

## RECOMMENDATIONS

### 5.1 ANALYSIS METHODOLOGY

The future project recommendations for Dearborn County were prioritized utilizing the roadway assessment data. Current conditions were compared to the example design criteria for each roadway functional classification. Thresholds were set to determine roadway deficiencies and future needs. The following lists the deficiency limits utilized for the analysis.

- **Arterial Roadways** – In order to qualify as a future project, arterial roadways must have a per-lane deficiency of at least one foot. Secondary considerations included shoulder deficiencies of more than two feet, pavement type and/or pavement condition.
- **Collector Roadways** – In order to qualify as a future project recommendation, collector roadways must display a per-lane deficiency of at least one foot. Secondary considerations included, shoulder deficiencies of more than two feet, pavement type and/or pavement conditions.
- **Local Roadways** – Local roadways with a per-lane width deficiency of more than four and one-half feet; essentially a one lane road. As all local roadways considered had a shoulder deficiency of more than two feet and poor pavement conditions, these criteria were not utilized as a secondary factor.

### 5.2 PROJECT RECOMMENDATIONS

The following lists illustrate future project recommendations. It is important to note that these projects are placed in three categories according to roadway classification only; the projects are not in any specific order within the categories. Specific project details are not listed; rather it is a recommendation to improve the roadways in each category. The project particulars will be determined by subsequent studies.

#### **Arterial Roadways**

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- |                       |                      |
|-----------------------|----------------------|
| • State Line Road     | • Old US Hwy 52      |
| • North Dearborn Road | • North State Street |
| • Jamison Road        |                      |

#### **Collector Roadways**

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- |                         |                       |
|-------------------------|-----------------------|
| • Grelle Road           | • Gatch Hill Road     |
| • West County Line Road | • Soap Hill Road      |
| • Old Hickory Road      | • Old State Hwy 1     |
| • Hueseman Road         | • Mount Pleasant Road |
| • Sawdon Ridge Road     | • North Hogan Road    |
| • Legion Road           | • Sneakville Road     |

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- Lower Dillsboro Road
  - Bond Road
  - Salt Fork Road
  - Possum Ridge Road
  - North County Line Road
  - Elam Road
  - Collier Ridge Road
  - Lake Tambo Road
  - Kaiser Drive
  - Hogan Hill Road
  - Bonnell Road
  - Cole Lane
  - Priest Road
  - Yorkridge Road
  - Pribble Road
  - Chesterville Road
  - Arlington Road

### **Local Roadways**

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- Dewitt Road
- Cambridge Road
- Hogan Creek Road
- Losecamp Road
- Witt Road
- Gutzwiller Road
- Liggett Road
- Lipscomb Road
- Russell Road
- Martin Road
- Konradi Road
- Lattier Road
- Graf Road
- Jacobs Road
- Poplar Road

### **State and US Routes**

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While these roadways are not maintained by the county, they do display deficiencies and are therefore listed for the purposes of continuity. Any future projects will be determined by the Indiana Department of Transportation.

- State Hwy 148
- State Hwy 62
- State Hwy 1
- State Hwy 262
- State Hwy 46
- US Hwy 52
- State Road 350
- US Hwy 50

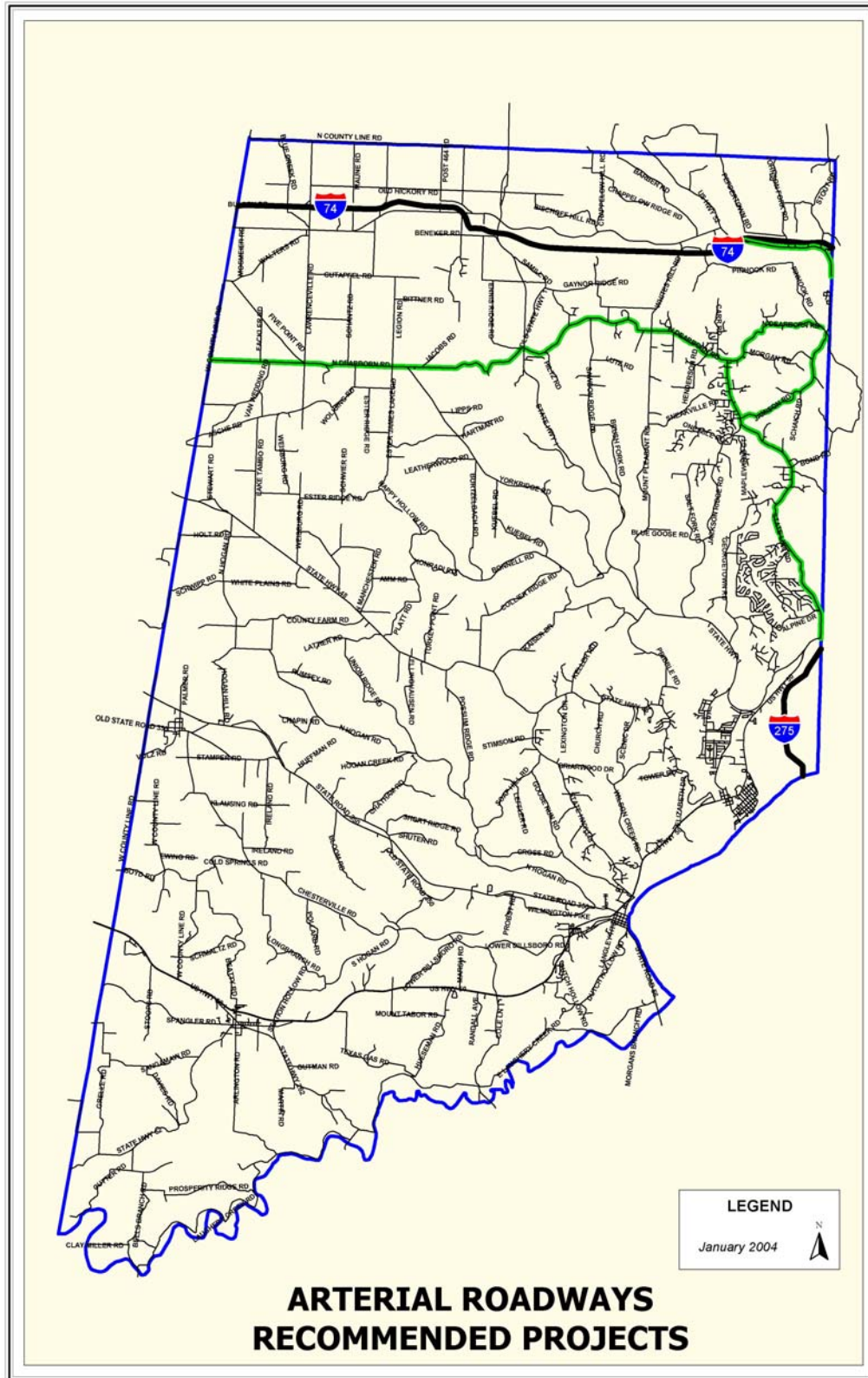


Figure 5-1 – Arterial Roadways Recommended Projects

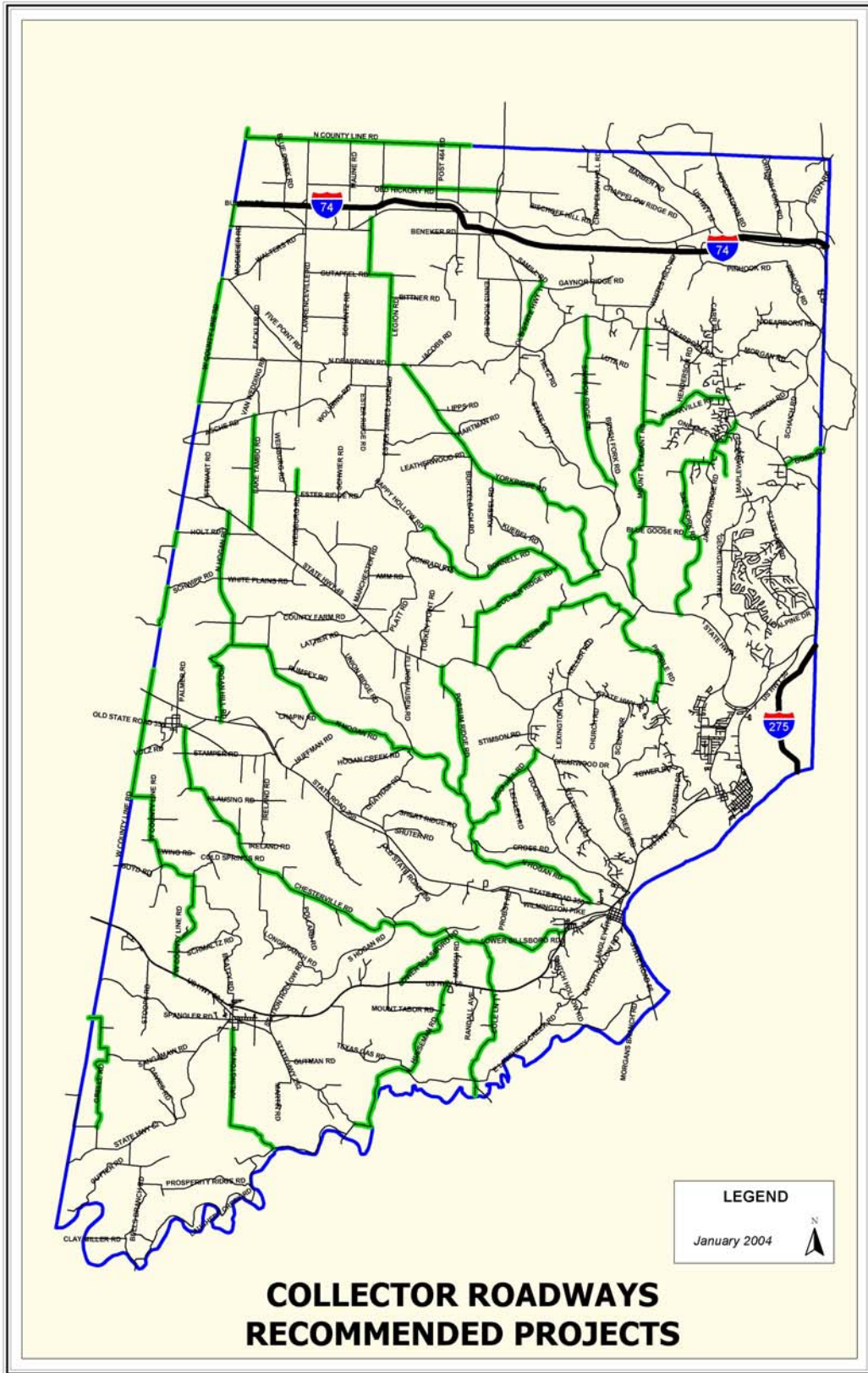


Figure 5-2 – Collector Roadways Recommended Projects

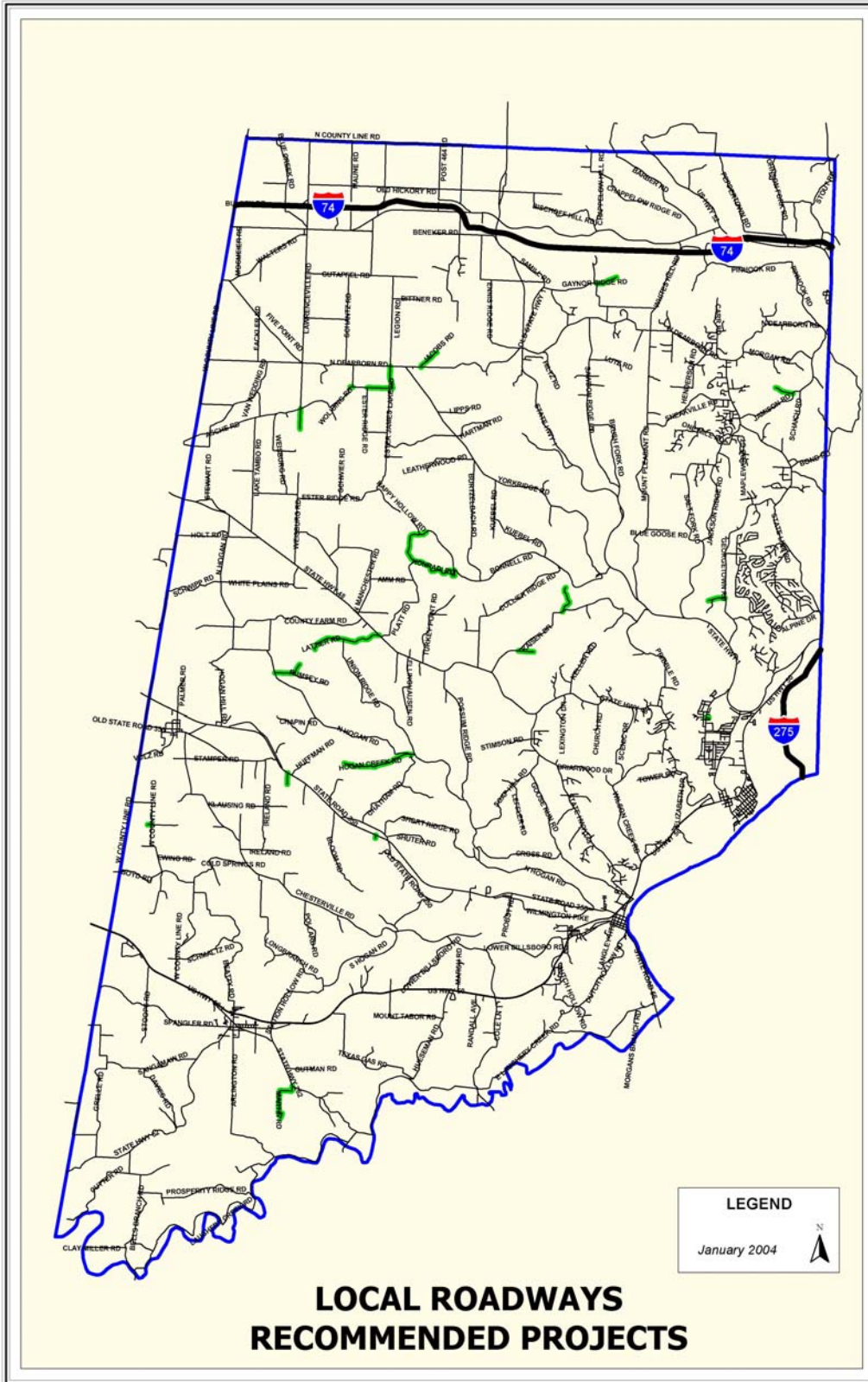


Figure 5-3 – Local Roadways Recommended Projects

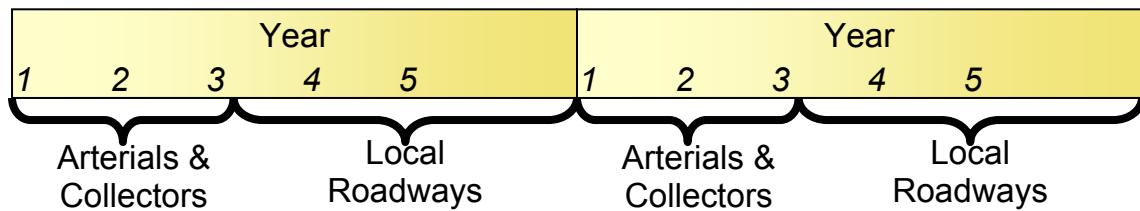
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### 5.3 TRAFFIC COUNT RECOMMENDATIONS

Gathering traffic information is a continuing process. Traffic counts are used to accurately classify roadways and to determine future needs. To this end, the following traffic count phasing methodology is recommended. Figure 5-4, illustrates the phasing plan.

- Traffic counts will be collected on all arterial and collector roadways in years one and two of a five year cycle.
- In years three through five of the five year cycle, 25 local roadway traffic counts will be taken each year for a total of 75 counts in each cycle. As there are over 300 miles of local roadways in the county, 75 counts every five years will begin the data gathering process.

In addition to the phasing plan, it is also recommended that there is an amendment to the zoning ordinance requiring a 24-hour traffic count to be conducted on any roadway where an access point is requested. The traffic count would be funded by the applicant and would be conducted by a firm approved by the county. These counts would be utilized to determine future needs of the roadway and would become part of the county's traffic count database. It is estimated that each 24-hour traffic count would cost between \$400 to \$600.



**Figure 5-4 – Traffic Count Phasing Plan**

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## 5.4 TYPICAL COSTS

When planning for future projects, it is vital to estimate project costs. The typical costs for widening one-mile of a two-lane rural road are illustrated in Table 5A below. This estimate was determined by evaluating similar-type projects in Indiana. This estimate include a complete “build” of the project per mile including; pavement, drainage, signage, maintenance of traffic and fees. It is important to note that these estimates are for two complete travel lanes; typically when a roadway is widened the entire facility is reconstructed. Also, while the roadway classification typical sections call for varying lane widths, the costs of adding one or two more feet of pavement are not significant enough to warrant separate cost estimates. Therefore, this estimate can be used for any rural two-lane roadway for the purposes of planning. Of course as with any engineering project, actual costs would be determined during design.

**Table 5A – Typical Reconstruction Costs per Mile**

	Percentage of Total Costs	Cost per mile*
Earthwork	15%	\$300,000
Pavement	50%	\$1,000,000
Drainage & Erosion Control	15%	\$300,000
Signing/Pavement Markings	2%	\$40,000
Maintenance of Traffic	3%	\$60,000
Other	15%	\$300,000
<b>TOTAL</b>	<b>100%</b>	<b>\$2,000,000</b>

\* Cost/mile based on two lanes, open drainage, and asphalt pavement