

Indiana's Highway-Rail Crossings

Indiana has more than 8,700 highway-rail crossings, two-thirds of which are grade public crossings. That's more than in all but four other states. Many of these crossings have active warning devices; but train-activated lights and gates do not completely solve the problem of vehicle-train crashes at highway-rail crossings. Driver behavior contributes significantly to these crashes, more than half of which occur at railroad crossings equipped with operating flashing lights and gates.

To improve safety and reduce crashes, injuries and fatalities at highway-rail crossings, the state has developed a comprehensive Highway-Rail Grade Crossing Safety Action Plan.

The Local Trax Rail Overpass Program is just one tool aimed at improving safety and quality of life for residents through large-scale rail-related transportation projects.



The Highway-Rail Grade Crossing Safety Action Plan will:

- Reduce the number of public-grade crossings
- Encourage grade separations where possible to bridge over or under busy rail lines
- Accelerate education and enforcement statewide
- Improve passive warning devices to the latest standards
- Upgrade active warning devices at crossings exhibiting the greatest need
- Focus attention on grade crossings with a recent history of multiple collisions

Working Together to Enhance Safety at Indiana's Highway-Rail Intersections

The Indiana Department of Transportation is always looking for new ways to partner with local governments, businesses and industry to address transportation needs in Hoosier communities.

Since 2018, the Local Trax program has provided grants to cities, towns and counties for grade separation, crossing closure and other safety enhancement projects at highway-rail intersections on local roads. Funding for this program totals at least \$125 million.

INDOT manages Local Trax projects from beginning to end. Local input and involvement, however, is critical to project success and will be incorporated every step of the way. INDOT also funds 100% of project design fees and 80% of total project construction and right-of-way costs. The required local match of 20% can be reached through any local partnerships, including funding from the host railroad.

Local Trax Awardees

<u>Project Recipient</u>	<u>Grant Amount</u>
Gary	\$15,200,000
Terre Haute	\$13,520,000
La Porte	\$6,238,880
Elkhart	\$12,264,000
Elkhart County	\$14,088,000
Kosciusko County	\$6,489,945
Schererville	\$6,040,440
Hammond	\$5,460,070
Wells County	\$4,590,324
Hobart	\$5,574,280
Wabash	\$7,147,200



Project Highlights



Terre Haute

Eighth Avenue & 13th Street at CSX Railroad



Near the intersection of Eighth Avenue and 13th Street in Terre Haute, two grade diagonal CSX Railroad tracks delay traffic on both city roadways. Through Local Trax, the city and state are collaborating on a creative solution that provides

connectivity and reduces vehicular delays by eliminating five at-grade crossings at this intersection.

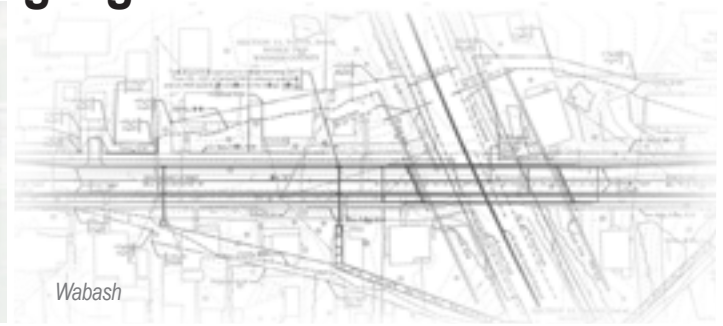
This solution improves the safety and mobility of the public by addressing the adverse effects of the current grade crossings at this intersection. This solution is supported by the public and CSX and will reduce delays for emergency vehicles that use this intersection to connect to the nearby hospital.

Hively Avenue over Norfolk Southern Railroad



This project will eliminate the existing grade crossing in Elkhart by constructing a new overpass to carry a realigned East Hively Avenue (State Road 18) over South Main Street, the Norfolk Southern Railroad, and Sterling/Hammond avenues.

The project will improve safety and mobility on the southeast side of Elkhart by eliminating the grade crossing and reducing vehicle delays. The project will shift the alignment of Hively Avenue south and realign Stirling and Hammond avenues to create a four-way intersection. The overpass will include a bike/pedestrian path and the project will add sidewalks to the north and south sides of East Hively Avenue and a new section of multi-use path. Additional benefits include utility relocations, stormwater/drainage treatments, and pavement improvements.



Wabash

East Street over Norfolk Southern Railroad



The city of Wabash is bisected completely by a series of grade railroad tracks. Slow or stopped trains present serious mobility and safety hazards, especially to the southern portion of the city.

Vehicular traffic, including emergency vehicles, can experience long delays and the nearest detour is over 5½ miles east of the city.

Through Local Trax, the city and state are collaborating to design a grade-separated bridge crossing for both vehicular and pedestrian traffic on East Street while closing vehicle access at three other grade crossings in the city. The project design minimizes impact to homeowners and an adjacent historic district while providing enhanced mobility and updated pedestrian crossings and lighting.

“Creative public-private partnerships that foster open dialogue and collaboration are instrumental in tackling challenging problems. Local Trax is a perfect example of such a partnership. Railroads throughout Indiana are excited to engage with INDOT and local governments to improve both safety and mobility through this innovative program.”

*– Derek Sublette, Director, Government Relations,
Norfolk Southern Corp.*



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