

## Project Background

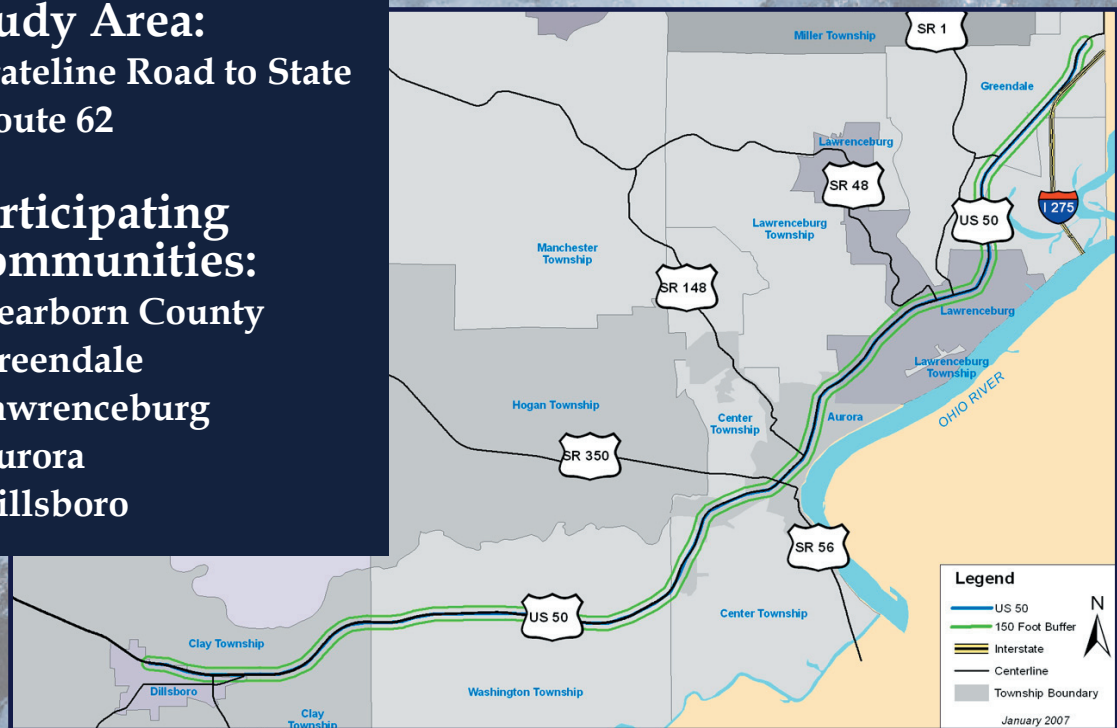
Dearborn County is the 10th fastest growing county in the state of Indiana, yet economic development opportunities here and in surrounding counties in southeastern Indiana are limited by the inability of United States Route (US) 50 to handle current traffic volumes effectively and safely.

The 18-mile-long corridor has more than 400 existing access points, a number of ill-defined or ill-placed commercial driveways, and numerous conflict points that are exacerbated by two stretches of a continuous center left-turn lane.

A committed new bridge over Tanners Creek and ongoing commercial development and redevelopment throughout the corridor also dictates the need to improve mobility and safety in the corridor, to eliminate congestion, and to create more functional land development. All of those improvements will benefit the county, southeastern Indiana, and the Greater Cincinnati region.

**Study Area:**  
Stateline Road to State  
Route 62

**Participating  
Communities:**  
Dearborn County  
Greendale  
Lawrenceburg  
Aurora  
Dillsboro



In March 2004, the Indiana Department of Transportation (INDOT) announced it would lead a corridor planning/assessment study to be conducted as a joint Environmental Assessment (EA)/Corridor Study under the INDOT Environmental Streamlining Process.

To supplement INDOT's EA study, the Dearborn County Commissioners and Dearborn County Council funded *The Southeastern Indiana Gateway: US 50 Transportation and Land Use Plan* ("US 50 Gateway Study"). The US 50 Gateway Study has expanded the work of the US 50 Corridor Collaborative Planning Initiative that began in 2003, coordinated the placement of proposed alternatives with adjacent land uses and addressed economic development opportunities to ensure that the corridor develops at the highest potential possible.

The US 50 Gateway Study also analyzed access to US 50 and ways to incorporate accepted access management practices. The US 50 Gateway Study complemented INDOT's EA study by further engaging stakeholders and allowing the community more opportunities for input during the planning process.

## US 50 Project Scope and Goals

The US 50 Gateway Study was to build upon and complement the transportation findings and recommendations being developed in the INDOT study. This project supplemented the INDOT study by looking at the land use opportunities in the corridor, by better defining access management and transportation operation improvements, and by assisting a public discussion that resulted in an appropriate vision for the corridor.

**The goals of the study were to:**

- Improve safety
- Improve mobility
- Create functional development patterns





## Project Analysis

The following analyses and input were the basis for the *US 50 Gateway Study* recommendations:

- 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 Ohio Department of Transportation (ODOT) access management guidelines.
- New traffic counts (August 2006), which also analyzed traffic speed and percentages of truck traffic.
- Field review of the corridor to determine whether access management and land use recommendations could be implemented given existing development.
- Input from the public at three public meetings and dialogue at an additional six meetings with all the jurisdictions in the corridor.
- Survey of 228 businesses along the corridor with over a 30 percent return rate, as well as one-on-one interviews with approximately 10 commercial tenants and property owners on US 50.



### ACCESS MANAGEMENT MANUAL





- Four meetings of the study's 12-person advisory committee, including a field review/bus tour of the corridor.
- Briefing of the Dearborn County Commissioners.
- Meeting with the management of Argosy Casino.
- Monthly project management team meetings.
- Various contacts with the public via phone, e-mail and mailed correspondence.



## US 50 Gateway Study Meetings:

3 - Public Meetings

4 - Advisory Committee Meetings

6 - Community Meetings



## US 50 Gateway Recommendations

### Overall Corridor Recommendations

*US 50 Corridor Collaborative* – Government officials from Dearborn County, Greendale, Lawrenceburg, Aurora and Dillsboro should form a collaborative to assure consistency and sustainability along the US 50 Corridor. The collaborative should be a non-governing but engaged body of elected or appointed officials that agrees to a set of goals and principles for the US 50 Corridor. The collaborative should meet on a regular basis to discuss the future of US 50 and ensure that recommendations are implemented in a timely manner.

*Zoning and Access Management Regulations* - Each community should independently adopt the conceptual zoning recommendations of the US 50 Gateway Study and access management regulations developed by INDOT. The regulations can be customized based on the legal and unique requirements of each community, but should be relatively consistent throughout the US 50 Corridor.

### US 50 Corridor Section-by-Section Recommendations

For ease of analysis and discussion, the US 50 Study Corridor was segmented into four sections. Recommendations for each include:

*Section 1: Stateline Road to I-275/SR 1* – The proposed consolidation and redefinition of driveways, and the creation of functional development patterns, should be implemented over time as development occurs and opportunities are presented.

*Section 1: I-275/SR 1 to Argosy Parkway* – The proposed consolidation and redefinition of driveways, addition of a raised median and creation of functional development patterns should proceed to further analysis and design. Dearborn County and Greendale should actively seek funding and participation from INDOT and OKI to help advance these projects. The overall approach should not only include improvements to US 50, but a parallel road between US 50 and Ridge Avenue to provide back access to parcels and take traffic off of US 50.





**Town center  
land use concept  
for US 50 from  
I-275 to Argosy  
Parkway**

*Section 2: Argosy Parkway to SR 48* – The proposed consolidation and redefinition of driveways should be suspended pending the approval of a preferred alternative in the INDOT US 50 Environmental Assessment. Access management practices should be incorporated into the analysis and design of this section as the project proceeds.

*Section 3: SR 48 to Tanners Creek Road* – The proposed consolidation and redefinition of driveways and the development of sustainable land uses should be implemented over time as opportunities arise. This section's easternmost area, near SR 48, is dependent on the results of the INDOT US 50 Environmental Assessment. The *US 50 Gateway* access management recommendations should be included in the INDOT study plans.

*Section 3: Tanners Creek Road to SR 350* – Most of the proposed projects to consolidate and define driveways, add a raised median and create functional development patterns should be implemented over time as opportunities arise. The City of Aurora should take an active role in consolidating driveways and defining driveway widths when possible in this section of the corridor. The US 50/Sycamore Road intersection improvements should proceed in the short term with Dearborn County and Aurora actively seeking funding and participation from INDOT and OKI.



**Improvements  
to US 50  
from Tanners  
Creek to SR  
48 including a  
raised median  
and landscaping**

*Section 4: SR 250 to SR 62* – The proposed consolidation and redefinition of driveways and the development of sustainable land uses should take place over time as development occurs and opportunities are presented.