridge and roadway within the context of the area whenever possible. As I am sure that you are aware, it is stipulated in the Memorandum of Agreement for the ORBP that:

*“The roadways, bridges, and other Project elements where applicable shall be designed and constructed with sensitivity to aesthetic values, historic cultural landscapes, and the historic context, utilizing the services of professionals with experience in areas related to historic preservation. Design shall include aesthetic treatments to surfaces, structures, portals, appurtenances, and land contours and landscaping that complement the historical contexts of historic properties and in keeping with the Historic Preservation Plans (HPPs) for those areas.”*

The future of the area deserves protection as much as the past. Designation as a Scenic Byway would afford some of that protection, particularly if it were to be added as part of the existing Ohio River Scenic Byway system. The proposed state designation would obviously begin at the Indiana-Kentucky line, but it can be noted here that River Road in Kentucky carries the state Scenic Byway designation and national designation has been discussed. The other terminus of the proposed designation is State Road 62, which from Jeffersonville to Hanover has already been designated as a national scenic byway and is part of the three-state Ohio River Scenic Byway.

**2. Road Section or Areas** - *The road sections or areas recommended for designation should be clearly described by a written paragraph. The written description should include the general location within the state, the county, road name and number, mileposts, adjacent cities, direction of road and area. Any information concerning the entity responsible for the roadway should be included.*

The portion of highway recommended for designation and amendment to the Ohio River Scenic Byway is the newly-constructed section of SR 265 from the Indian-Kentucky State Line to SR 62. This generally is located between the Ohio River (adjacent to the Town of Utica) and SR 62 near the River Ridge Commerce Center (adjacent to the City of Jeffersonville).

Both SR 265 and SR 62 are the responsibility of INDOT. Utica-Charlestown Road and Old Salem Road (at the first interchange from the state line) are maintained by Clark County. Port Road (at the next interchange north) is maintained by the Indiana Port Authority.

**3. Maps** – *The road sections or areas recommended for designation should be depicted on a standard, published map. The area depicted should include both roadway and visual boundaries and be delineated with marking pens or similar instruments of legible quality. Interesting, relevant points should be labeled on the map. Maps can be separate documents, but should be included with the application*

**Please see Attachment #1**

**4. Project Support** – *Identify the individual(s) or organization(s) having jurisdictional authority over the roadway and the part they will play in the designation process.*

**Please see Attachments #2 through #9**

**5. Promotion/Marketing Plan** – *Discuss how the route sponsor proposes to promote and market the route on the local and regional level. Include promotional activities planned, placement of scenic/historical markers, interpretive centers, and proposed improvements or development along the route. Also include the financial resources available to develop, upgrade, promote and otherwise make the route available for its intended uses.*

This proposal is to include this section of SR 265 as a component of the existing Ohio River Scenic Byway. As such, the preservation and promotion of the area would be considered coincidental with that of the other parts of that system.

The website for the Ohio River Scenic Byway (<http://ohioriverbyway.com>), and more specifically, the pages found under “Visitor Information and “Maps and Directions”, will be updated to include the new segment. The map of the Ohio River Scenic Byway will be modified to include the new segment (<http://ohioriverbyway.com/maps/>).

The Clark-Floyd Counties Convention and Tourism Bureau will also update its website with information concerning the new segment (<https://www.gosoin.com/listing/ohio-river-scenic-byway/45/>). The Bureau has been marketing the area’s connection to the Lewis & Clark Expedition Story for some time, and was a leader in the development of Indiana’s section of the existing Ohio River Scenic Byway. The naming of the new bridge that leads to this proposed segment offers a natural extension of existing storytelling about the associated destinations and visitor experiences.

## **6. Corridor Management Plan –**

This proposal is to include this section of SR 265 as a component of the existing Ohio River Scenic Byway. As such, the Corridor Management Plan (CMP) for that program would be considered applicable to any newly-designated areas.

The CMP will be amended to add the new segment. *Section 2.6* will add the new segment in the listing of the various segments of the existing Ohio River Scenic Byway, The segment will be listed as follows: *SR 265 from the Lewis & Clark Bridge to SR 62.*

Amendments will also be made to the CMP in the following sections:

### **Section 2.5 - Significance of Intrinsic Qualities**

#### **- Historic Resources**

Beginning in the late 1820s, lime kilns were constructed on properties in the vicinity of the proposed segment of the Byway. An Interpretive Plaque is currently in place describing the history and significance of the Lime Production process in the area.

The Indiana Army Ammunition Plant was constructed on adjacent property in 1940, and was the largest manufacturer in the world of smokeless gunpowder. More than 27,000 workers were employed there during peak production. An Interpretive Plaque will be erected by the Indiana Historical Bureau identifying the plant.

## **Section 5 - Community Involvement**

5.2N will be added, noting that opportunities to expand the Byway will be explored.

## **Section 6.3 - Outdoor Advertising**

No change is required to the CMP for this particular issue, but it should be noted that outdoor advertising will be monitored on this section in a similar fashion as on the other segments of the Byway and according to provisions in the section.

**7. Future Opportunities to be developed** – *Based on the goals of the designation, identify projects that could be pursued and any funding source that is available. I.e. acquisition of easements, pull-offs, vistas, bike paths, etc.*

Generally, the aim is to preserve the current viewshed and to protect historic and archeological resources in the corridor.

**8. Route Concerns** – *Identify all possible deficiencies along the roadway that might pose as concerns of the designation. I.e. gaps in the route, unsafe conditions, maintenance, etc.*

None are anticipated. This is a new facility.



**Attachment #1**



## Resolution

**A RESOLUTION** urging the Indiana Department of Transportation to designate the section of Indiana State Road 265 from the Kentucky State Line to SR 62 for status as an Indiana Scenic Byway. This newly-constructed section of the Ohio River Bridges Project provides a new gateway to Southern Indiana through an area that not only offers visually stunning vistas but also is rich in the history of our community.

**WHEREAS**, the Ohio River Scenic Byway and S.R. 265, both located in Southern Indiana, cover many miles of historical significance and beautiful terrain; and

**WHEREAS**, the communities along the Ohio River desire to share their history and the splendor of this area with visitors throughout the State and the nation; and

**WHEREAS**, alongside the new highway lie historic districts, protected areas and individual historic properties that allow us glimpses of our past; and

**WHEREAS**, the new segment of highway connects to the Lewis and Clark Bridge crossing into Kentucky and the Kentucky section of the highway is also flanked by many properties with equally important historic significance that also connects to a Kentucky State Scenic Byway;

Now, therefore,

**BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE OHIO RIVER SCENIC BYWAY OF SOUTHERN INDIANA:**

**SECTION 1.** That we urge the Indiana Department of Transportation to designate the section of Indiana State Road 265 from the Kentucky State Line to SR 62 as an Indiana Scenic Byway.

**SECTION 2.** That we respectfully request that the Commissioner of the Indiana Department of Transportation make a declaration that this segment of Highway become part of the Ohio River Scenic Byway of Southern Indiana.

Adopted this 4<sup>th</sup> day of January, 2018;

A handwritten signature in black ink, appearing to read "Jim Epperson". The signature is fluid and cursive, written in a dark ink.

James L. Epperson, President

**Chaney, Larry D (KIPDA)**

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**From:** Wendy Dant Chesser <Wendy@1si.org>  
**Sent:** Thursday, August 17, 2017 3:56 PM  
**To:** Chaney, Larry D (KIPDA)  
**Cc:** 'Jerry Acy (jerry@riverridgecc.com)'; 'Bryan Wickens'  
**Subject:** Request for Scenic Byway designation in Southern Indiana

Larry,

I hope all is well with you and your teammates at KIPDA.

As you know, One Southern Indiana (1si) is the local economic development organization and chamber of commerce for Clark and Floyd Counties in Southern Indiana. 1si proactively works to grow our regional economy through business attraction, retention and expansion; through encouraging and supporting entrepreneurs and workforce development; and through providing government and workforce advocacy, business education, networking opportunities and other business services to our members and investors. This memo is to indicate our interest in having the I-265 corridor leading from Indiana State Road 62 to the new Lewis and Clark Bridge across the Ohio River designated as a Scenic Byway.

This corridor serves as the new “front door” to the River Ridge Commerce Center. 1si recognizes this area surrounding River Ridge Commerce Center will impact the development patterns for the center, both now and in the future. The I-265 corridor between the new Lewis and Clark Bridge and SR 62 is and will remain critical for businesses within River Ridge, and the aesthetic appeal of the entire park will attract the high wage employers we have targeted for our economic opportunities and community growth.

As you know, River Ridge is a world-class business and industrial park with 6,000 prime acres under development in the Midwest’s top-ranked business environment. The economic development goal for this property is to meet the tailored needs and create the top destination for advanced manufacturing, distribution, research and development, office and industrial companies from across the nation and around the world. With exceptional geographical and logistical advantages now in place and the recently completed Lewis and Clark Bridge, River Ridge has all the elements to become America’s premier development site.

Our success with the development has been planned down to the covenants, conditions and restrictions. These aesthetic enhancements were vetted with the community and adopted into the development standards for all structures and landscaping within River Ridge. We hope that, to protect these public and private investments, the I-265 corridor will receive this Scenic Byway designation to maximize the future growth potential for the region by leveraging the significant investments already being made.

Thanks, Larry, for your consideration!

Wendy

Wendy Dant Chesser, CEcD | President & CEO  
One Southern Indiana | [www.1si.org](http://www.1si.org)  
4100 Charlestown Road | New Albany, Indiana 47150  
812/945-0266



## Office Of The Mayor

Mayor Mike Moore

812-285-6400 office  
812-285-6403 fax  
www.cityofjeff.net

Jeffersonville City Hall  
500 Quartermaster Court  
Jeffersonville, Indiana 47130

## Attachment #5

VIA E-MAIL: [larry.chaney@Ky.gov](mailto:larry.chaney@Ky.gov) (No hard copy to follow)

August 17, 2017

Mr. Larry Chaney  
Director of Transportation – KIPDA  
11520 Commonwealth Dr.  
Louisville, KY 40299

RE: Scenic Byway Designation

Dear Mr. Chaney:

On behalf of the City of Jeffersonville, I am writing to request a Scenic Byway designation for State Road 265 from the Lewis and Clark Bridge along State Road 265 to the State Road 62 intersection. Such designation would be appropriate and beneficial for the Lewis and Clark Bridge corridor.

If you have any questions or wish to discuss this matter further, please do not hesitate to call me. With warm regards, I am

Sincerely,

Mike Moore  
Mayor

**Chaney, Larry D (KIPDA)**

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**From:** Jerry Acy <jerry@riverridgecc.com>  
**Sent:** Friday, August 18, 2017 5:44 PM  
**To:** Chaney, Larry D (KIPDA)  
**Subject:** Request Scenic Byway Designation - SR 265  
**Attachments:** 030215 Limekilns Draft Interpretive Marker for BSHCT of March 3 2015.pdf;  
WWIIArmyAmmunitionPlant\_AcceptanceofTextForm\_Signed.pdf

Larry,

As you are well aware, completion of the Ohio River Bridges Project created a beautiful, grand entrance into the State of Indiana. It is inarguable that as one crosses over the Lewis & Clark Bridge into Indiana, spectacular views of the Ohio River and the many other works of nature along the shoreline are revealed. In addition, the new two mile section of SR 265 from the bridge to the SR 62 interchange is presently uncluttered and pristine. It would be a travesty if the pastoral, natural views enjoyed by our pioneer forebears are spoiled by garish billboards which advertise everything from hamburgers to adult bookstores along the roadway.

This entire area is also significant from a historical perspective due to the Lewis & Clark Expedition route, its proximity to the World War II Army ammunition plant, the nearby archeological sites of Native Americans as well as many other examples of this region's rich history. (NOTE: Two of those examples provided by INDOT are highlighted in the attachments to this email.)

To insure this spectacular scenic gateway into Indiana is protected, we are requesting that KIPDA nominate SR 265 from the Lewis & Clark Bridge to the SR 62 interchange as a Scenic Byway. This designation would protect the natural beauty of the area and actually connect two other wonderful existing byways. One of those being the Ohio River Scenic Byway that runs along and parallel to the river from the Ohio state line to the Mississippi River, and the second being the River Road Scenic Byway on the Kentucky side from downtown Louisville to Prospect.

On behalf of the River Ridge Board of Directors and staff, we appreciate your consideration of this request.

Please let me know if there are any questions.

**JERRY G. ACY**  
Executive Director  
**River Ridge Development Authority**  
6200 East Highway 62  
Building 2501, Suite 600  
Jeffersonville, IN 47130  
(P) 812-285-8979, x.101  
(F) 812-285-8983  
(C) 502-802-1011  
[www.RiverRidgeCC.com](http://www.RiverRidgeCC.com)  
[jerry@riverridgecc.com](mailto:jerry@riverridgecc.com)

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**Chaney, Larry D (KIPDA)**

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**From:** Scott Lewis <slewis@co.clark.in.us>  
**Sent:** Friday, August 25, 2017 10:26 AM  
**To:** Chaney, Larry D (KIPDA)  
**Subject:** Scenic Byway Request from Clark County Board of Commissioners

August 24, 2017

VIA EMAIL

Larry Chaney [larry.chaney@Ky.gov](mailto:larry.chaney@Ky.gov)  
Director of Transportation-KIPDA  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Chaney:

With the opening of the Ohio River East End Bridge (now the Lewis & Clark Bridge) in December 2016 a beautiful, grand entrance into the State of Indiana was created. It would be a travesty if this area is not preserved by allowing billboards to be installed along the new section of SR 265 from the Bridge to the first interchange at International Drive and Old Salem Road. There also are other impressive views along SR 265 from International Drive to the SR 62 interchange. This is to request that KIPDA nominate SR 265 from the Lewis & Clark Bridge to the SR 62 interchange as a Scenic Byway to insure this spectacular scenic gateway into Indiana can be enjoyed by generations to come.

The State of Indiana clearly has a vested interest in preserving the scenery and aesthetics of the land near the bridge. Unlike travelers entering Indiana, traffic crossing the Lewis & Clark into Kentucky will never be visually slapped with billboard advertising. A traveler can actually catch a glimpse of a soaring bald eagle, her nest, and other natural features when crossing into Kentucky. The Indiana side boasts equally natural beauty that shouldn't be obstructed or mitigated by intensive outdoor advertising, including those that would have methodically changes messages, colors and pictures. In order to preserve this grand entrance into Indiana, we are requesting that KIPDA nominate SR 265 from the Lewis & Clark Bridge to the SR 62 interchange as a Scenic Byway.

It would be a shame for Indiana to allow billboards to be the greetings and first impressions for travelers entering our great and beautiful State. As people cross over the new Lewis and Clark Bridge, either walking or driving, a very stunning spectacular and panoramic view of the Ohio River unfolds. This view actually includes areas of the Charlestown State Park and the famous River Ridge where U.S. Army officers resided when the Indiana Army Ammunition Plant was operational. The Indiana Department of Natural Resources (DNR) manages the state's parks. Great care and attention are dedicated to the initial impact of the entrance roads and the setting that people find themselves joining (DNR wants them to want to be there). The State of Indiana has also put a lot of energy and money into preserving historical significant sites and the scenic beauty on the East side of the Ohio River. Shouldn't we, collectively, do the same thing for the great, beautiful and historic Indiana side of the river. Please nominate SR 265 from the Lewis & Clark Bridge to the intersection of SR 62 as an Indiana Scenic Byway.

This is to request that KIPDA nominate SR 265 from the Lewis & Clark Bridge to the SR 62 interchange as a Scenic Byway to insure this spectacular scenic gateway into Indiana can be enjoyed by generations to come. We understand that the State of Indiana contributed over \$250 Million to construct a 265 tunnel under the Drumanard Estate in Louisville due to its historic significance. I am certain that the state of Indiana cares just as much if not more for the aesthetics and preservation of historically significant structures and scenery on the Indiana side of the bridge. Another major fact to consider with this request is that this new Scenic Byway would connect two other wonderful existing byways. One of

those being the Ohio River Scenic Byway that runs along and parallel to the river from the Ohio state line to the Mississippi River and the second being River Road Scenic Byway on the Kentuckyside of the river from downtown Louisville to Prospect, KY.

Sincerely,

The Board of Commissioners for Clark County, Indiana:

Jack Coffman  
Bryan Glover  
Connie Sellers

R. SCOTT LEWIS  
County Attorney  
Clark County Government  
501 East Court Avenue, Room 404  
Jeffersonville, IN 47130  
(812) 285-6275  
[slewis@co.clark.in.us](mailto:slewis@co.clark.in.us)

**Chaney, Larry D (KIPDA)**

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**From:** Jim Epperson <jim@gosoin.com>  
**Sent:** Friday, August 25, 2017 2:33 PM  
**To:** Chaney, Larry D (KIPDA)  
**Subject:** IN SR 265 Scenic Byway

Larry Chaney  
Director of Transportation – KIPDA  
11520 Commonwealth Dr.  
Louisville KY 40299

Dear Mr. Chaney,

I am happy to have an opportunity to email you in support of a nomination of the above-mentioned section of road as an Indiana Scenic Byway. I am authorized by two separate organizations to provide this support wearing two hats:

1. As chair of the board of the **Indiana Ohio River Scenic Byway**, which intersects the roadway in question;
2. As executive director of the **Clark-Floyd Counties Convention & Tourism Bureau**.

The increased connectivity offered by the completion of the Lewis & Clark Bridge is only the beginning of the benefit to Southern Indiana. The subsequent economic development that will come as a result is long-anticipated. Designation of this stretch of road as a Scenic Byway will help protect the viewshed along this new gateway to Indiana enhancing our image as an inviting place to live, to visit and a place where businesses want to invest.

The two organizations I represent have long histories with the establishment and management of scenic byways and welcome the opportunity to expand roadway viewshed and resource protection. We encourage KIPDA's nomination.

(Please note my new email address: [Jim@GoSolN.com](mailto:Jim@GoSolN.com))

**Jim Epperson, CDME, CTA**  
**Executive Director**  
SoIN Tourism  
315 Southern Indiana Ave., Jeffersonville, IN 47130  
O: (812) 280-8080; M: (812) 596-0067



Chaney, Larry D (KIPDA)

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**From:** jim keith <jkeith1940@att.net>  
**Sent:** Thursday, August 31, 2017 1:28 PM  
**To:** Chaney, Larry D (KIPDA)  
**Cc:** Jerry Acy; Jack Coffman; Rob Waiz; Scott Stewart; Wendy Dant Chesser; Jim Epperson; Tony McClellan; Devin Hillsdon-Smith; Ron Grooms; Steve Stemler  
**Subject:** Scenic By-Way Procedure

*The Indiana Lewis and Clark Expedition Commission  
James P. Keith, Chairman  
7 Lily Run  
Jeffersonville, Indiana 47130*

Larry Chancy  
Director of Transportation – KIPDA  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Chancy:

As chairman of the Lewis and Clark Expedition Commission and original member of the three state (Ohio, Indiana, Illinois) Ohio River Scenic Route and member of the committee who designed the logo and recently lead the effort to name the new East End Bridge Lewis and Clark, I am very supportive of the designating SR265 to SR62 a scenic by-way.

It is appropriate that this short stretch of the new entrance to Indiana, which is a beautiful scenic pastoral site, be maintained for all to enjoy for many decades. During construction, great effort was taken to make the highway visually welcoming to all who travel the new roadway. The viewshed needs to be protected.

You are encouraged as Director of Transportation – KIPDA – to proceed to recommend to the INDOT commissioner the SR265 from the Lewis and Clark Bridge to SR62 be designated a Scenic By-Way.

As we proceed on,

James P. Keith

CC: Jerry Acy  
Tony McClellan  
Jack Coffman  
Rob Waiz  
Scott Stewart  
Wendy Dart Chesser  
Jim Epperson  
Senator Ron Grooms  
Representative Steve Stemler  
Devin Hillsdon-Smith