

CHAPTER 3: FUTURE ACCESS MANAGEMENT PLAN

INTRODUCTION

Chapter 3 explains the proposed access management changes for each of the four sections included this study, including recommendations for over 400 access points in the corridor. These recommendations were developed from the results of the following analyses, studies and meetings:

- An analysis of the existing conditions of the corridor including: crash rates, access density, traffic volumes, an access point inventory and an analysis of existing land uses in the corridor
- Review of the current INDOT Driveway Permit Manual, 1996 and access management standards from the Transportation Research Board Access Management Manual, 2003 and ODOT
- Input from the public at three public meetings and dialogue at an additional six meetings with all the jurisdictions in the corridor
- A business survey with over a 30 percent return rate from businesses along the corridor
- Four advisory committee meetings, including a field review/bus tour of the corridor
- Monthly project management team meetings
- A meeting with the Dearborn County Commissioners
- A meeting with the management of Argosy Casino
- New traffic counts, which also analyzed traffic speed and percentages of truck traffic
- A field review of the corridor to determine if the access management and land use recommendations could be implemented given existing development.

Overall, the goal of the recommendations was to attain a minimum of 350 foot spacing between driveways and 700 foot spacing at intersections to preserve the upstream intersection functional area. The intersection upstream functional area is the storage capacity needed at intersections. It is measured from the intersection with the cross street. Most of the proposed access management changes meet this goal.

The access management recommendations described below are illustrated on color aerial photos in Appendix B under separate cover.

SECTION 1

1.1: Stateline Road to I-275/SR 1

Within this 2-mile segment of Section 1, there are 22 access points (see Appendix B #1 – 8). The recommendations would define, combine and relocate many of these access points. In addition, Oberting Road would be realigned. Many of the driveways are currently residential in use. In the future, if these uses change, it is recommended to reevaluate these access points. Below is summary of the proposed changes to all of the access points in this first portion of Section 1, from Stateline Road (#0) west to I-275/SR 1 (#21) (see Figure 3-1).

Figure 3-1: Proposed Changes - Stateline Road to I-275/SR 1

ID Number	Access Type	Intersecting	Proposed Change
0	Unsignalized Intersection	State Line Road	No Change
1	Driveway		Relocation
2	Driveway		Removal
3	Driveway		Change in Width/Re-design
4	Driveway		Removal
5	Driveway		Shared Driveway
6	Driveway		No Change
7	Driveway		No Change
8	Driveway		Removal
9	Driveway		No Change
10	Driveway		No Change
11	Driveway		No Change
12	Driveway		No Change
13	Unsignalized Intersection	Oberting Road	Change in Width/Re-design
14	Unsignalized Intersection	Auction Lane	No Change
15	Driveway		Change in Width/Re-design
16	Driveway		Change in Width/Re-design
17	Driveway		No Change
18	Driveway		No Change
19	Unsignalized Intersection	Unnamed	No Change
20	Unsignalized Intersection	Unnamed	No Change
21	Signalized Intersection	State Route 1	No Change

1.2: I-275/SR 1 to Argosy Parkway

Within this 1.4 mile segment of Section 1, there are 31 access points (see Appendix B #9 – 13). The recommendations would define, combine and relocate many of these access points. In addition a raised concrete median is proposed with full access median breaks at existing intersections. The median breaks would be adequately spaced along the corridor at the following existing intersections and allow for adequate access to the existing development:

- I-275/SR 1 (#21)
- Walnut Street (#28)
- Faith Way (#40)
- Lorey Lane (#44)
- Urban Way (#45)
- McClure Way (#46)
- Rudolph Way (#47)
- Argosy Parkway (#50)

If the proposed raised median is constructed, most full access points would be converted to right-in/right-out or consolidated. Each of the businesses would still have appropriate access with these recommendations.

Below is summary of the proposed changes to all of the access points in the third segment of Section 3, from I-275/SR 1 (#21) west to Argosy Parkway (#47) (see Figure 3-2).

Figure 3-2: Proposed Changes - I-275/SR 1 to Argosy Parkway

ID Number	Access Type	Intersecting	Proposed Change
21	Signalized Intersection	State Route 1	No Change
22a	Driveway - Walgreens		Removal
22	Driveway - Walgreens		Removal
23	Driveway		Removal
24	Driveway		Removal
25	Driveway - Shell & Subway		Removal
26	Driveway - Ande Chevrolet		Right in/Right out
27	Driveway		Removal
28	Unsignalized Intersection	Walnut Street	No Change
29	Driveway - Tire Center		Removal
30	Driveway - Discount Store		Removal
31	Driveway - Tire Center		Removal
32	Driveway - Whiskey Cold Beer		Right in/Right out
33	Driveway - Wishing Well Motel		Removal
34	Driveway - Wishing Well Motel		Removal
35	Driveway - Wishing Well Motel		Right in/Right out
36	Driveway - Quality Inn		Right in/Right out

ID Number	Access Type	Intersecting	Proposed Change
37	Driveway - Marathon Gas Station		Right in/Right out
38	Driveway - Truck Stop		Removal
39	Driveway - M&M Automotive		Right in/Right out
40	Unsignalized Intersection	Faith Way	No Change
41	Driveway - Site redevelopment		Removal
42	Driveway - Chrysler		Right in/Right out
43	Driveway - Mixed small retail		Right in/Right out
44	Signalized Intersection	Lorey Lane	No Change
45	Unsignalized Intersection	Urban Way	No Change
46	Unsignalized Intersection	McClure Way	No Change
47	Signalized Intersection	Rudolph Way	No Change
48	Driveway - Ford Dealership		Right in/Right Out
49	Driveway - Ford Dealership		Removal
50	Signalized Intersection	Argosy Parkway	No Change

SECTION 2

2.1: Argosy Parkway to Walnut Street/Stadium Lane

In this 0.6 mile segment of Section 2, there are eight access points (see Appendix B #14 – 15). The recommendations would define and combine many of these access points. In particular, it is recommended to consolidate driveways and protect existing intersections. Below is summary of the proposed changes to all of the access points in this first portion of Section 2, from Argosy Parkway (#50) west to Walnut Street/Stadium Lane (#57) (see Figure 3-3).

Figure 3-3: Proposed Changes - Argosy Parkway to Walnut Street/Stadium Lane

ID Number	Access Type	Intersecting	Proposed Change
50	Signalized Intersection	Argosy Parkway	No Change
51	Driveway	N/A	Removal
52	Driveway	N/A	No Change
53	Signalized Intersection	Arch Street/Tiger Boulevard	No Change
54	Driveway	N/A	Right in/Right out
55	Driveway	N/A	Already removed
56	Unsignalized Intersection	Third Street	Right In
57	Signalized Intersection	Walnut Street/Stadium Lane	No Change

2.2: Walnut Street/Stadium Lane to Front Street

In this 0.21 mile segment of Section 2, there are 18 access points, giving it the highest density of access points of all of the segments (see Appendix B #15 – 16). This is also the most confined and congested portion of the corridor. Before specific recommendations are made to this portion of the corridor, further analysis should be undertaken. Possibilities for improving the safety and congestion in this area would include; raised medians, consolidation of driveways, right in/right out driveways, shared parking, roundabouts and the creation of supplemental parking. More information regarding possible improvements to the downtown Lawrenceburg section of the corridor may be found in Appendix D. Because this area needs future evaluation, specific improvements are not recommended at this time. The decisions in this portion of US 50 also depend on the recommendations of the INDOT US 50 EA Study.

Below is summary of the existing access points in this second portion of Section 2, from Walnut Street/Stadium Lane (#57) west to Front Street (#73) (see Figure 3-4).

Figure 3-4: Proposed Changes - Walnut Street/Stadium Lane to Front Street

ID Number	Access Type	Intersecting	Proposed Change
57	Signalized Intersection	Walnut Street/Stadium Ln	NA

ID Number	Access Type	Intersecting	Proposed Change
58	Driveway - A1 Auto		NA
59	Driveway - KFC		NA
60	Driveway - KFC		NA
61A & 61B	Driveways - Boat Shop and Service Center		NA
61	Driveway - Alley		NA
62	Driveway - Bill's Service Car Repair		NA
63	Driveway - KFC		NA
64	Driveway - Bill's Service Car Repair		NA
65	Driveway - Fehrman Realty		NA
66	Driveway - Glass Pro		NA
67	Driveway - Fehrman Realty		NA
68	Driveway - Glass Pro		NA
69	Unsignalized Intersection	Water Street	NA
70	Driveway		NA
71	Driveway - Whisky's Driveway		NA
72	Driveway		NA
73	Signalized Intersection	Front Street	NA

2.3: Front Street to SR 48

In this 0.32 mile segment of Section 2, there are eight access points (see Appendix B #16 – 17). The recommendations would define, combine and relocate many of these access points. In addition, it is recommended that the mid-block access points be removed because they are redundant access for properties that already have access to side streets. It is also recommended that Park Street be converted to a one-way street due to its narrow width and its close proximity to the Main Street intersection.

The access changes in this area were purposefully minimized due to the future construction of a new Tanners Creek Bridge. The bridge design is currently under review by INDOT. The construction of this facility will significantly alter this section of US 50.

Below is summary of the proposed changes to all of the access points in this third segment of Section 2, from Front Street (#73) west to SR 48 (#80) (see Figure 3-5).

Figure 3-5: Proposed Changes - Front Street to SR 48

ID Number	Access Type	Intersecting	Proposed Change
73	Signalized Intersection	Front Street - Median Ends	No Change

ID Number	Access Type	Intersecting	Proposed Change
74	Unsignalized Intersection	Park Street	Right In
75	Signalized Intersection	Main Street	No Change
76	Driveway		Removal
77	Unsignalized Intersection	Shipping Street	No Change
78	Driveway		Relocation
79	Unsignalized Intersection	Unnamed	Removal
80	Signalized Intersection	State Route 48	No Change

SECTION 3

3.1: SR 48 to Tanners Creek Road

In this 1.03 mile segment of Section 3, there are 27 access points (see Appendix B #17 – 20). The recommendations would define, combine and relocate many of these access points. Access in this area does not reveal any severe problems; however some access points should still be consolidated and some curbs should be added. In particular, in the area just west of Doughty Road there is a collection of businesses with open frontage on the north side from K&K Mini Mart to Cut-Rate Liquors. It is recommended to add a one-way frontage road to accommodate these businesses (#90). Below is summary of the proposed changes to all of the access points in this first portion of Section 3, from SR 48 (#80) west to Tanners Creek (#107) (see Figure 3-6).

Figure 3-6: Proposed Changes - SR 48 to Tanners Creek Road

ID Number	Access Type	Intersecting	Proposed Change
80	Signalized Intersection	State Route 48	No Change
81	Driveway		Removal
82	Driveway		Removal
83	Driveway - Water Treatment Plant		No Change
84	Driveway - Kroger		Right in / Right out
85	Driveway		Removal
86	Driveway		No Change
87	Driveway		Removal
88	Driveway		Removal
89	Unsignalized Intersection	Doughty Road	No Change
90	Driveway		Shared Driveway
91	Driveway - K&K Mini Mart, Jones Flooring, Nugent Tractor Sales, Cut Rate Liquors		Frontage Road
92	Driveway - Home Furniture		No Change
93	Driveway - Real Estate Services		Removal
94	Driveway - New Bank		No Change
95	Driveway		Already Removed
96	Driveway		Already Removed
97	Driveway		Already Removed
99	Signalized Intersection	SR 48 Connector	No Change
100	Driveway - Car Wash		Right in /Left in Only
101	Driveway - Small Retail		Removal
102	Driveway - Skyline		No Change
103	Driveway - Classic Car		Removal

ID Number	Access Type	Intersecting	Proposed Change
	Wash		
104	Driveway		Removal
105	Driveway - House		No Change
106	Unsignalized Intersection	County Road 5	No Change
107	Signalized Intersection	Tanners Creek Road	No Change

3.2: Tanners Creek Road to Wilson Creek Road

In this 1.11 mile segment of Section 3, there are 37 access points (see Appendix B #20 – 24). The recommendations would define, combine and relocate many of these access points. In addition, a raised concrete median is proposed because this area is so well developed. The median breaks would be adequately spaced along the corridor at the following existing intersections to allow for adequate access to the existing development:

- Tanners Creek Road (#107)
- Shurlite Drive (#116)
- Florence Drive (re-align south side) (#124S, #125N)
- Sycamore (#139)
- Wilson Creek Road (#143)

If the proposed raised median is constructed, most full access points would become right-in/right-out, and a one-way eastbound frontage road would be warranted on the south side of US 50 between Access Point #132 and Sycamore (#139). Below is summary of the proposed changes to all of the access points in second segment of Section 3, Tanners Creek Road (#107) west to Wilson Creek Road (#143) (see Figure 3-7).

Figure 3-7: Proposed Changes - Tanners Creek Road to Wilson Creek Road

ID Number	Access Type	Intersecting	Proposed Change
107	Signalized Intersection	Tanners Creek Road	No Change
108	Driveway - Lowe's		No Change
109	Driveway - Art Deco Residence		Right in / Right out
110	Driveway - Golden Corral		Right in / Right out
111	Driveway - closed already		Already Removed
112	Driveway - Pizza Hut		Removal
113	Driveway - Garden Center		Right in / Right out
114	Driveway - Garden Center		Removal
115	Driveway - Papa John		Relocation
116	Unsignalized Intersection	Shurlite Drive	No Change

ID Number	Access Type	Intersecting	Proposed Change
117	Driveway - Open land		Removal
118	Driveway - Speedway		Right in
119	Driveway - Speedway		Right out
120	Driveway - Abandoned building		Right In/Right Out
121	Driveway - Abandoned building		Removal
122	Driveway - Auto Zone		Right In/Right Out
123	Driveway - Frisch's		Removal
124	Driveway - Frisch's		Removal
125	Unsignalized Intersection	Florence Drive	No Change
126	Driveway - Pro Outdoors		Removal
127	Driveway - Movie Gallery		Removal
128	Driveway - Art's Rental		Removal
129	Driveway - US Bank		Right in
130	Driveway - US Bank		Right Out
131	Driveway - Beers Auto Sales		Removal
132	Driveway - Small Retail		Right Out
133	Driveway - Beers Auto Sales		Right in / Right out
134	Driveway - Beers Auto Sales		Removal
135	Driveway - Advance Auto Parts		Removal
136	Driveway - Do it Best Hardware		Removal
137	Driveway - Bob Summerall Tire		Removal
138	Driveway - Do it Best Hardware		Removal
139	Signalized Intersection	Sycamore	No Change
140	Driveway - Indiana Monument		Removal
141	Driveway - Modular home		Removal
142	Driveway - Long John Silvers		Removal
143	Signalized Intersection	Wilson Creek Road	No Change

3.3: Wilson Creek Road to SR 148

In this 1.95 mile segment of Section 3, there are 44 access points (see Appendix B #24 – 26). The recommendations would define, combine and relocate many of these access points. In addition, a raised concrete median is proposed to reduce accident conflict points in this highly developed area between Lawrenceburg and Aurora. Median breaks would be adequately spaced along the corridor at the following

existing intersections and allow for adequate access to the existing development:

- Wilson Creek Road (#143)
- Hillcrest Drive (#144)
- Aurora Boat Ramp (#159)
- SR 148 (#185)

If the proposed raised median is constructed, most full access points would become right-in/right-out. Because of the multiple residences along this segment of Section 3, it is recommended that the driveways be changed to right-in/right-out. If those properties are converted to a more traffic-intensive use in the future, their access should be reconsidered.

Below is summary of the proposed changes to all of the access points in the third segment of Section 3, from Wilson Creek (#143) west to SR 148 (#185) (see Figure 3-8).

Figure 3-8: Proposed Changes - Wilson Creek Road to SR 148

ID Number	Access Type	Intersecting	Proposed Change
143	Signalized Intersection	Wilson Creek Road	No Change
144	Unsignalized Intersection	Hillcrest Drive	No Change
145	Driveway - Insurance		Removal
146	Driveway - Insurance		Right in/Right out
147	Driveway - Dairy Queen		Right in/Right out
148	Driveway - Glass shop		Removal
149	Driveway - Ashcroft / Auto body		Right in/Right out
150	Driveway - Far East		Removal
151	Driveway - Far East		Right in/Right out
152	Driveway - NOT UTILIZED		Removal
153	Driveway - Riverside Car Sales		Removal
154	Driveway - Riverside Car Sales		Right in/Right out
155	Driveway - All American Carwash		Right in/Right out
156	Driveway - American Rental		Removal
157	Driveway - Besslers Restaurant		Removal
158	Driveway - Victory crafts		Removal
159	Unsignalized Intersection	Boat Ramp	No Change
160	Driveway - Poor House Liquor w/ Motel		Removal

ID Number	Access Type	Intersecting	Proposed Change
161	Driveway - Riverside sales		Removal
162	Driveway - Poor House Liquor		Removal
163	Driveway - Riverside sales		Removal
164	Driveway - house		Removal
165	Driveway - Red Dog		Right in
166	Driveway - Carpet World		Right in/Right out
167	Driveway - Red Dog Gas Station		Right out
168	Driveway - Trade Winds Marine		Removal
169A	Driveway - Help U Sell		Right in/Right out
169	Driveway - residential		Right in/Right out
170	Driveway - Locksmith		Removal
171	Driveway - residential		Right in/Right out
172	Driveway - Small Retail, Subway		Removal
173	Driveway - residential		Right in/Right out
174	Driveway - BP		Right in/Right out
175	Driveway - BP		Removal
176	Driveway - Family Dollar		Right in/Right out
177	Driveway - residential		Right in/Right out
178	Driveway - Family Dollar		Removal
179	Driveway - Walgreens		Right in/Right out
180	Driveway - Walgreens		Removal
181	Driveway - Family Dollar		Right in/Right out
182	Driveway - Swifty Gas		Removal
183	Driveway		Removal
184	Driveway - Swifty Gas		Removal
185	Signalized Intersection	State Route 148	No Change

3.4: SR 148 to George Street

In this 0.1 mile segment of Section 3, there are seven access points (see Appendix B #26 - 27). The recommendations would define, combine and relocate many of these access points. It is recommended to consolidate access points, construct curbs, and protect intersections. Below is summary of the proposed changes to all of the access points in the fourth segment of Section 3, from SR 148 (#185) west to George Street (#191) (see Figure 3-9).

Figure 3-9: Proposed Changes - SR 148 to George Street

ID Number	Access Type	Intersecting	Proposed Change
185	Signalized Intersection	State Route 148	No Change
186	Unsignalized Intersection	Harrison Street	Removal

ID Number	Access Type	Intersecting	Proposed Change
187	Driveway		Removal
188	Driveway		No Change
189	Driveway		Removal
190	Driveway		Removal
191	Signalized Intersection	George Street	No Change

3.5: George Street to SR 350

In this 0.3 mile segment of Section 3, there are 11 access points (see Appendix B #27 – 28). The recommendations would define, combine and relocate many of these access points. It is recommended to consolidate access points, construct curbs, and protect intersections. Below is summary of the proposed changes to all of the access points in the fifth segment of Section 3, from George Street (#191) to SR 350 (#201) (see Figure 3-10).

Figure 3-10: Proposed Changes - George Street to SR 350

ID Number	Access Type	Intersecting	Proposed Change
191	Signalized Intersection	George Street	No Change
192	Unsignalized Intersection	Moore Street	No Change
193	Driveway		Removal
194	Driveway		Removal
195	Unsignalized Intersection	Broadway Street	No Change
196	Driveway		Removal
197	Driveway		Removal
198	Driveway		Removal
199	Driveway		No Change
200	Driveway		Removal
201	Signalized Intersection	State Route 350	No Change

SECTION 4

SR 350 to SR 62

Section 4 is 8.4 miles long and contains 204 access points (see Appendix B #28 – 56). The recommendations would define, combine and relocate many of these access points. This section is a rural portion of the corridor, so it has not yet experienced heavy development. It is recommended to realign some driveways to match with existing median breaks. Below is summary of the proposed changes to all of the access points in Section 4, from SR 350 (#201) west to SR 62 (#404) (see Figures 3-11 and 3-12).

Figure 3-11: Proposed Changes - SR 350 to SR 62 (Westbound)

ID Number	Access Type	Intersecting	Proposed Change
201	Signalized Intersection	State Route 350	No Change
202	Unsignalized Intersection	Exporting Street	Right out
203	Unsignalized Intersection	Unnamed	Right in
204	Exit Ramp		No Change
205	Unsignalized Intersection	Indiana Avenue	Relocation
206	Unsignalized Intersection	West Conwell Street	No Change
207	Unsignalized Intersection	Lower Dillsboro Road	Relocation
208	Driveway		Right in/Right out
209	Driveway		Right in/Right out
210	Unsignalized Intersection	Stewart Street	No Change
211	Unsignalized Intersection	Gnawbone Road	Change in Width/Re-design
212	Unsignalized Intersection	Hilltop Drive	No Change
213	Unsignalized Intersection	Blair Road	No Change
214	Driveway		Relocation
215	Unsignalized Intersection	Dutch Hollow Road	No Change
216	Driveway		Relocation
217	Unsignalized Intersection	Locust Street	No Change
218	Driveway		Right in/Right out
220	Driveway		Right in/Right out
222	Driveway		No Change
223	Driveway		Right in/Right out
224	Driveway		Right in/Right out
225	Driveway		Right in/Right out
227	Driveway		No Change
229	Driveway		No Change
230	Driveway		Right in/Right out
232	Driveway		Right in/Right out
234	Driveway		No Change
235	Driveway		Right in/Right out
238	Driveway		Right in/Right out

ID Number	Access Type	Intersecting	Proposed Change
239	Driveway		No Change
241	Driveway		Right in/Right out
242	Driveway		Right in/Right out
245	Driveway		No Change
246	Driveway		Right in/Right out
247	Driveway		Right in/Right out
249	Driveway		No Change
250	Driveway		Right in/Right out
251	Driveway		Shared Driveway
252	Driveway		Shared Driveway
253	Driveway		Right in/Right out
255	Driveway		No Change
256	Unsignalized Intersection	Unnamed	No Change
259	Driveway		No Change
261	Unsignalized Intersection	Cole Lane	No Change
265	Driveway		No Change
268	Driveway		No Change
270	Driveway		Shared Driveway
272	Driveway		Shared Driveway
273	Unsignalized Intersection	Randall Avenue	No Change
276	Driveway		No Change
279	Driveway		No Change
280	Unsignalized Intersection	Marsh Road	No Change
281	Driveway		Right in/Right out
282	Driveway		Right in/Right out
285	Unsignalized Intersection	Unnamed	Right in/Right out
288	Unsignalized Intersection	Hueseman Road	No Change
289	Driveway		Right in/Right out
296	Driveway		No Change
297	Driveway		Right in/Right out
302	Driveway		No Change
303	Driveway		No Change
305	Driveway		Right in/Right out
307	Driveway		No Change
310	Driveway		Right in/Right out
312	Driveway		Right in/Right out
314	Driveway		No Change
318	Unsignalized Intersection	Lower Dillsboro Road	No Change
319	Driveway		Right in/Right out
320	Driveway		Right in/Right out
322	Driveway		No Change
323	Driveway		Right in/Right out
324	Unsignalized Intersection	Mount Tabor Road	No Change
326	Driveway		Right in/Right out

ID Number	Access Type	Intersecting	Proposed Change
330	Driveway		No Change
331	Driveway		Removal
332	Driveway		Right in/Right out
334	Driveway		Right in/Right out
336	Driveway		Right in/Right out
338	Unsignalized Intersection	Cherokee Lane	No Change
340	Driveway		Right in/Right out
341	Driveway		Right in/Right out
342	Driveway		Right in/Right out
344	Driveway		Right in/Right out
346	Driveway		Right in/Right out
348	Driveway		Removal
351	Driveway		Removal
353	Driveway		Right in/Right out
354	Unsignalized Intersection	Sharon Drive	No Change
358	Driveway		No Change
359	Driveway		Right in/Right out
362	Driveway		Right in/Right out
366	Driveway		Right in/Right out
367	Driveway		Right in/Right out
370	Driveway		No Change
371	Driveway		Right in/Right out
372	Driveway		Right in/Right out
376	Driveway		No Change
379	Driveway		Right in/Right out
380	Unsignalized Intersection	Texas Gas Road	No Change
381	Driveway		Right in/Right out
382	Driveway		Right in/Right out
383	Driveway		Shared Driveway
385	Driveway		No Change
389	Driveway		No Change
392	Driveway		Right in/Right out
395	Driveway		No Change
397	Unsignalized Intersection	Campo Verde Drive	No Change
398	Driveway		Right in/Right out
399	Driveway		Right in/Right out
400	Driveway		Right in/Right out
402	Driveway		No Change
403	Driveway		Right in/Right out
404	Unsignalized Intersection	State Route 62	No Change

Figure 3-12: Proposed Changes - SR 350 to SR 62 (Eastbound)

ID Number	Access Type	Intersecting	Proposed Change
201	Signalized Intersection	State Route 350	No Change

ID Number	Access Type	Intersecting	Proposed Change
202	Unsignalized Intersection	Exporting Street	Relocation
203	Unsignalized Intersection	Unnamed	Change in Width/Re-design
204	Exit Ramp		No Change
205	Unsignalized Intersection	Indiana Avenue	Relocation
206	Unsignalized Intersection	West Conwell Street	No Change
207	Unsignalized Intersection	Lower Dillsboro Road	Relocation
208	Driveway		Right in/Right out
209	Driveway		Right in/Right out
210	Unsignalized Intersection	Stewart Street	No Change
211	Unsignalized Intersection	Gnawbone Road	Change in Width/Re-design
212	Unsignalized Intersection	Hilltop Drive	No Change
213	Unsignalized Intersection	Blair Road	No Change
214	Driveway		Relocation
215	Unsignalized Intersection	Dutch Hollow Road	No Change
217	Unsignalized Intersection	Locust Street	No Change
219	Driveway		Removal
221	Driveway		No Change
226	Driveway		No Change
228	Driveway		No Change
231	Driveway		Right in/Right out
233	Driveway		No Change
236	Driveway		Right in/Right out
237	Driveway		Right in/Right out
240	Driveway		Removal
243	Driveway		No Change
244	Driveway		No Change
248	Driveway		No Change
254	Driveway		No Change
256	Unsignalized Intersection	Unnamed	No Change
257	Driveway		Right in/Right out
258	Driveway		No Change
260	Driveway		Right in/Right out
261	Unsignalized Intersection	Gatch Hill Road	No Change
262	Driveway		Right in/Right out
263	Driveway		Right in/Right out
264	Driveway		No Change
266	Driveway		Right in/Right out
267	Driveway		No Change
269	Unsignalized Intersection	Unnamed	Right in/Right out
271	Driveway		No Change
273	Unsignalized Intersection	Randall Avenue	No Change
274	Driveway		Right in/Right out

ID Number	Access Type	Intersecting	Proposed Change
275	Driveway		No Change
277	Driveway		Right in/Right out
278	Driveway		No Change
280	Unsignalized Intersection	Marsh Road	No Change
283	Driveway		Right in/Right out
284	Unsignalized Intersection	Unnamed	Right in/Right out
286	Driveway		Right in/Right out
287	Driveway		Right in/Right out
288	Unsignalized Intersection	Hueseman Road	No Change
290	Driveway		Right in/Right out
291	Driveway		Right in/Right out
292	Driveway		Right in/Right out
293	Driveway		Right in/Right out
294	Driveway		Right in/Right out
295	Driveway		No Change
298	Driveway		Right in/Right out
299	Driveway		Right in/Right out
300	Driveway		Right in/Right out
301	Driveway		No Change
304	Driveway		No Change
306	Unsignalized Intersection	Unnamed	Right in/Right out
308	Driveway		No Change
309	Driveway		Right in/Right out
311	Driveway		Right in/Right out
313	Driveway		No Change
315	Driveway		No Change
316	Driveway		Right in/Right out
317	Driveway		Right in/Right out
318	Unsignalized Intersection	Lower Dillsboro Road	No Change
321	Driveway		No Change
324	Unsignalized Intersection	Hoffman Road	No Change
325	Driveway		Removal
327	Driveway		Right in/Right out
328	Driveway		Right in/Right out
329	Driveway		No Change
333	Driveway		Right in/Right out
335	Driveway		Removal
337	Driveway		Right in/Right out
339	Driveway		Removal
343	Driveway		Removal
345	Unsignalized Intersection	Highridge Road	No Change
347	Driveway		Removal
349	Driveway		Removal
350	Driveway		Removal

ID Number	Access Type	Intersecting	Proposed Change
352	Driveway		Removal
354	Unsignalized Intersection	Sharon Drive	No Change
355	Driveway		Right in/Right out
356	Driveway		Right in/Right out
357	Driveway		No Change
360	Driveway		Right in/Right out
361	Driveway		Right in/Right out
363	Driveway		Right in/Right out
364	Driveway		Right in/Right out
365	Driveway		Right in/Right out
368	Driveway		Right in/Right out
369	Driveway		No Change
373	Driveway		Right in/Right out
374	Driveway		Right in/Right out
375	Driveway		No Change
377	Driveway		Right in/Right out
378	Driveway		Right in/Right out
380	Unsignalized Intersection	Texas Gas Road	No Change
383	Driveway		Right in/Right out
384	Driveway		Right in/Right out
386	Driveway		Right in/Right out
387	Driveway		Right in/Right out
388	Driveway		No Change
390	Driveway		Removal
391	Driveway		Right in/Right out
393	Driveway		Right in/Right out
394	Driveway		No Change
396	Driveway		Right in/Right out
397	Unsignalized Intersection	Campo Verde Drive	No Change
401	Driveway		No Change
404	Unsignalized Intersection	State Route 62	No Change