

Engineer's Report  
Intersection Improvement on U.S. 50 at George Street  
Railroad Protection and Surface on George Street  
(aside U.S. 50) at CSX Railroad  
City of Aurora  
Dearborn County

Des. Nos. 0101253 and 0400458  
Project No. NH-044-0(015)

April 17, 2006

for

Engineering Assessment Section  
Environment, Planning and Engineering Division  
Indiana Department of Transportation

First Group Engineering, Inc.  
5714 West 74<sup>th</sup> Street  
Indianapolis, Indiana 46278  
(317) 290-9549



# **ENGINEER'S REPORT**

Intersection Improvement on U.S. 50 at George Street  
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Project No. NH-044-0(015)

Keith D Smith, P.E.  
First Group Engineering, Inc.

April 17, 2006

## **PURPOSE OF REPORT**

The purpose of this report is to document the engineering assessment phase to identify the proposal for improvements at this US 50 intersection with George Street and at the adjacent George Street-CSX railroad crossing. This report presents proposed improvements for design and documents the coordination that occurred in the evaluation of this project. This report will be used to guide other project phases including the preparation of environmental studies, field surveys, and design plans.

## **PROJECT LOCATION**

US 50 at George Street (RP 160+79) is located 0.35 mile east of SR 56 and SR 350, and 0.14 mile west of SR 148. The intersection is found in Dearborn County in the City of Aurora. Aurora is located west of Lawrenceburg on the Ohio River in the Seymour District. (A Railroad Protection and Surface project, Des. No. 0400458, at George Street and CSX railroad is "kinned" under #4464 to this lead Intersection Improvement project). Maps showing the project area and location are presented in the Appendix on pages A-1 and A-2.

## **PROJECT NEED AND PURPOSE**

This project is needed to address the substandard intersection geometry to improve safety and traffic flow at this three-legged intersection. The intersecting streets are aligned at the maximum allowable angle of 30-degrees from perpendicular. The existing alignment combined with a 20-foot curb radius in the southwest corner result in lane encroachments for trucks making the right-turn from eastbound US 50 to George Street. A single-track CSX railroad parallels US 50 crossing George Street to the immediate south of the intersection. This report will recommend geometric improvements to address the intersection turning movements, in particular truck movements, to improve the safe operation of traffic through the intersection and across the railroad tracks.

## **ONGOING PLANNING STUDY**

An INDOT Corridor Planning Study and Environmental Assessment of US 50 was initiated in 2005. This corridor study will identify potential transportation system improvements to alleviate congested travel areas along the US 50 corridor in Dearborn County.

## **EXISTING FACILITY**

Aerial photography of the US 50 at George Street intersection vicinity is shown on page A-3(1) and a plan of the existing intersection configuration is shown on page A-3(2). Photographs of the intersection are presented in Appendix A-4. Sketches of existing typical cross sections are provided on Page A-5.

Road plans used in the preparation of this report are identified in Appendix B-2.

## **Construction History**

The information presented below was compiled from the Seymour District, “State-Wide Highway Planning Survey-Road Life” for US 50 and from the road plans cited above.

- In 1939 US 50 was reconstructed as a 36-foot wide, reinforced concrete pavement. This US 50 alignment through the City of Aurora traveled over George Street.
- US 50 was constructed on its present alignment, north of the CSX (then the B&O) railroad in 1954 and the George Street intersection with US 50 was built as currently configured. US 50 was constructed as a concrete, four-lane section with a westbound left-turn lane at George Street. At US 50, a new George Street alignment provided for a new railroad crossing and the three-leg intersection with US 50. George Street was built as a 36-foot wide concrete, 2-lane roadway.
- US 50 was resurfaced with a hot asphalt emulsion in 1979.
- US 50 was widened and resurfaced west of George Street in 1992 with incidental construction at the intersection that included new curb and gutter, sidewalks, and striping at the west approach.
- In 1996 US 50 was resurfaced through the George Street intersection and widened to the south with full-depth asphalt pavement. This provided for a 14 foot painted median in the west approach, opposite the left-turn lane in the east approach.

## **Road Classifications**

US 50 is functionally classified as an Urban Other Principal Arterial with a posted speed limit of 35 miles per hour at George Street. US 50 is on the National Highway System (NHS), the National Truck Network (NTN), and is designated as a 4R Route.

George Street is classified as an Urban Local Street. The single track CSX railroad parallels US 50 on the south; the roadway and railroad alignments diverge east of George Street.

## **Intersection Layout**

The existing intersection configuration is shown on page A-3(2). Existing typical sections are presented on page A-5 for the US 50 and George Street roadways. The three-leg intersection is signalized with a median turn-lane with a turn-arrow signal head for the westbound US 50 to George Street movement. The traffic signal and controller were installed in the mid-1990s. Due to the controller age and deterioration of the intersection pavement affecting the operation of the loop detectors, the Seymour District believes the signal system should be replaced. The traffic signal includes pedestrian pushbutton actuators for the crosswalk at the west approach; there is no sidewalk on the east side of George Street or on the south side of US 50 east of the intersection. Street lighting is installed on utility poles that are located along the south side of US 50 and along the southerly side of George Street.

US 50 was constructed on fill through the intersection on a level grade with a horizontal alignment that is tangent west of the intersection and begins a 2300 foot radius curve left about 30-feet east of the center of the intersection. US 50 has two through-lanes in each direction, a 14-foot flush median with a left-turn lane in the east approach, and stripe-painted median on the west approach.

The George Street approach has left- and right-turn lanes with turn-arrow signal heads for each movement. The George Street alignment intersects the US 50 alignment at approximately 70-degrees. Proceeding southwesterly from US 50, George Street crosses the railroad on a tangent alignment and then curves to the right on a radius of 290-feet. George Street descends on a 5.6-percent grade as it proceeds south from the railroad crossing to a level grade about 200 feet south of the railroad. A drive to an old factory is located on the east side of George Street immediately south of the railroad.

The intersection sight distances appear satisfactory for the westbound US 50 left-turning movement and for the George Street to eastbound US 50 right-turning movement.

## **Railroad Crossing**

Railroad crossing inventory data for the CSX Transportation crossing, designated as No. 152494R, is shown in Appendix B-3. The CSX railroad, single-track crossing is located 60 feet south of the south edge of US 50. Crossing lights are installed on each side of the railroad with separate flashing light sets aligned for US 50 traffic. The railroad crossing signals and the traffic signal are interconnected for simultaneous preemption of George Street traffic. The railroad crossing controls are located in the southwest quadrant, south of the railroad; the traffic signal controls are housed in the southeast quadrant, north of the railroad.

## **Land Use and Surrounding Conditions**

The surrounding area, within the Aurora Corporation limits, is a combination of established commercial, industrial, and residential developments. To the north of the intersection is a city park and the Ohio River is located about a thousand feet to the south. The U.S. Census Bureau projects a 2004 population for Aurora of 4,043.

George Street travels westward toward downtown Aurora, crosses Hogan Creek, and intersects with SR 56. West of SR 56, George Street is named Main Street through downtown Aurora. The Clark Street bridge over Hogan Creek was constructed in 1878 and is listed on the National Historic Register of Historic Places (see Appendix C-4).

Semi-trucks transporting grain to a port facility (Consolidated Grain and Barge) on the Ohio River access George Street from US 50. During the Fall harvest season, 200 to 250 trucks per day can be expected to arrive from eastbound US 50 and make the right turn to George Street. Currently, in order to complete the turn, trucks must encroach on adjacent lanes.

### **Drainage**

The intersection drainage system is illustrated on the plan on page A-3(2). Three inlets located north of the railroad drain the immediate intersection pavement; a curb inlet across US 50 is connected to this storm system that outlets to the CSX railroad right-of-way east of the intersection.

West of the intersection a grass ditch between the railroad and US 50 and two curb inlets on US 50 convey runoff northward to the recreation fields. Stormwater from the recreation fields is collected and conveyed southward under the George Street intersection through a pipe network installed as part of the 1954 US 50 road project. The 1954 road design plans specify new drainage conduits to be connected to those in place (at that time) with pipe sizes increasing as the sewer travels southward under the intersection from a 24-inch diameter north of US 50 to a 4-by-4 foot box culvert at the outlet, located south of George Street. A 42-inch diameter drainage gate (50 foot head) was specified for the outlet in these road plans.

### **Utilities**

The utilities that have been identified for this intersection area are depicted on Sheet A-3(2). They include water, gas, and two force mains. Utility poles are aligned on the south side of US 50 behind the sidewalk that support street lights and communication lines. Power lines cross US 50 east of George Street and continue along the south side of George Street that also include street lights.

A list of the utility companies serving the Aurora community is presented in Appendix D-1.

### **TRAFFIC DATA AND ANALYSIS**

According to the Traffic Statistics Unit of INDOT, due to the ongoing corridor study of US 50, conventional certified traffic data cannot be provided at this time for this intersection project.

Traffic counts compiled by the Seymour District for this intersection in May and June 2003 are presented in Appendix B-1. Because these data were compiled in the Spring, they don't identify the truck movements generated by the port facility. The eastbound US 50 right-turn and northbound George Street left-turn volumes are minimal. However, the westbound US 50 left-turn and northbound George Street right-turn volumes are significant, averaging over 300 vehicles per hour (vph) for each of the movements with fairly consistent volumes throughout the day. For a signal cycle length of 60 seconds, the existing westbound turn-lane length of 300 feet satisfies the IDM Section 46-4.02(02)3.a. storage length recommendations. The small left-turn volumes for George Street effectively eliminate a storage length need for the north-to-east right-turn volumes.

### **CRASH DATA AND ANALYSIS**

Crash data compiled for the intersection area are presented in the table below. The most common accident type was a rear-end collision involving two vehicles. At this intersection, with adequate sight distances, driver inattention in combination with violation of driver expectancies could be responsible.

Rear-end collisions due to one vehicle backing are reported in a separate column of the table. A factor that may explain this type of collision would be a driver's need or desire to clear the railroad crossing.

The only one-car collision that was reported was a right-angle collision with a train that resulted in a personal injury.

## CRASH SUMMARY TABLE

YEAR	Summary Data					Collision Diagram						
	Crashes	Vehicles Involved	Crash Type			Head On	Rear End	Rear End-Backing	Right Angle	Right Angle w/Train	Same Direction Side Swipe	Unknown
			Property Damage	Personal Injury	Fatal							
1997	10	20	9	1	0	8	1	0	0	1	0	
1998	5	10	5	1	0	3	0	0	0	1	0	
1999	4	7	2	2	0	2	0	1	1	0	0	
2000	8	16	8	0	0	5	2	0	0	0	1	
<b>Totals</b>	<b>27</b>	<b>53</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	
% Total or Rate	100%	1.96	89%	15%	0%	67%	11%	4%	4%	7%	4%	

### DISCUSSION OF ALTERNATIVES

The character of the existing development in the intersection vicinity is urban with a mix of commercial, residential, and industrial properties. Pedestrians are an important consideration at this location due to the Aurora city park that abuts US 50 north of the intersection, the schools located north of the park, and the Dearborn County YMCA located to the immediate east on US 50. With intersection improvement recommendations for 20-year life, the design classification chosen for this intersection improvement project was urban-intermediate. A 45 mph design speed was used for US 50 based on the route's functional classification; it being a NHS and NTN route; its 4R designation; the level terrain; and the high traffic volumes. Road plans prepared for the most recent reconstruction of US 50 (completed in 1996) were developed for a 45 mph design speed. A lower design speed, say 35 mph or 40 mph, could introduce elements inconsistent with driver expectancies on mainline US 50 through the intersection. The proposed intersection improvements will not alter the US 50 horizontal alignment or profile grade.

Because official traffic volumes were not available for this assessment, a design year evaluation of traffic conditions could not be performed. More than 70 percent of the intersection pavement area can be retained, so the design criteria applied in this assessment are for a 3R project.

Improved intersection geometry is the primary need for this intersection. The roadway alignments are skewed 30 degrees from perpendicular, the curb radius on the southwest corner is only 20-feet, and the proximity of the railroad crossing to the intersection are factors affecting the operation and safety at this intersection.

As reported in the Field Inspection Notes (Appendix C-1), truck access through this intersection to the Ohio River port facility (Consolidated Grain and Barge Company) on George Street is an on-going problem. Grain delivery semi-trucks traveling eastbound on US 50 do not access George Street from SR 56 due to the limitations of the bridge over Hogan Creek and instead use the US 50 intersection with George Street. In order for trucks to complete the right turn, they must encroach on the adjacent eastbound lane of US 50 and/or the opposing northbound turn-lane on George Street. The number of trucks making this turn is estimated to average from 200 to 250 to a peak of perhaps 300 per day during the Fall harvest season.

The Indiana Design Manual (IDM) Table 46-1E recommends the WB-50 as the desirable design vehicle for the arterial to local intersection turning movement. From Table 55-3E, an inside clearance of 2 feet from the face of curb is desirable as is zero encroachment of turning vehicles into opposing lanes. On the George Street approach, Table 55-3G identifies travel and auxiliary lane widths of 12 feet as desirable. The revised intersection configuration will affect the width of the railroad crossing. The intersection design will need to accommodate changes necessary for the railroad crossing and the acquisition of rights-of-way necessary for the intersection design. This will require design coordination and right-of-way negotiation with CSX for the crossing width necessary for the revised intersection layout. However, no other property owners are expected to be affected by this intersection project. A vehicle larger than the WB-50 can be expected to make the right turn at this intersection. Using the desirable criteria for the intersection design, instead of the minimum, will improve the opportunity for such vehicles to successfully complete the turn. The ability of turning vehicles to complete the right turn is of vital importance due to proximity of the railroad crossing.

The WB-50 was selected as the design vehicle; the clearance and encroachment criteria; and the George Street lane widths identified above are to be used for the intersection improvement design.

A pedestrian actuated crossing signal across US 50 west of George Street will need to be replaced for the revised intersection configuration. A pedestrian crossing of George Street is unnecessary at this intersection location because there are no sidewalks on the east side of George Street or the south side of US 50 east of this intersection. An intersection island is not recommended for this intersection design because pedestrians are not expected to be crossing George Street and to eliminate the maintenance associated with an island.

The George Street alignment and profile grade will remain unchanged for the intersection improvement project. Because this project will affect the railroad crossing width and signals, the designer will initiate contact with the appropriate office of INDOT charged with railroad coordination early in the preliminary design process and coordinate the intersection project design continually through development.

Intersection improvement assessments do not request pavement design recommendations from INDOT. For this evaluation, it is assumed the pavement widening will be constructed with full depth asphalt pavement and an asphalt overlay will be applied over the existing pavement.

The US 50 eastbound lanes were widened to the south through the intersection as a part of the road reconstruction completed in 1996. A 100 foot taper was designed and built to the west of the intersection yielding a 14 foot median opposite the left-turn lane of the east approach. For a design speed of 45 miles per hour, a 45:1 lane transition is recommended to replace the taper, regardless of the alternate selected for this project.

### **Alternate 1 (Recommended Alternate)**

A layout plan of Alternate 1 is shown on Page A-3(3). This proposed layout has a simple curve with a 40 foot radius and symmetric 6 foot offsets with a 15:1 taper in the southwest corner. A number of symmetric and asymmetric curve radii were evaluated (INDOT and AASHTO) and this was selected based on the minimal widening required at the railroad crossing. George Street will be widened to develop two 12-foot wide northbound turn-lanes at the approach to the railroad crossing. The southeast curb radius will be increased to improve the north-to-east turning movement.

This alternate will require the replacement of the railroad crossing signal lights, the traffic signal and its controller, and the pedestrian crossing on the west approach. Other known utility relocations will include a light/communication line pole on the southwest corner and two poles south of the railroad crossing west of George Street. Storm drainage in the intersection area will be affected with changes expected to include the replacement of four curb inlets and, subject to the survey elevation information, perhaps the outlets from these storm drains. The commercial drive southeast of the railroad crossing will be reconstructed and curbs and sidewalks will be replaced in kind along US 50 and George Street as necessary.

The preliminary layout of this alternate indicates the existing railroad crossing signal controllers will likely not be affected. However, due to the apparent age of the railroad crossing controls, their replacement as a part of this crossing improvement will likely be mandatory. This alternate best addresses the intersection improvement needs of improved safety and operation while minimizing the expansion of the intersection and the costs associated with such an expansion.

### **Alternate 2**

An eastbound US 50 right-turn lane was evaluated for the west approach. This alternate would allow for traffic intending to turn onto George Street to queue off of the eastbound through lanes, thus allowing traffic on both through-lanes to proceed when a train is passing. The George Street northbound turn-lanes would be widened as in Alternate 1.

This alternate is not recommended because the added turn lane would result in the southwest corner radius to be shifted considerably to the west in order to accommodate the design vehicle, thus widening the intersection broadly to the south. This would require the railroad crossing signal controllers to be replaced, would include all of the Alternate 1 costs, and would extend the project limits westward on US 50 and southward on George Street. Through traffic on US 50 can shift to the inside lane to pass traffic stopped in the curb lane while a train is passing.

### **Alternate 3**

A revised alignment for George Street intended to reduce the intersection angle of 70-degrees with US 50 was considered. This alternate would improve the intersection geometrics and potentially allow for the railroad crossing to be narrowed relative to Alternate 1.

The simplest approach to this alternate would be to reduce the radius of the George Street alignment south of US 50. For a 25 mile per hour design speed, a curve radius of 200 feet would be suitable for a normally crowned pavement. This alignment change would allow for a pavement width reduction of about 5.5 feet on George Street north of the railroad tracks. It may be possible to design the railroad crossing within the existing right-of-way and develop the intersection layout to accommodate the turning movements identified in Alternate 1. The project limits would be comparable to Alternate 1 on both George Street and US 50.

This alternate is not recommended because centering the George Street pavement between the railroad crossing signals would require the intersection to be shifted westward. With the simple radius and tapers used for Alternate 1, this would not result in a significant reduction in the intersection expanse from the Alternate 1 layout. While comparable to Alternate 1, Alternate 3 would not significantly improve the layout developed for Alternate 1.

#### **Alternate 4**

This alternate would relocate the US 50 intersection from George Street to either Moore or Broadway Street. Both of these streets end at the CSX railroad right-of-way. Each of these streets, if extended, provides an intersection angle closer to perpendicular with US 50, thus offering an improvement over the existing George Street intersection.

However, the CSX railroad proximity to US 50 constrains the potential improvements to the geometry of the intersection. In addition, profile grade changes, right-of-way needs, the development of a new railroad crossing location, improvements necessary to the local street, and the improvements necessary for the street and its intersection with George Street will result in the costs of this option exceeding those of Alternate 1.

*Subsequent discussion in this Report refers to Alternate 1, the recommended course of action.*

#### **SURVEY REQUIREMENTS**

For Alternate 1, a survey will be performed to provide topographic and right-of-way information on US 50 a distance of 700 feet west and 700 feet east of George Street. On George Street the survey will need to extend 500 feet south from US 50. The survey shall be performed from the right-of-way line north of US 50 through the railroad right-of-way south of US 50. George Street shall be surveyed from the north right-of-way line and extending a minimum of 150 feet east of George Street to include topographic information necessary for drainage and right-of-way information. The total length of survey will be 1900 feet.

#### **MAINTENANCE OF TRAFFIC**

Because the Fall harvest season results in a peak in truck traffic delivering grain to the Consolidated Grain and Barge Company port, the intersection construction shall be scheduled for completion outside this time frame. The intersection construction schedule will require coordination with INDOT Production, INDOT Seymour District, CSX, the City of Aurora, Dearborn County, and Consolidated Grain and Barge Company representatives.

It is recommended that the intersection be closed to through traffic during construction. Local traffic would be able to access George Street from SR 56. Complications would arise should the Hogan Creek bridge require closure due to deterioration or for repair. The County's current schedule is for the bridge reconstruction to begin in the Summer of 2007. The current condition of the bridge apparently allows for the infrequent passage of trucks. It will be necessary for the intersection designer to ascertain the viability of this detour route for heavy trucks.

An alternate detour for local traffic, should either the George Street bridge require closure or lack the capacity for heavy trucks, would be to route traffic west to the US 50 intersection with Manchester Landing, opposite SR 148. This detour route would cross the CSX railroad at an existing crossing, travel south parallel to the railroad, and rejoin George Street at the commercial drive immediate south of the railroad crossing. This option would require arrangements for temporary use of the route with County, City, and factory property owners. Depending on the detour route duration and traffic volumes, there may be a need to widen and strengthen the existing pavement, including significant upgrading of the railroad crossing. Consequently, this detour option would best be used only for emergency situations.

Another option would be to maintain the operation of the intersection during construction for local traffic only. George Street construction would need to be phased to shift traffic from each side of the intersection while the other is reconstructed. A determination of the viability of this option is dependent on the local traffic volumes expected to need to use this route (instead of the Hogan Creek bridge to SR 56). With small traffic volumes, perhaps a single lane opening would be adequate. However, train traffic combined with vehicular traffic make safety a major concern for this approach.

## **RIGHT-OF-WAY SUMMARY**

Permanent right-of-way for the revised intersection will be necessary east and west of George Street from CSX for the crossing. Two parcels are expected to be necessary, each with an area expected be less than 0.1 acre. It is assumed that the right-of-way can be negotiated for no cost, but that an agency administrative fee of \$6000 will be required.

The proposed right-of-way requirements presented are approximate, based on preliminary information and estimated costs. The designer will develop refined right-of-way requirements using the more comprehensive design and support data available in subsequent project phases. The final right-of-way requirements can be expected to differ from those estimates presented in this report.

## **DESIGN SUMMARY**

Geometrics:	Indiana Design Manual: Chapter 46, Intersections At-Grade; Chapter 47, Railroad/Highway Grade Crossings; Chapter 55, Geometric Design of Existing Non-Freeways, and all other relevant standards
Functional Classifications:	US 50: Urban Other Principal Arterial George Street: Urban Local Street
US 50 Design Classification:	3R Urban-Intermediate
George Street Classification:	3R Urban-Intermediate
Design Speeds:	45 mph for US 50; 25 mph for George Street
Terrain:	Level
Obstruction Free Zone:	2.5 feet for traffic signal supports, 1.5 feet for others
Horizontal Alignment:	Existing
Vertical Alignment:	Existing
Permanent Right-of-Way:	0.16 acre
Number of Parcels:	2
Project Lengths:	US 50: 445 feet George Street: 215 feet
Incidental Construction:	varies; 100-300 feet south, west and east

**ESTIMATED COSTS (Year 2006 \$):**

Pavement and Drainage	\$ 110,000
Traffic Signal Modernization	120,000
Maintenance of Traffic	60,000
Contingency @ 20%	60,000
<hr/> Construction Total	<hr/> \$ 350,000
* Permanent Right-of-Way	\$12,000
Engineering (PE)	12,000
<hr/> <b>Intersection Improvement Total (Des. No. 0101253)</b>	<hr/> <b>\$ 370,000</b>
** Railroad Crossing and Control Modernization (Des. No. 0400458)	450,000
<hr/> <b>Intersection and Railroad Crossing Total</b>	<hr/> <b>\$ 820,000</b>

\* Right-of-way services estimate at \$6000 per parcel.

\*\* Des. No. 0400458: Railroad Protection and Surface project cost estimate.

**ENVIRONMENTAL CONSIDERATIONS**

A preliminary evaluation of environmental impacts resulting from this intersection improvement project indicates there will be no significant impacts to wetlands, streams, floodplains, or other environmental resources. Preliminary environmental research indicates two leaking underground storage tanks (LUST) located east of George Street as shown in Appendix C-2(1).

The intersection site has been previously disturbed, thus archaeological impacts are not expected to be significant. There are not expected to be any historic or potentially historic structures or sites directly affected by this project. However, the George Street bridge over Hogan Creek, built in 1878, is listed on the National Register of Historic Places [see Appendix C-2(3)]. Dearborn County has contracted a consultant (J.A. Barker Engineering, Inc.) to prepare design plans to renovate the bridge. Plans are being developed to refurbish this bridge and the timing of the bridge's reconstruction could affect the construction schedule and maintenance of traffic plans prepared for the intersection. Dearborn County's current schedule is for the bridge reconstruction to begin in the Summer of 2007.

Proposed right-of-way dimensions, areas, and number of parcels presented in this Engineer's Report are estimates at this state in development of the project. Assessment of social, economic, and environmental impacts should account for the unrefined nature of these right-of-way limits by assessing potential impacts a reasonable extent beyond the proposed preliminary limits.

The INDOT Environmental Assessment Section will continue to assess social, economic, and environmental aspects of this project, and prepare the appropriate environmental document. This Engineer's Report is pre-decisional, pending completion of requisite environmental studies.

## OTHER PROJECTS

The subject, lead Intersection Improvement project is scheduled as ready for contracts (RFC) in June 2009. Its “baby” Railroad Protection Surface Project (Des. No. 0400458) is (inadvertently) scheduled as RFC in Dec. 2014. (The two jobs should be let together.) Other projects and plans that are currently in construction or development in the area near this project include the following:

<u>Des. No.</u>	<u>RFC Date</u>	<u>Project Type</u>	<u>Location</u>
0400458	11/2/2008	US 50 Corridor Planning Study and Environmental Assessment	US 50 Corridor in Dearborn County
0300510	Proposed	SR 56 Small Town Reconstruction Project, Pavement Replacement	From Judiciary Street to U.S. 50 in Aurora
0500985	3/23/2006	U.S. 50 District Pavement Project (Non-I), Partial 3R, i.e. Resurface	From SR 56/SR 350 to SR 1

## COORDINATION AND FIELD INSPECTION

The intersection Field Inspection was held at the site on August 4, 2004. The Field Inspection Minutes are shown in Appendix C.

This project has been coordinated through and/or discussed with the following:

Brad Steckler	INDOT Engineering Assessment Section
Jim Ude	INDOT Seymour District Development
David Dye	INDOT Seymour District Program Development
Kevin Hooker	INDOT Seymour District Design Engineer
Jim Harrell	INDOT Seymour District, R/R Utilities
Chris Wahlman	INDOT Seymour District
James Howard	INDOT Seymour District Traffic
Gary Pence	INDOT Design Division
Greg Katter	INDOT Design, Rail Projects
Pete Boehme	INDOT Design, Rail Projects
Donnie Hastings, Jr.	Mayor of Aurora
Randy Turner	Aurora Utility Supervisor
Scott Perkins	Consolidated Grain and Barge Company
Ryan Scott	Butler, Fairman & Seufert, Inc.
Mark Seiler	Dearborn County Transportation & Engineering Department
Jim Barker	J.A. Barker Engineering, Inc.

## CHANGES TO PROPOSAL

The Engineering Assessment Section shall be consulted if the proposal (recommended alternate) is to be changed. The person initiating the change should send a letter to the Engineering Assessment Section Manager for concurrence. If the designer initiates the change, he/she should route the letter through the appropriate Design Development Section Manger. The request should include justification for the change and the estimated cost difference.

## **Distribution List**

All persons listed will be provided a copy of this report on a CD.

Fred Hohl	Utilities and Railroads
Ben Lawrence	Environmental Services
Jim Ude/David Dye	Seymour District Planning
Ed Cox	Seymour District Traffic Engineer
Ronald Burcham	Seymour District Production
	Seymour District Railroad Utilities
John Wright	Central-Office Production
Brad Steckler	Engineering Assessment Section (CD + paper original)

## **APPENDIX A**

- A-1 PROJECT AREA MAP
- A-2 PROJECT LOCATION MAP
- A-3(1) AERIAL EXHIBIT - INTERSECTION VICINITY, EXISTING CONDITIONS
- A-3(2) INTERSECTION PLAN – EXISTING CONDITIONS
- A-3(3) INTERSECTION PLAN - ALTERNATE 1 (RECOMMENDED ALTERNATE)
- A-4 GROUND LEVEL PHOTOGRAPHS
- A-5 EXISTING TYPICAL CROSS SECTIONS

## **APPENDIX B**

- B-1 TRAFFIC COUNT DATA
- B-2 EXISTING ROAD PLANS LIST
- B-3 CSX RAILROAD CROSSING INVENTORY DATA

## **APPENDIX C**

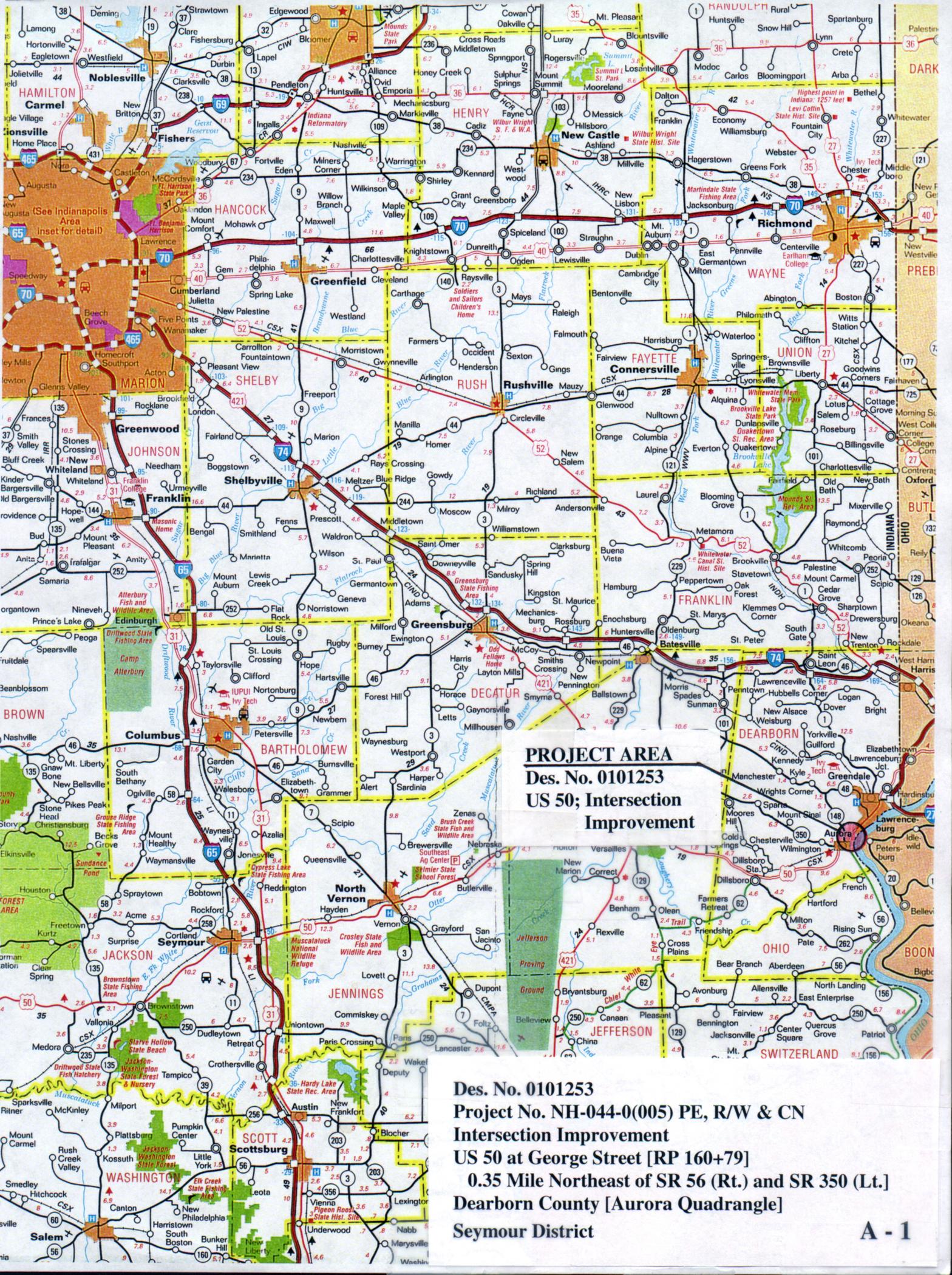
- C-1 FIELD CHECK NOTES
- C-2 AERIAL MAP OF POTENTIAL ENVIRONMENTAL SITES
- C-3 NORTH AURORA HISTORIC DISTRICT, FROM DEARBORN COUNTY INTERIM REPORT OF HISTORIC STRUCTURES
- C-4 DEARBORN COUNTY HISTORIC SITES FROM NATIONAL PARK SERVICE LISTING WEBSITE

## **APPENDIX D**

- D-1 DEARBORN COUNTY UTILITY COMPANY LISTING

## **APPENDIX A**

- A-1 PROJECT AREA MAP
- A-2 PROJECT LOCATION MAP
- A-3(1) AERIAL EXHIBIT - INTERSECTION VICINITY, EXISTING CONDITIONS
- A-3(2) INTERSECTION PLAN – EXISTING CONDITIONS
- A-3(3) INTERSECTION PLAN - ALTERNATE 1 (RECOMMENDED ALTERNATE)
- A-4 GROUND LEVEL PHOTOGRAPHS
- A-5 EXISTING TYPICAL CROSS SECTIONS



**PROJECT AREA**  
**Des. No. 0101253**  
**US 50; Intersection**  
**Improvement**

**Des. No. 0101253**  
**Project No. NH-044-0(005) PE, R/W & CN**  
**Intersection Improvement**  
**US 50 at George Street [RP 160+79]**  
**0.35 Mile Northeast of SR 56 (Rt.) and SR 350 (Lt.)**  
**Dearborn County [Aurora Quadrangle]**  
**Seymour District**

**PROJECT LOCATION**  
**Des. No. 0101253**  
**US 50; Intersection**  
**Improvement**



**Des. No. 0101253**  
**Project No. NH-044-0(005) PE, R/W & CN**  
**Intersection Improvement**  
**US 50 at George Street [RP 160+79]**  
**0.35 Mile Northeast of SR 56 (Rt.) and SR 350 (Lt.)**  
**Dearborn County [Aurora Quadrangle]**  
**Seymour District**



AURORA  
ELEMENTARY  
SCHOOL

WASHINGTON ST.

(RESIDENTIAL)

SR 148 (SUNNYSIDE DR.)

MANCHESTER ST.

(RESIDENTIAL)

HARRISON AVE

HARRISON ST.



MANCHESTER  
LANDING

DEARBORN  
YMCA

CVS

CSX RAILROAD



INDY LUBE

EXPRESS

RECREATION  
FIELDS

OLD INDUSTRIAL  
BUILDING COMPLEX



CSX CROSSING ID NO: 152 494R  
MILEPOST: BC 25.45

RAILROAD SPUR

MOORE ST.

(RESIDENTIAL)

THIRSTY  
TURTLE

PARK &  
RIDE LOT

BROADWAY ST.

(RESIDENTIAL)

US 50

(RESIDENTIAL)

GEORGE ST.

CONSOLIDATED GRAIN  
AND BARGE CO.

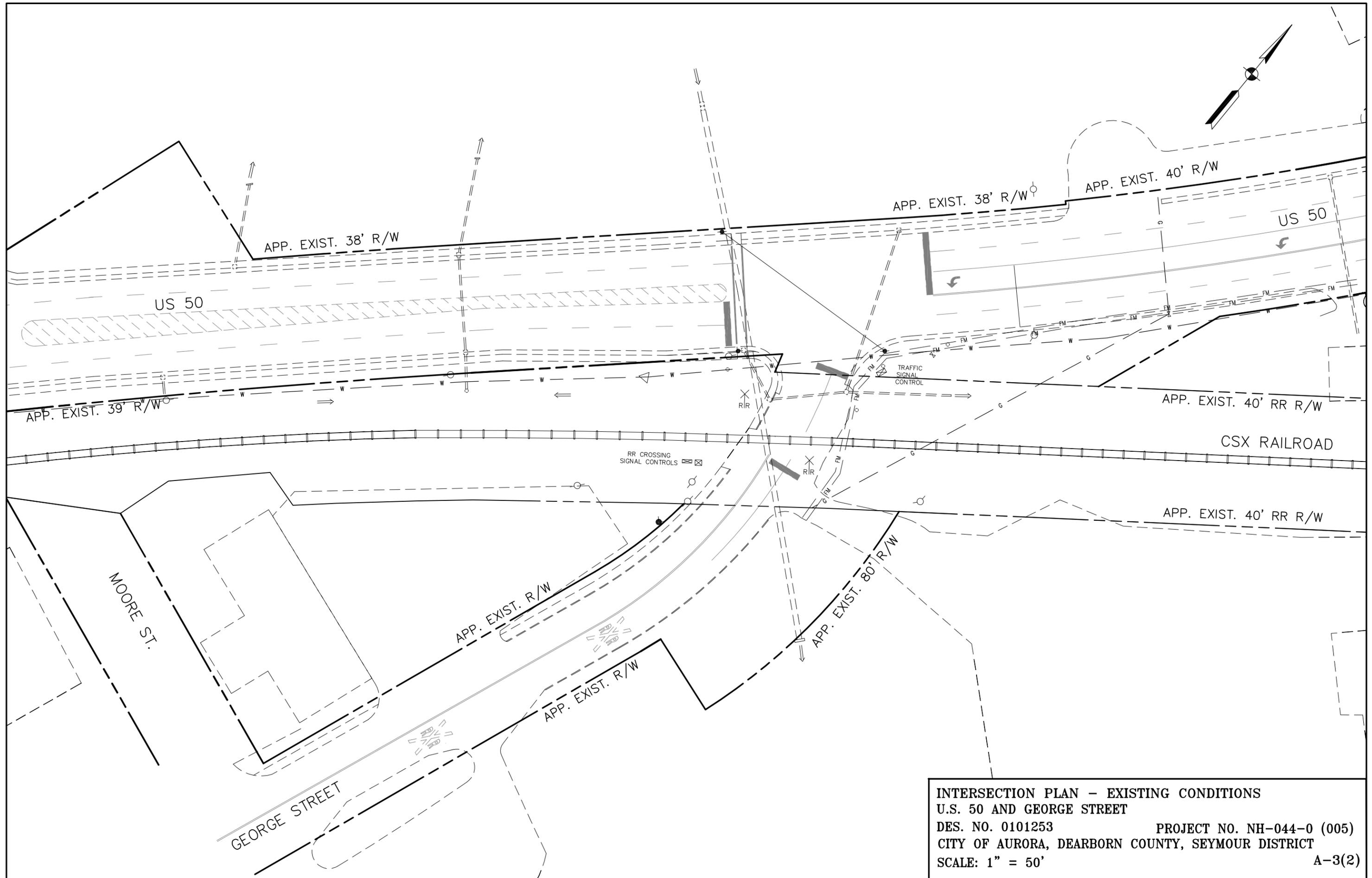
JOHNSON ST.

OHIO RIVER

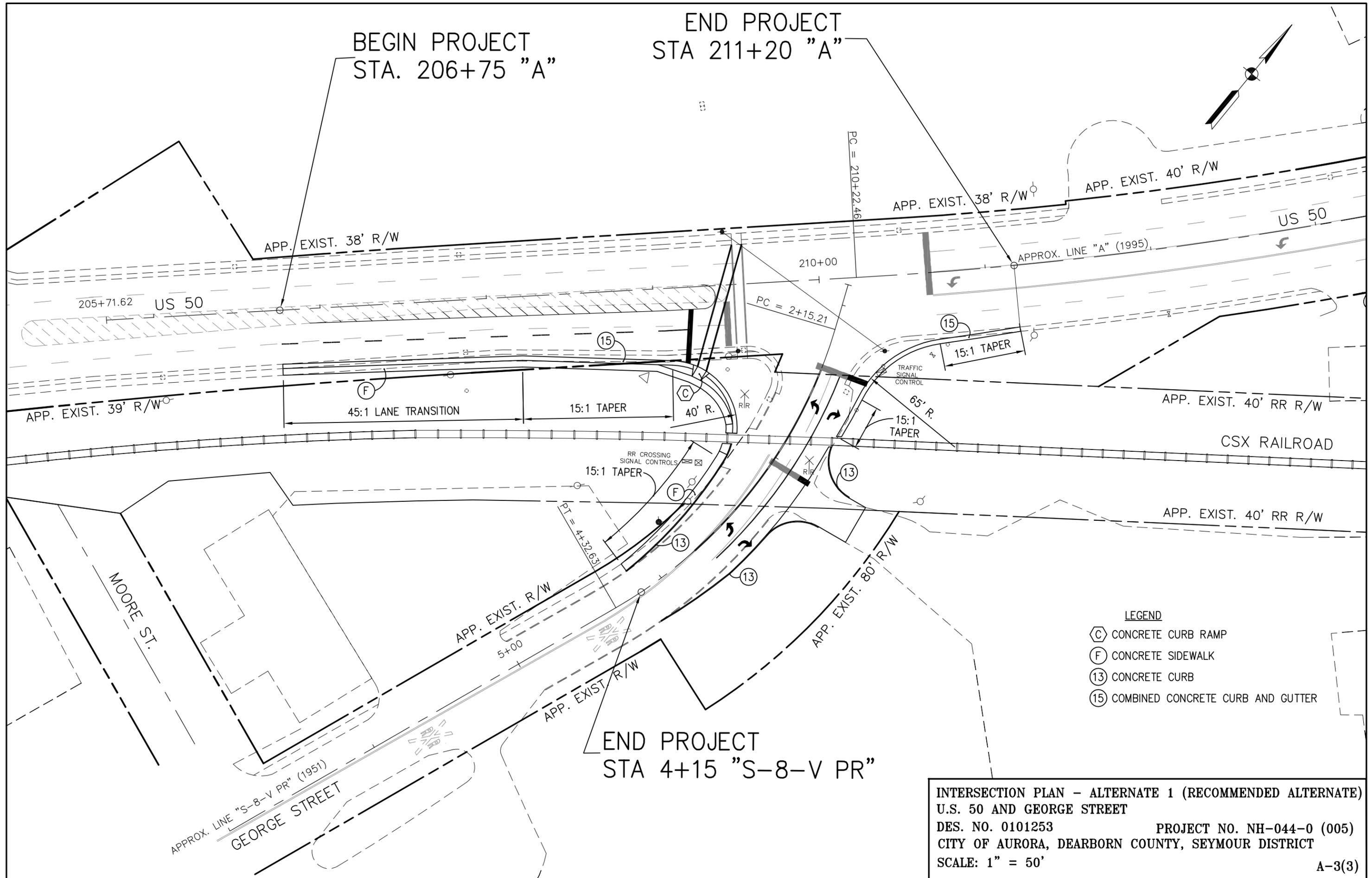
HOGAN CREEK



AERIAL EXHIBIT-INTERSECTION VICINITY, EXISTING CONDITIONS  
 US 50 AND GEORGE STREET INTERSECTION IMPROVEMENT  
 CITY OF AURORA, DEARBORN COUNTY SEYMOUR DISTRICT  
 DES. NO. 0101253 PROJECT NO. NH-044-0 (005)  
 AERIAL SOURCE: USDA, SUMMER 2003  
 SCALE: 1" = 200' A-3(1)



**INTERSECTION PLAN - EXISTING CONDITIONS**  
**U.S. 50 AND GEORGE STREET**  
 DES. NO. 0101253 PROJECT NO. NH-044-0 (005)  
 CITY OF AURORA, DEARBORN COUNTY, SEYMOUR DISTRICT  
 SCALE: 1" = 50' A-3(2)



BEGIN PROJECT  
STA. 206+75 "A"

END PROJECT  
STA 211+20 "A"

END PROJECT  
STA 4+15 "S-8-V PR"

- LEGEND**
- (C) CONCRETE CURB RAMP
  - (F) CONCRETE SIDEWALK
  - (13) CONCRETE CURB
  - (15) COMBINED CONCRETE CURB AND GUTTER

**INTERSECTION PLAN - ALTERNATE 1 (RECOMMENDED ALTERNATE)**  
**U.S. 50 AND GEORGE STREET**  
 DES. NO. 0101253 PROJECT NO. NH-044-0 (005)  
 CITY OF AURORA, DEARBORN COUNTY, SEYMOUR DISTRICT  
 SCALE: 1" = 50'

**US 50 AND GEORGE STREET INTERSECTION IMPROVEMENT  
CITY OF AURORA, DEARBORN COUNTY**



FROM US 50 WEST APPROACH, LOOKING  
NORTHEAST (EASTBOUND US 50)



FROM US 50 WEST APPROACH, LOOKING  
SOUTHWEST (WESTBOUND US 50)



FROM CENTER OF INTERSECTION, LOOKING  
SOUTHEAST AT GEORGE STREET



ON GEORGE STREET, LOOKING NORTHEAST AT  
RR TRACKS AND INTERSECTION



LOOKING NORTHEASTERLY ON CSX RAILROAD



AT RR SIGNAL CONTROLLER, WEST OF GEORGE  
STREET AND SOUTHEAST OF RAILROAD

**US 50 AND GEORGE STREET INTERSECTION**



ON WEST SIDE GEORGE ST, LOOKING SOUTH



FROM SW CORNER, LOOKING NORTH AT US 50 EASTBOUND CURB LANE



FROM SE CORNER LOOKING SOUTH ALONG US 50 EASTBOUND CURB LANE



LOOKING NORTH ON GEORGE STREET FROM 300 FEET SOUTH OF INTERSECTION



LOOKING NORTH ON GEORGE STREET FROM 500 FEET SOUTH OF INTERSECTION



LOOKING SOUTH ON GEORGE STREET FROM 500 FEET SOUTH OF INTERSECTION

**US 50 AND GEORGE STREET INTERSECTION**



ON US 50 EASTBOUND LANES FROM 300 FEET SOUTH OF INTERSECTION



ON US 50 EASTBOUND LANES FROM 500 FEET SOUTH OF INTERSECTION



ON US 50 EASTBOUND LANES FROM 500 FEET SOUTH OF INTERSECTION



LOOKING NORTH TOWARDS INTERSECTION AT SWALE BETWEEN US 50 AND RAILROAD



ON US 50 FACING EASTBOUND TRAFFIC FROM 300 FEET NORTH OF INTERSECTION



ON US 50 FACING EASTBOUND TRAFFIC FROM 500 FEET NORTH OF INTERSECTION

## US 50 AND GEORGE STREET INTERSECTION



ON US 50 FROM 500 FEET NORTH OF  
INTERSECTION AT SR 148 (SUNNYSIDE AVE)  
INTERSECTION



FROM WESTBOUND US 50 CURB LANE OPPOSITE  
INTERSECTION, LOOKING NORTH AT YMCA  
ACCESS DRIVE



FROM NORTHEAST OF INTERSECTION, LOOKING  
SOUTHWESTERLY TOWARD WESTBOUND US 50,  
SHOWING EMBANKMENT TO PLAYING FIELDS

## **APPENDIX B**

- B-1 TRAFFIC COUNT DATA
- B-2 EXISTING ROAD PLANS LIST
- B-3 CSX RAILROAD CROSSING INVENTORY DATA

INDIANA STATE HIGHWAY COMMISSION  
TRAFFIC COUNT SUMMARY SHEET

Weather: Clear Cloudy Rain Snow  
Pavement: Dry Wet Ice  
OTHER CONDITIONS

Intersection  
(Route No. and names of Streets and roads)

US-50 & Hugo St. Aurora, Dearborn Co.

Counted by P.K. Mookerj

Sum. by \_\_\_\_\_

City or County \_\_\_\_\_

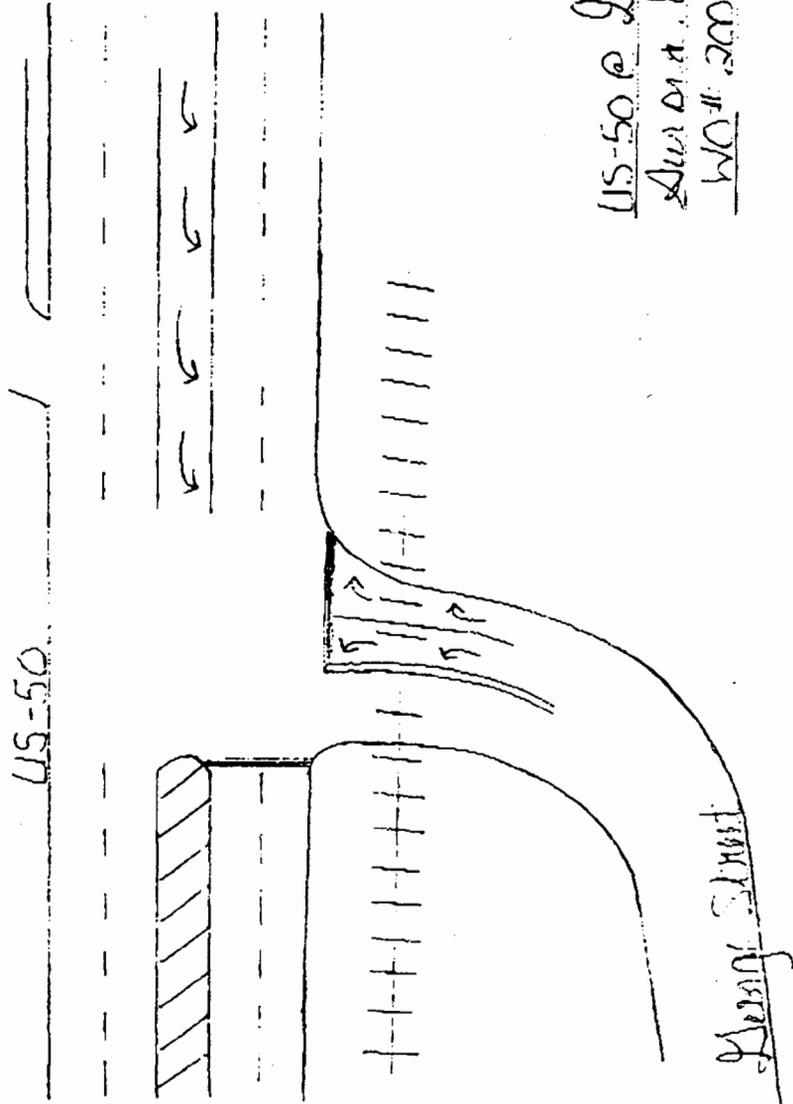
Date

May 5, June 2003

PERIOD BEGINNING AT	TRAFFIC ENTERING INTERSECTION FROM										TOTAL TRAFFIC ENTERING FROM				TOTAL P + T	
	S ON					E ON					US-50		W ON			TOTAL
	N	E	W	TOTAL	N	N	E	W	TOTAL	N	S	E	N	TOTAL		
6	328	12	340	328	128	456	992	340	1448	1788	340	92	92	1880		
7	341	2	343	418	169	587	830	343	1417	1760	343	75	75	1835		
8	396		396	700	268	968	964	396	1932	2328	396	118	118	2446		
9	246	1	247	532	242	774	774	246	1548	1794	246	92	92	1889		
10	278	2	280	682	238	920	658	280	1578	1858	280	88	88	1951		
11	159	1	160	406	162	568	431	160	1003	1163	160	56	56	1219		
12	408	5	413	792	354	1146	879	413	2027	2440	413	124	124	2564		
1	358	3	361	678	290	968	670	361	1639	2000	361	64	64	2064		
2	452	6	458	1029	375	1404	872	458	2278	2736	458	86	86	2823		
3	396	4	400	1378	516	1894	1020	400	2914	3314	400	97	97	3412		
4	447	7	454	1268	538	1806	865	454	2671	3125	454	65	65	3190		
5	392	41	396	1444	642	2086	262	396	2948	3344	396	50	50	3394		
TOTAL	4209	47	4256	10155	3929	14084	10321	4256	24411	28661	4256	24411	28661	28661		



← North



US-50 @ Design St.  
Surveyed by Deedborn Co.  
WO# 2003-070 PKM

## **EXISTING ROAD PLANS LIST**

### **F.A. PROJECT NO. 325 SEC. B (1938); AURORA-LAWRENCEBURG ROAD**

The US 50 alignment was established as Line “A” on the existing George Street through Aurora. The US 50 typical pavement section is shown 38 feet wide (face-of-curb) as a reinforced concrete pavement with combined curb-and-gutter and sidewalks on each side. The right-of-way is identified as the “Old Car Track R/W” shown from the center of George Street and is of variable width.

### **“F” PROJECT NO. 325(14); AURORA~OHIO STATE LINE ROAD; 1951**

A new US 50 alignment, Line “V”, was established in new right-of-way through Aurora, north of the B&O Railroad. The George Street alignment, Line “S-8-V-PR”, railroad crossing, and intersection with US 50 was developed and constructed in a fill area. The George Street typical section is shown as a 38 feet wide reinforced concrete pavement, with curb-and-gutter, and 5-foot sidewalks at the back of curb on each side. The US 50 typical section is shown as a 56 feet wide, reinforced concrete pavement with a raised concrete median and with curb-and-gutter and a 5-foot sidewalk left. The US 50 right-of-way is shown abutting the B&O Railroad right-of-way to the right and varies from 38 to 40 feet on the left through the George Street intersection.

### **PROJECT NO. HES-F-044-0(4); CONTRACT R-18565; 1989**

This project replaced the US 50 bridge over Hogan Creek, west of George Street. For the road portion of the plans, a new US 50 alignment was identified as Line “A” and Line “P.R.-50”. The project limit is shown ending west of the George Street intersection. The US 50 typical section is shown as a full-depth asphalt pavement with two 12-foot lanes in each direction; a variable width flush median of from 0- to 16-feet; concrete curb-and-gutter and 6-foot sidewalks at the back of curb on both sides. Incidental construction that extends to the George Street intersection identifies curb-and-gutters and sidewalks to be constructed to the west of George Street to be connected with those extant, and the pedestrian cross-walk with curb ramps on the west approach.

### **PROJECT ST-044-0(Y); CONTRACT R-22108; 1995**

These metric plans were prepared for the reconstruction and resurfacing of US 50 and show the beginning of the project west of the George Street intersection. A survey centerline, designated as Line “A” was established for the project. Through the George Street intersection, the existing pavement was widened on each side replacing the curbs and sidewalks, and the existing pavement was re-surfaced, leaving the existing pavement section in place. At the George Street intersection, the curb radii were revised and the drainage system was altered north of the railroad crossing.

**U.S. DOT - AAR CROSSING INVENTORY INFORMATION  
AS OF 4/5/2006**

Crossing #: 152494R      Update Reason: Changed Crossing      Effective Begin-Date of Record: 02/22/02  
 Railroad: CSX CSX Transportation [CSX]      Current Record  
 Initiating Agency State      Type and Position: Public At Grade

**Part I Location and Classification of Crossing**

Division:	LOUISVILLE	State:	IN
Subdivision:	INDIANA	County:	DEARBORN
Branch or Line Name:		City:	In AURORA
Railroad Milepost:	0025.45	Street or Road Name:	GEORGE ST
RailRoad I.D. No.:	6329	Highway Type & No.:	CITY ST
Nearest RR Timetable Strn:	LAWRENCEBURG	HiSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	15
Crossing Owner:	CSX CSX Transportation [CSX]	Latitude:	39.0617900
ENS Sign Installed:	Yes	Longitude:	-848.8978700
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Trian Count:	0		
Adjacent Crossing with Seperent Number:	No		

Private Crossing Information:

Category:

Specify Signs:

Specify Signals:

A

B

C

D

Railroad Use:

State Use:      1                              75                              1                              1

Narrative:      NO COMMENT

Emergency Contact: 8002320144      Railroad Contact:      State Contact:

**Part II Railroad Information**

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Total Switching:	0
Typical Speed Range Over Crossing From	1 to 25 mph	Day Thru:	1
Type and Number of Tracks:	1 Main      Other 0	Maximum Time Table Speed:	25
Does Another RR Operate a Separate Track at Crossing?	No	Specify:	
Does Another RR Operate Over Your Track at Crossing?	No		

# U.S. DOT - AAR CROSSING INVENTORY INFORMATION

Crossing #: 152494R

## PART 2

Effective Begin-Date of Record: 02/22/02

Current Record

### Part III: Traffic Control Device Information

Signs:

Crossbucks: 0  
 Advance Warning: Yes  
 Pavement Markings: Stop Lines and RR

Highway Stop Signs:  
 Hump Crossing Sign:  
 Other Signs: 0 Specify: 0  
 0 No

Train Activated Devices:

Gates: 0  
 Mast Mounted FL: 2  
 Cantilevered FL (Over): 0  
 Other Flashing Lights: 0  
 Highway Traffic Signals: 0  
 Other Train Activated  
 Channel: None  
 Track Equipped with Train: Yes

4 Quad or Full Barrier:  
 Total Number FL Pair:  
 Cantilevered FL (Not over):  
 Specify Type: No  
 Wigwags: 0 8  
 Special Warning Device: 0  
 Type of Train Detection: Bells  
 Traffic Light Interconnect/Preemption: 0

None  
 Simultaneous

### Part IV: Physical Characteristics

Type of Development: Open Space  
 Number of Traffic Lanes: 3  
 Is Highway Paved? Yes  
 Nearby Intersecting: Less than 75 feet  
 Does Track Run Down a  
 Is Commercial Power Available? Yes

Smallest Crossing Angle:  
 Are Truck Pullout Lanes Present?  
 Crossing Surface: 60 to 90 Degrees  
 Is it Signalized? No  
 Is Crossing illuminated? Asphalt and Flange  
 Yes

Yes

### Part V: Highway Information

Highway System: Non-Federal-aid  
 State Highway System: No  
 Annual Average Daily: 024580  
 Estimated Percent Trucks: 20  
 Posted Highway Speed: 30

Functional Classification: Urban Local  
 Year: 2002  
 Avg. No of School Buses per Day: 4

**FEDERAL RAILROAD ADMINISTRATION GRADE  
CROSSING PROGRAM CONTACT LIST**

**FRA HEADQUARTERS**

FEDERAL RAILROAD ADMINISTRATION  
OFFICE OF PUBLIC AFFAIRS, ROA-30  
1120 VERMONT AVE., N.W., MS-5  
WASHINGTON, DC 20590  
(202) 493-6024

**FRA REGIONAL ADMINISTRATOR**

LAURENCE HASVOLD  
REGIONAL ADMINISTRATOR - IV  
FEDERAL RAILROAD ADMINISTRATION  
200 WEST ADAMS STREET  
CHICAGO, IL 60606  
(312) 353-6203

**STATE INVENTORY CONTACT**

STEVE HULL  
CROSSING INVENTORY DATABASE  
INDIANA DEPT. OF TRANSPORTATION  
100 N. SENATE AVENUE  
INDIANAPOLIS, IN 46204-2219  
(317) 232-5340

**STATE HIGHWAY CONTACT**

STEVE HULL  
ENGINEERING SERVICES MANAGER  
INDIANA DEPT. OF TRANSPORTATION  
200 NORTH SENATE AVENUE  
ROOM N642  
INDIANAPOLIS, IN 46204  
(317) 232-5340

**FRA HEADQUARTERS**

FEDERAL RAILROAD ADMINISTRATION  
OFFICE OF SAFETY, RRS-23  
1120 VERMONT AVE., N.W., MS-25  
WASHINGTON, DC 20590  
(202) 493-6299

**FRA REGIONAL CROSSING MANAGER**

TAMMY WAGNER  
REGIONAL CROSSING MANAGER  
FEDERAL RAILROAD ADMINISTRATION  
200 WEST ADAMS, SUITE 310  
CHICAGO, IL 60606  
(312) 353-6203  
(800) 724-5040

**OPERATION LIFESAVER CONTACT**

THOMAS KINSER  
STATE COORDINATOR  
INDIANA OPERATION LIFESAVER  
31 EAST GEORGIA STREET  
INDIANAPOLIS, IN 46204  
(317) 267-4357

**RAILROAD ACCIDENT REPORTING CONTACT**

HAL GIBSON  
PRINCIPAL ENGINEER, PUBLIC PROJECTS  
CSX TRANSPORTATION  
500 WATER STREET - J301  
JACKSONVILLE, FL 32202  
(904) 359-1048

## **APPENDIX C**

- C-1 FIELD CHECK NOTES
- C-2 AERIAL MAP OF POTENTIAL ENVIRONMENTAL SITES
- C-3 NORTH AURORA HISTORIC DISTRICT, FROM DEARBORN COUNTY INTERIM REPORT OF HISTORIC STRUCTURES
- C-4 DEARBORN COUNTY HISTORIC SITES FROM NATIONAL PARK SERVICE LISTING WEBSITE

## FIELD CHECK NOTES

To: Brad Steckler, Manager  
Engineering Assessment Section

Thru: Dennis W. Cobb  
Project Manager  
First Group Engineering, Inc.

From: Keith D Smith  
Project Engineer  
First Group Engineering, Inc.

RE: Des. Nos.: 0101253  
Project Nos.: NH-044-0(005) PE, R/W & CN  
Type of Work: Intersection Improvements  
Route: U.S. 50 at George Street  
Location: RP 160+79; 0.35 Mile Northeast of SR 56 (Rt.) and SR 350 (Lt.)  
County: Dearborn County [Aurora Quadrangle]  
INDOT District: Seymour

This project was field inspected on August 24, 2004 by the following:

Scott Perkins	Consolidated Grain & Barge Co., Manager
Ryan Scott	Butler, Fairman & Seufert
Donnie Hastings, Jr.	City of Aurora, Mayor
Randy Turner	City of Aurora, Utilities Manager
Pete Boehme	INDOT Design Division, Rail Projects
Greg Katter	INDOT Design Division, Rail Projects
Gary Pence	INDOT Design Division
Jim Harrell	INDOT Seymour District, R/R Utilities
Chris Wahlman	INDOT Seymour District
David Dye	INDOT Seymour District, Program Development
Kevin Hooker	INDOT Seymour District, Program Development
Keith Smith	First Group Engineering, Inc.

The purpose of the field inspection was to gather data and comments necessary to prepare the scope of work and "Engineer's Report".

Those items observed and/or discussed at the field check include the following:

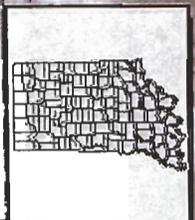
1. Consolidated Grain and Barge Company is located east of George Street, to the south of the U.S. 50 intersection, and receives grain deliveries from 200 to 250 semi-trucks daily during harvest season. Up to 300 semi-trucks per day can deliver grain on peak days. About 90 percent of the trucks are traveling east on U.S. 50 to their facility and have difficulty making the right turn onto George Street. Numerous accidents have occurred at the intersection due to trucks having to swing out into the adjacent lanes, on both U.S.

- 50 and on George Street, in order to negotiate the turn. As a result, cars have run into the side or back of the trucks. Last year, a truck unable to complete the turn due to interference from traffic, was forced to stop on the railroad tracks where it was struck by a train.
2. The City of Aurora can provide accident information from police reports for this intersection.
  3. An old factory on George Street, with a driveway located just east of the railroad tracks is not expected to generate significant traffic volumes now or in the future.
  4. The athletic fields abutting U.S. 50 to the west, opposite the George Street intersection is part of a city park. A large storm sewer under U.S. 50 drains these fields to a pond east of the intersection.
  5. The City of Aurora has separate storm and sanitary sewers; the sanitary sewer, water, and gas utilities are operated by the City. A water line parallels U.S. 50 on the east side; two sanitary force mains follow George Street on the east side and turn northward under the U.S. 50 pavement; a gas line also follows George Street, and is located north of the intersection. Cinergy/PSI provides electricity; Sprint or United provide telephone service, and Fairbanks provides cable television service in the Aurora area.
  6. A bike trail from Aurora to Lawrenceburg is being planned; however, the alignment has yet to be established in the vicinity of the intersection.
  7. A leaking underground storage tank has been recorded on property east of George Street, approximately 250 feet south-southeast of the intersection.
  8. The railroad is operated by CSX and, although at one time was being considered for abandonment, it is currently in use and is not expected to be abandoned at any time soon. Any road construction work that affects the CSX railroad crossing controllers, located south of the intersection, will require replacement of all such equipment to meet current standards. The railroad company will not be involved until design plans are being prepared. The railroad designers will need pavement geometry and location information in order to prepare their plans. Railroad plans can be prepared within the time frame of the intersection improvement plan preparation.
  9. The intersection improvements should be developed so that additional right-of-way will not be necessary, if at all possible. There should be no need to widen U.S. 50 to the west at this intersection location. An improved turning radius should be considered for the truck size that is expected to be making the turning movement that is causing problems. A turning lane can be considered to address the circumstance when a passing train causes right turn traffic to back up in the curb lane.

TOOL MODE: Zoom In

CURRENT SCALE: 1 to

Zoom to scale



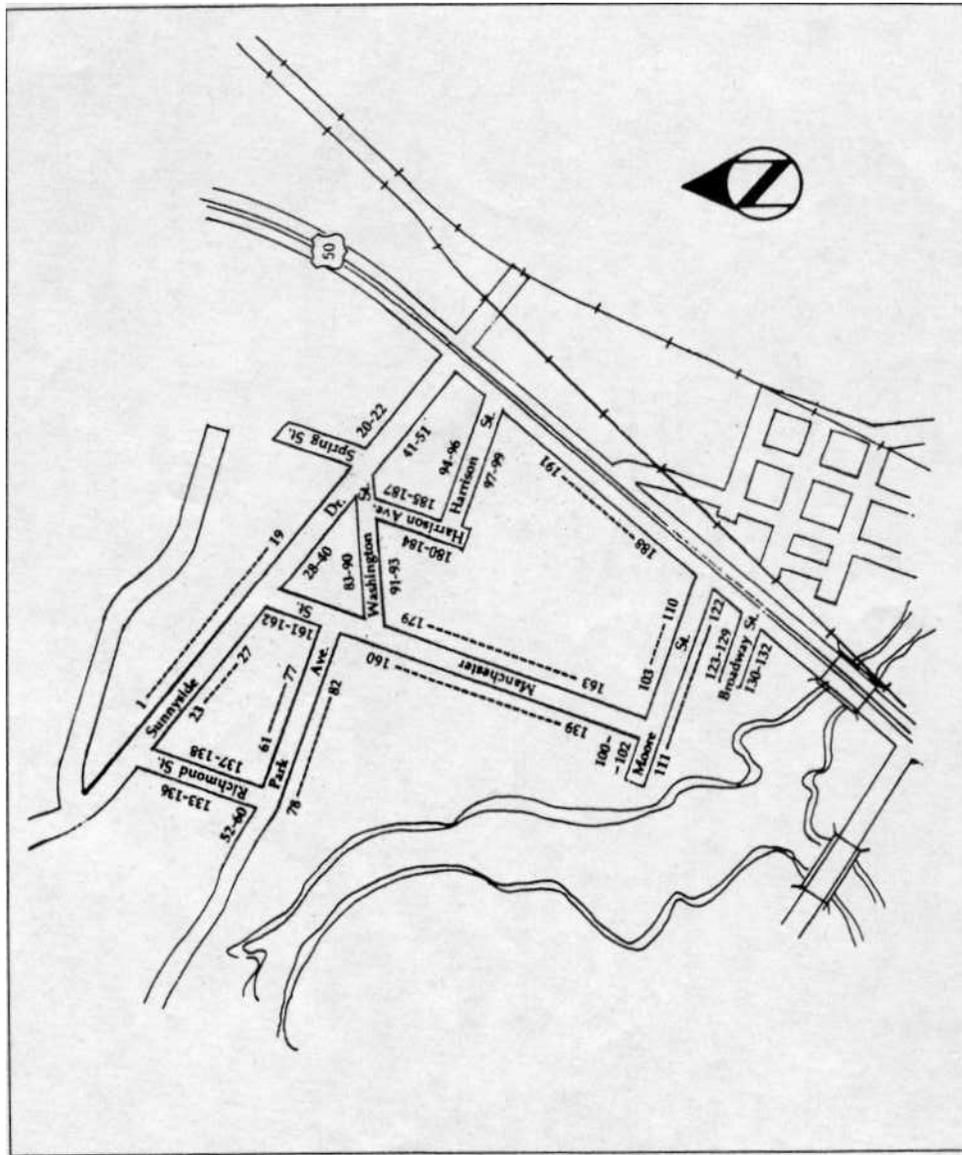
Legend:

- PLSS County Boundary
- Church
- Cemetery
- Superfund Site
- LUST Location
- UST Location
- Gas and Oil Well
- AS3
- GAS
- GS
- OL
- OIL
- Recreational Facility
- Road (labeled)
- Wetland - polygon
- Aerial Photos
- PLSS State Boundary

0 500 1000 ft

# North Aurora Historic District (52001-T91)

most notable houses lie along Sunnyside Avenue. These include the house of distillery owner W.P. Squibb (014), the E.H. Davis House (009), and the J. Cobb House (051). On the grounds of the Aurora City Park there is an interesting round barn (080), now used as a maintenance shed.



North Aurora was part of Charles Vattier's original land holdings in Aurora. The area in 1875 was known as the Third Ward of the city of Aurora. It consisted of S. Cheek's addition, H. Walker's addition, G. W. Chisman's addition, and G. W. Lane's addition. However, the historic district also encompasses S. Cheek's addition, the Aurora City Park -

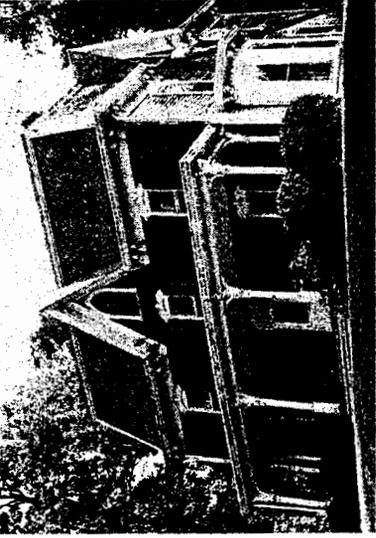
formerly owned by the South Eastern Indiana Agricultural Society, and houses along the old Manchester turnpike (Sunnyside Avenue).  
The neighborhood served as a residential district for middle and upper income citizens of Aurora. House styles range from Federal to Queen Anne. Many of the

No.	Addr.	Description
<b>SUNNYSIDE AVENUE (North Side)</b>		
001	502	House; Tudor Revival, c.1940 (N)
002	436	House; International Style, c.1950 (R)
003	434	House; Modern, c.1955 (R)
004	432	House; Modern, c.1955 (R)
005	428	D. Stapp House; Greek Revival/Italianate, c.1860 (N)
006	426	House; Colonial Revival, c.1935 (C)
007	416	Judge O.F. Roberts House; Carpenter-Builder, c.1875 (C)
008	414	House; Jacobean Revival, c.1930 (C)
009	408	E.H. Davis House; Greek Revival, c.1855 (O)
010	406	House; Arts & Crafts, c.1925 (N)
011	NA	Vacant Lot; (NC)
012	348	House; Gothic Revival/Second Empire, c.1870 (O)
013	346	House; Carpenter-Builder, c.1850 (N)
014	340	W.P. Squibb House; American Four-Square, c.1900 (O)
015	338	House; Georgian Revival, c.1910 (O)
016	334	House; Carpenter-Builder/Eastlake, c.1885 (N)

009



012



014



015



017 322 House; Modern, c.1960 (R)

018 316 House; Greek Revival/Gothic Revival, c.1857 (O)

019 NA Vacant Lot; (NC)

020 310 House; Italianate, c.1865 (N)

021 308 House; Bungalow, c.1930 (C)

022 306 House; Jacobean Revival, c.1935 (N)

SUNNYSIDE AVENUE (South Side)

023 511 House; Bungalow, c.1920 (R)

024 501 House; Colonial Revival, c.1925 (R)

025 441 House; Carpenter-Builder, c.1890 (C)

026 437 House; Bungalow, 1913 (C)

027 433 House; Queen Anne, c.1880 (N)

028 425 House; Modern, c.1960 (R)

029 423 House; Ranch, c.1960 (R)

030 NA Vacant Lot; (NC)

031 421 House; Carpenter-Builder, c.1900 (R)

032 419 House; Carpenter-Builder, c.1920 (R)

033 417 House; Bungalow, c.1910 (R)

034 415 House; Carpenter-Builder, c.1910 (C)

035 NA Vacant Lot; (NC)

036 411 House; Greek Revival, c.1850 (C)

037 407 House; Bungalow, c.1920 (C)

038 405 House; Carpenter-Builder, c.1920 (C)

039 403 House; Bungalow, c.1955 (R)

040 401 House; Gothic Revival, c.1860 (C)

041 349 House; Jacobean Revival, c.1940 (C)

042 347 House; Bungalow, c.1925 (C)

043 343 House; Bungalow, c.1925 (C)

044 341 House; Carpenter-Builder, c.1920 (C)

045 337 House; Carpenter-Builder, c.1880 (C)

046 317 House; Bungalow, c.1920 (C)

047 315 House; Carpenter-Builder, c.1920 (C)

048 313 House; Stick Style, c.1900 (N)

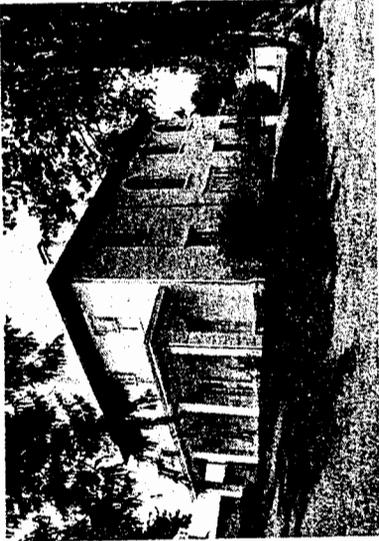
049 311 House; Stick Style, c.1900 (N)

050 309 House; Carpenter-Builder, c.1910 (N)

051 305 J. Cobb House; Greek Revival/Italianate, c.1860 (O)

**PARK AVENUE (North Side)**

- 052 503 House; Bungalow, c.1935 (C)
- 053 452 House; Modern, c.1940 (R)
- 054 450 House; Carpenter-Builder, c.1890 (C)
- 055 448 House; Carpenter-Builder, c.1890 (R)
- 056 446 House; Carpenter-Builder, c.1865 (C)
- 057 444 House; Bungalow, c.1930 (C)
- 058 442 House; Carpenter-Builder, c. 1895 (C)



- 059 440 House; Carpenter-Builder, c.1890 (C)
- 060 438 House; Carpenter-Builder, c.1890 (R)
- 061 436 1/2 House; Bungalow, c.1940 (R)
- 062 436 House; Bungalow, c.1930 (C)
- 063 434 House; Carpenter-Builder, c.1900 (C)
- 064 432 House; Carpenter-Builder, c.1860 (C)
- 065 430 House; Carpenter-Builder, c.1880 (R)
- 066 428 House; Carpenter-Builder, c.1880 (C)
- 067 426 House; Bungalow, c.1910 (C)
- 068 424 House; Carpenter-Builder, c.1900 (C)
- 069 422 House; Carpenter-Builder, c.1900 (R)
- 070 420 House; Carpenter-Builder, c.1900 (R)
- 071 418 House; Carpenter-Builder, c.1900 (R)
- 072 416 House; Greek Revival, c.1870 (C)
- 073 414 House; Greek Revival, c.1860 (N)
- 074 412 House; Carpenter-Builder, c.1890 (C)

- 075 410 House; Carpenter-Builder, c.1900 (R)
- 076 408 House; Carpenter-Builder, c.1900 (C)
- 077 406 House; Carpenter-Builder, c.1910 (C)

**PARK AVENUE (South Side)**

- 078 451 House; Carpenter-Builder, c.1870 (C)
- 079 449 House; Free Classic, c.1910 (N)
- 080 NA Aurora City Park Building; Carpenter-Builder, c.1890 (C)
- 081 411 House; Carpenter-Builder, c.1870 (C)
- 082 409 House; Carpenter-Builder, c.1870 (C)

**WASHINGTON STREET (North Side)**

- 083 328 House; Italianate, c.1870 (C)
- 084 326 House; Federal/Italianate, c.1870 (N)
- 085 322 House; American Four-Square, c.1920 (C)
- 086 320 House; Carpenter-Builder, c.1920 (R)
- 087 318 House; Carpenter-Builder, c.1925 (C)

- 088 314 House; Carpenter-Builder, c.1925 (R)
- 089 312 House; Carpenter-Builder, 1919 (R)
- 090 310 House; Modern, c.1950 (NC)

**WASHINGTON STREET (South Side)**

- 091 321 Aurora Elementary School; Modern, 1961 (R)
- 092 NA Parking Lot; (NC)
- 093 301 House; Italianate, c.1875 (C)

**HARRISON STREET (North Side)**

- 094 305 House; Carpenter-Builder, c.1880 (C)
- 095 307 House; Carpenter-Builder, 1905 (R)
- 096 309 House; Bungalow, c.1920 (C)

**HARRISON STREET (South Side)**

- 097 306 House; Bungalow, c.1925 (C)
- 098 NA Parking Lot; (NC)
- 099 NA Parking Lot; (NC)

**MOORE STREET (North Side)**

- 100 412 House; Modern, c.1960 (NC)
- 101 410 House; Carpenter-Builder, c.1880 (C)
- 102 406 House; Carpenter-Builder, c.1920 (R)
- 103 366 House; Gothic Revival, c.1850 (N)
- 104 NA Vacant Lot; (NC)
- 105 338 House; Carpenter-Builder, c.1938 (R)
- 106 336 House; Carpenter-Builder, c.1920 (R)
- 107 334 House; Carpenter-Builder, c.1890 (C)
- 108 332 House; Carpenter-Builder, c.1900 (C)



175 430 House; Carpenter-Builder/Eastlake, c.1890 (N)  
 176 432 House; Bungalow, c.1940 (C)  
 177 NA Parking Lot; (NC)  
 178 510 House; Queen Anne, 1910 (N)  
 179 600 House; Bungalow, c.1930 (C)

**HARRISON AVENUE (West Side)**

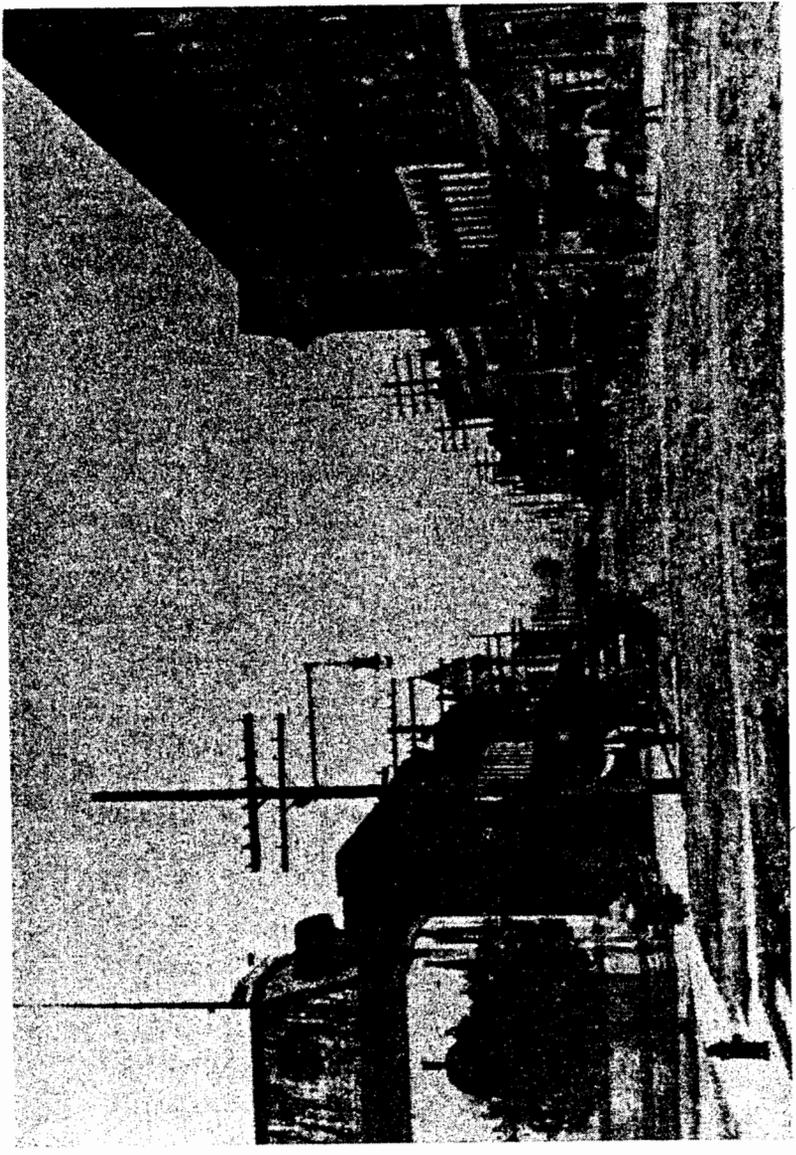
180 401 House; Carpenter-Builder, c.1940 (R)  
 181 403 House; Carpenter-Builder, c.1930 (C)  
 182 405 House; Italianate, c.1875 (R)  
 183 407 House; American Four-Square, c.1910 (C)  
 184 409 House; Carpenter-Builder, c.1880 (C)

**HARRISON AVENUE (East Side)**

185 402 House; Carpenter-Builder, c.1880 (C)  
 186 404 House; Carpenter-Builder, c.1880 (C)  
 187 406 House; Carpenter-Builder, c.1880 (R)

**U.S. 50 (West Side)**

188 NA Playground; (NC)  
 189 310 Aurora Middle School; Art Deco, 1934 (N)  
 190 316 House; Italianate, c.1870 (N)  
 191 NA House; Italianate, c.1880 (N)



Aurora street scene, c.1890. Source: *100 Years of Progress*, First National Bank of Aurora, Indiana State Library Photo Collection.

# National Register of Historic Places

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Historic Districts

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Vacant/Not In Use

## INDIANA - Dearborn County



### **Aurora City Hall** (added 1996 - **Building** - #96000288)

Also known as **029-029-51085;029-029-51284**

216 Third St. and 233--237 Main St., Aurora

Historic Significance: Event, Architecture/Engineering

Architect, builder, or engineer: McDonald Bros., Kreite, Louis

Architectural Style: Italianate, Romanesque

Area of Significance: Architecture, Politics/Government

Period of Significance: 1875-1899, 1900-1924, 1925-1949

Owner: **Local Gov't**

Historic Function: Commerce/Trade, Government

Historic Sub-function: City Hall, Correctional Facility, Fire Station, Specialty Store

Current Function: Government

Current Sub-function: City Hall, Fire Station



### **Aurora Methodist Episcopal Church** (added 1994 - **Building** - #94001113)

Also known as **First United Methodist Church of Aurora;029-029-51084**

304 Third St., Aurora

Historic Significance: Architecture/Engineering

Architect, builder, or engineer: Allen, William

Architectural Style: Greek Revival

Area of Significance: Architecture

Period of Significance: 1850-1874

Owner: **Private**

Historic Function: Religion

Historic Sub-function: Religious Structure

Current Function: Religion

Current Sub-function: Religious Structure



### **Aurora Public Library** (added 1993 - **Building** - #93000474)

Also known as **029-029-51027**

414 Second St., Aurora

Historic Significance: Event, Architecture/Engineering

Architect, builder, or engineer: Garber, Frederick & Woodward, et al.

Architectural Style: Renaissance

Area of Significance: Education, Architecture

Period of Significance: 1900-1924, 1925-1949

Owner: **Local Gov't**

Historic Function: Education

Historic Sub-function: Library

Current Function: Education

Current Sub-function: Library



### **Carnegie Hall of Moores Hill College** (added 1994 - **Building** - #94000229)

Also known as **Moores Hill High School;029-168-41046**

14687 Main St., Moores Hill

Historic Significance: Event, Architecture/Engineering

Architect, builder, or engineer: Crapsey and Lamm, Unkefer, John G., and Co.

Architectural Style: Late Gothic Revival

Area of Significance: Education, Architecture

Period of Significance: 1900-1924, 1925-1949

Owner: **Local Gov't**

Historic Function: Education  
Historic Sub-function: College, School  
Current Function: Social  
Current Sub-function: Civic



**Dearborn County Asylum for the Poor (added 2000 - Building - #00001143)**  
Also known as **Dearborn County Home**  
11636 County Farm Rd., Aurora

Historic Significance: Event, Architecture/Engineering  
Architect, builder, or engineer: Pattison, Alex B., Platt, Seth  
Architectural Style: Late Victorian  
Area of Significance: Architecture, Social History  
Period of Significance: 1875-1899, 1900-1924, 1925-1949, 1950-1974  
Owner: **Local Gov't**  
Historic Function: Domestic  
Historic Sub-function: Institutional Housing  
Current Function: Domestic  
Current Sub-function: Institutional Housing



**Dearborn County Courthouse (added 1981 - Building - #81000008)**  
High and Mary Sts., Lawrenceburg

Historic Significance: Architecture/Engineering  
Architect, builder, or engineer: Kyle, George  
Architectural Style: Greek Revival  
Area of Significance: Politics/Government, Architecture  
Period of Significance: 1850-1874  
Owner: **Local Gov't**  
Historic Function: Government  
Historic Sub-function: Courthouse  
Current Function: Government  
Current Sub-function: Courthouse



**Downtown Aurora Historic District (added 1994 - District - #94001134)**  
Also known as **See Also: Hillforest; George St. Bridge; Aurora Public Library; H**  
Bounded by Importing, Water, Market, Fifth, and Exporting Sts., Aurora

Historic Significance: Event, Architecture/Engineering  
Architect, builder, or engineer: Rogers, Isaiah, Et al.  
Architectural Style: Other  
Area of Significance: Commerce, Architecture, Transportation, Industry  
Period of Significance: 1825-1849, 1850-1874, 1875-1899, 1900-1924, 1925-1949  
Owner: **Private . Local Gov't . Federal**  
Historic Function: Commerce/Trade, Domestic, Industry/Processing/Extraction, Religion  
Historic Sub-function: Business, Department Store, Hotel, Religious Structure, Single Dwelling2, Specialty Store  
Current Function: Commerce/Trade, Domestic, Religion, Transportation  
Current Sub-function: Business, Department Store, Rail-Related, Religious Structure, Single Dwelling2, Specialty Store



**Downtown Lawrenceburg Historic District (added 1984 - District - #84001009)**  
Also known as **NR Control Nos. 0809822224; 0227810061**  
Roughly bounded by ConRail Tracks, Charlotte, Tate, Williams, and Elm Sts., Lawrenceburg

Historic Significance: Event, Architecture/Engineering  
Architectural Style: Late Victorian, Other, Federal  
Area of Significance: Exploration/Settlement, Architecture  
Period of Significance: 1800-1824, 1825-1849, 1850-1874, 1875-1899, 1900-1924, 1925-1949  
Owner: **Private**  
Historic Function: Commerce/Trade, Domestic  
Historic Sub-function: Business, Single Dwelling2  
Current Function: Commerce/Trade, Domestic  
Current Sub-function: Business, Single Dwelling2



**First Evangelical United Church of Christ (added 1994 - Building - #94001104)**  
Also known as **Fifth Street Church; German Reformed Church; Erste Deutsche Ev**  
111 Fifth St., Aurora

Historic Significance: Event, Architecture/Engineering  
Architect, builder, or engineer: Unknown

Architectural Style: Gothic  
Area of Significance: Architecture, European  
Period of Significance: 1875-1899, 1900-1924, 1925-1949  
Owner: **Private**  
Historic Function: Religion  
Historic Sub-function: Religious Structure  
Current Function: Religion  
Current Sub-function: Religious Structure



**First Presbyterian Church** (added 1994 - **Building** - #94001116)  
Also known as **029-029-51171**  
215 Fourth St., Aurora

Historic Significance: Architecture/Engineering  
Architect, builder, or engineer: Hamilton, John  
Architectural Style: Greek Revival  
Area of Significance: Architecture  
Period of Significance: 1850-1874  
Owner: **Private**  
Historic Function: Religion  
Historic Sub-function: Religious Structure  
Current Function: Religion  
Current Sub-function: Religious Structure



**George Street Bridge \*\*** (added 1984 - **Structure** - #84001012)  
Also known as **County Bridge No. 159**  
George, Main, and Importing Sts., Aurora

Historic Significance: Event, Architecture/Engineering  
Architect, builder, or engineer: Lomas Forge & Bridge Works  
Architectural Style: Other  
Area of Significance: Engineering, Transportation  
Period of Significance: 1875-1899  
Owner: **Local Gov't**  
Historic Function: Transportation  
Historic Sub-function: Road-Related  
Current Function: Transportation  
Current Sub-function: Pedestrian Related



**Hamline Chapel, United Methodist Church** (added 1982 - **Building** - #82000030)  
High and Vine Sts., Lawrenceburg

Historic Significance: Architecture/Engineering  
Architectural Style: Greek Revival  
Area of Significance: Architecture, Religion  
Period of Significance: 1825-1849  
Owner: **Private**  
Historic Function: Religion  
Historic Sub-function: Church School, Religious Structure  
Current Function: Religion  
Current Sub-function: Church School, Religious Structure



**Hillforest (Forest Hill) \*\*\*** (added 1971 - **Building** - #71000005)  
Also known as **Forest Hill; Gaff, Thomas, House**  
213 5th St., Aurora

Historic Significance: Architecture/Engineering  
Architect, builder, or engineer: Rogers, Isaiah  
Architectural Style: Renaissance, Italian Villa  
Area of Significance: Architecture  
Period of Significance: 1850-1874  
Owner: **Private**  
Historic Function: Domestic  
Historic Sub-function: Single Dwelling2  
Current Function: Recreation And Culture  
Current Sub-function: Museum



**Hurlbert, Lewis, Sr., House** (added 1994 - **Building** - #94001350)  
Also known as **029-029-51183; See also: Downtown Aurora Historic District**  
412 Fifth St., Aurora

Historic Significance: Person, Architecture/Engineering  
Architectural Style: Greek Revival, Italianate  
Historic Person: Hurlbert, Lewis, Sr.  
Significant Year: 1844  
Area of Significance: Commerce, Architecture  
Period of Significance: 1825-1849, 1850-1874  
Owner: **Private**  
Historic Function: Domestic  
Historic Sub-function: Secondary Structure, Single Dwelling2  
Current Function: Domestic  
Current Sub-function: Secondary Structure, Single Dwelling2



**Jennison Guard Site \*\*\* (added 1975 - Site - #75000014)**  
Address Restricted, Lawrenceburg

Historic Significance: Information Potential  
Area of Significance: Prehistoric  
Cultural Affiliation: Fort Ancient  
Period of Significance: 1499-1000 AD  
Owner: **Private**  
Historic Function: Domestic  
Historic Sub-function: Village Site  
Current Function: Agriculture/Subsistence, Vacant/Not In Use



**Laughery Creek Bridge \*\* (added 1976 - Structure - #76000018)**  
Also known as **Triple Whipple Bridge; Dearborn County Bridge no. 95**  
S of Aurora W of IN 56, Aurora

Historic Significance: Architecture/Engineering  
Architect, builder, or engineer: Wrought Iron Bridge Company, Green, William & Co.  
Architectural Style: Other  
Area of Significance: Engineering  
Period of Significance: 1850-1874, 1875-1899, 1900-1924, 1925-1949, 1950-1974  
Owner: **Local Gov't**  
Historic Function: Transportation  
Historic Sub-function: Road-Related  
Current Function: Vacant/Not In Use



**Leive, Parks and Stapp Opera House (added 1994 - Building - #94001120)**  
Also known as **Grand Opera House; 029-029-51058**  
321--325 Second St., Aurora

Historic Significance: Event, Architecture/Engineering  
Architect, builder, or engineer: Lindsay, Thomas  
Architectural Style: Italianate  
Area of Significance: Architecture, Entertainment/Recreation  
Period of Significance: 1875-1899, 1900-1924  
Owner: **Private**  
Historic Function: Commerce/Trade, Recreation And Culture, Social  
Historic Sub-function: Meeting Hall, Professional, Specialty Store, Theater  
Current Function: Work In Progress



**Major, Daniel S., House (added 2003 - Building - #03001320)**  
761 W. Eads Pkwy., Lawrenceburg

Historic Significance: Architecture/Engineering  
Architect, builder, or engineer: Hamilton & Rankin  
Architectural Style: Italianate  
Area of Significance: Architecture  
Period of Significance: 1850-1874  
Owner: **Private**  
Historic Function: Domestic  
Historic Sub-function: Single Dwelling2  
Current Function: Domestic  
Current Sub-function: Single Dwelling2



**Moore's Hill United Methodist Church (added 1997 - Building - #97001537)**  
Also known as **Methodist Episcopal Church**  
13476 Main St., Moores Hill

Historic Significance: Architecture/Engineering

Architect, builder, or engineer: Boyd, B.C.

Architectural Style: Late Victorian, Italianate

Area of Significance: Architecture

Period of Significance: 1850-1874

Owner: **Private**

Historic Function: Religion

Historic Sub-function: Religious Structure

Current Function: Religion

Current Sub-function: Religious Structure

R

**St. John's Lutheran Church and School** (added 1996 - **District** - #96000289)

Also known as **029-036-65004**

7291 IN 62, Dillsboro

Historic Significance: Event, Architecture/Engineering

Architect, builder, or engineer: Zernack, Julius

Architectural Style: Gothic Revival, Bungalow/Craftsman

Area of Significance: European, Architecture, Education

Period of Significance: 1850-1874, 1875-1899, 1900-1924, 1925-1949

Owner: **Private**

Historic Function: Agriculture/Subsistence, Domestic, Education, Religion

Historic Sub-function: Agricultural Fields, Agricultural Outbuildings, Church Related Residence, Religious Structure, School

Current Function: Domestic, Religion

Current Sub-function: Church Related Residence, Religious Structure

R

**Stevens, Levi, House** (added 1996 - **Building** - #96000599)

Also known as **Stevens--Thatcher--Crosson House; 029-029-51196; See Also: Down**

122 5th St., Aurora

Historic Significance: Architecture/Engineering

Architect, builder, or engineer: unknown

Architectural Style: Greek Revival, Other

Area of Significance: Architecture

Period of Significance: 1825-1849

Owner: **Private**

Historic Function: Domestic

Historic Sub-function: Single Dwelling2

Current Function: Domestic

Current Sub-function: Single Dwelling2

R

**Sutton, Dr. George, Medical Office Building \*\*** (added 1994 - **Building** - #94001118)

Also known as **029-029-51106**

315 Third St., Aurora

Historic Significance: Person, Architecture/Engineering

Architect, builder, or engineer: Unknown

Architectural Style: Second Empire

Historic Person: Sutton, Dr. George

Significant Year: 1870

Area of Significance: Health/Medicine, Architecture

Period of Significance: 1850-1874, 1875-1899

Owner: **Private**

Historic Function: Agriculture/Subsistence, Health Care

Historic Sub-function: Animal Facility, Medical Business/Office

Current Function: Domestic, Health Care

Current Sub-function: Medical Business/Office, Single Dwelling2

R

**Vance--Tousey House \*\*** (added 2000 - **Building** - #00001547)

Also known as **029-347-34014**

508 W. High St., Lawrenceburg

Historic Significance: Person, Architecture/Engineering

Architectural Style: Georgian, Federal

Historic Person: Vance, Samuel C.

Significant Year: 1818

Area of Significance: Architecture, Exploration/Settlement

Period of Significance: 1800-1824, 1825-1849

Owner: **Private**

Historic Function: Domestic, Education

Historic Sub-function: College, Single Dwelling2

Current Function: Recreation And Culture

Current Sub-function: Museum



**Veraestau \*\* (added 1973 - Building - #73000013)**  
1.mi. S of Aurora on IN 56, Aurora

Historic Significance: Event, Architecture/Engineering, Person  
Architect, builder, or engineer: Hamilton, James Montgomery, Decken, Henri  
Architectural Style: Greek Revival  
Historic Person: Holman, Jesse L., et al.  
Significant Year: 1913, 1937, 1838  
Area of Significance: Literature, Exploration/Settlement, Politics/Government, Architecture,  
Social History  
Period of Significance: 1825-1849, 1850-1874, 1875-1899, 1900-1924, 1925-1949  
Owner: **Private**  
Historic Function: Domestic  
Historic Sub-function: Single Dwelling2  
Current Function: Domestic  
Current Sub-function: Single Dwelling2



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**APPENDIX D**

D-1 DEARBORN COUNTY UTILITY COMPANY LISTING

# Dearborn County

## UTILITIES AND RELATED SERVICES

SERVICE TYPE	COMPANY NAME	SERVING	ADDRESS	TEL.
ELECTRIC SERVICE	Southeastern Indiana Rural Electric Membership Corp.	NorthWestern Dearborn County	712 Buckeye Street Osgood, IN 47037	(800)-737-4111
ELECTRIC SERVICE	CINERGY/PSI Energy	Aurora Area	5715 S.R. 350 Aurora, IN 47001	(800)-521-2232
ELECTRIC SERVICE	Lawrenceburg Municipal Utilities	Lawrenceburg area	405 Main Street Lawrenceburg, IN 47025	(812)-537-2420
ELECTRIC SERVICE	Greendale Utilities	Greendale Area	510 Ridge Avenue Greendale, IN 47025	(812)-537-2125
GAS SERVICE	Lawrenceburg Gas Company	Lawrenceburg area	230 W. High Street Lawrenceburg, IN 47025	(800)-221-4343
GAS SERVICE	Aurora Utilities	Aurora area	110 Main St. P.O. Box 120 Aurora, IN 47001	(812)-926-2745
GAS SERVICE	Ohio Valley Gas Corporation	Northwestern Dearborn County	PO Box 445 Connersville, IN	(765) 825-1148
GAS SERVICE	Southeastern Indiana Natural Gas Co., Inc.	Northwestern Dearborn County	312 W. Carr St. Milan, IN 47031	(812)-654-2444
WATER & SEWERAGE	Aurora Utilities	Aurora area	110 Main St. P.O. Box 120 Aurora, IN 47001	(812)-926-2745
WATER & SEWERAGE	Greendale Utilities	Greendale area	510 Ridge Avenue, Greendale, IN 47025	(812)-537-2125
WATER & SEWERAGE	Lawrenceburg Municipal Utilities	Lawrenceburg area	405 Main Street, Lawrenceburg, IN 47025	(812)-5367-2420
WATER & SEWERAGE	Dillsboro Utilities	Dillsboro area	10100 Front Street, Dillsboro, IN 47018	(812)-432-3243
WATER & SEWERAGE	Valley Rural Utility Company	Hidden Valley Lake area	19435 Alpine Drive Lawrenceburg, IN 47025	(812)-539-3330
WATER	North Dearborn Water Corporation	northern Dearborn County	28208 S.R. 1, Suite 105, West Harrison, IN 47060	(812)-576-2177
WATER	Hoosier Hills Regional Water District	northwestern Dearborn County	7215 E. S.R. 350 PO Box 395, Milan, IN 47031	(812)-654-3200
WATER	Tri-Township Water Corporation	Bright area	24192 State Line Rd., Lawrenceburg, IN 47025	(812)-637-1039
WATER	Lawrenceburg-Manchester Sparta Conservancy District	various parts of Dearborn County	1406 Sunnyside Ave Aurora, IN 47001	(812)-926-2850
SEWERAGE	South Dearborn Regional Sewer District	Lawrenceburg area	Durbin Road, Lawrenceburg, IN 47025	(812)-537-0457
SEWERAGE	Logan-Miller-Harrison Utilities	various parts of Dearborn County	2005 Jamison Drive Suite 105, Lawrenceburg, IN 47025	(812)-637-0015

TRASH COLLECTION	Rumpke	curbside pickup for most of Dearborn County. also containers	10777 Hughes Road. Cincinnati, OH	(800)-543-0477
TRASH COLLECTION	BESTWAY of Indiana	curbside pickup for some businesses, also containers.	2090 S. County Rd 280 East Greensburg, IN	(800)-354-1830
SOLID WASTE and RECYCLING	Dearborn County Solid Waste District	<a href="#">click here to view info</a>		(812) 537-1040

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