How the Study originated

2012 Update

Dearborn County Recommended and Programmed Roadway Projects Map

Dearborn County Recommended and Programmed Roadway Projects Table

<table>
<thead>
<tr>
<th>TIP or 2040 Plan Identification Number</th>
<th>Facility</th>
<th>Description</th>
<th>Cost (in year of construction dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>891</td>
<td>SR 1</td>
<td>Realign and add one lane from US 50 to Nowlin Ave</td>
<td>$43,681,100</td>
</tr>
<tr>
<td>803</td>
<td>NEW Bright to I-74 Connector</td>
<td>Construct new two lane roadway from North Dearborn Rd to I-74</td>
<td>$54,601,300</td>
</tr>
<tr>
<td>896</td>
<td>SR 359</td>
<td>Widen to four lanes including new bridge over creek from North Hagan Rd to US 50</td>
<td>$7,819,890</td>
</tr>
</tbody>
</table>
Study Scope

• year-long, transportation planning study

• improve safety, access and other travel needs
  ▪ existing roadways
  ▪ potential new roadways
  ▪ combo of existing & new

• between Bright and I-74
Public Involvement

Advisory Committee
- 20 diverse agencies, businesses, emergency providers and organizations
- Responsibilities:
  - Providing updates and information to their contacts
  - Sharing questions, concerns and information with Study Team
  - Assisting with public involvement and outreach efforts

Three 30-Day Public Comment Periods

<table>
<thead>
<tr>
<th>Public Meeting #1</th>
<th>Public Meeting #2</th>
<th>Public Meeting #3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Collection</td>
<td>Conceptual Solutions</td>
<td>Preliminary Alternatives Developed</td>
</tr>
<tr>
<td>Fall/Winter 2015</td>
<td>Spring/Summer 2016</td>
<td>Summer/Fall 2016</td>
</tr>
<tr>
<td>Winter 2016</td>
<td>Summer 2016</td>
<td>Fall 2016</td>
</tr>
</tbody>
</table>
Traffic Data

- Current travel from Bright to I-74 Harrison/Brookville interchange = 8-10 mins.
- Majority of interstate travel is to/from Hamilton County
- Several existing routes provide access to I-74
- No significant congestion issues within the Study Area
Crash Data

- Approximately 120 injury crashes
- Total of 515 crashes
- Crash rates are generally close to statewide averages
Existing Roadway Conditions

- Focus on State Line, North Dearborn, Whites Hill, SR 46 and US 52
- Posted Speeds are 45 mph
- Classified as Rural Collectors
- Most roads do not meet INDOT design criteria
  - Restrictive grades
  - Substandard vertical and horizontal curvature
  - Little or no shoulder width
  - Roadside obstructions
- Pavement condition is good to fair
Population/Employment Data

- Bright population steady over the past decade
  - Households = 2,000
  - Total population = 5,000
  - Employed residents = 2,600

- Moderate population & employment growth over the next 20 years = 10% to 20%

- Future land use generally consistent with current uses
Purpose & Need Statement:
To provide improved travel between the Bright area and Interstate 74 that meets INDOT’s design criteria, reduces travel time, and enhances connectivity and traffic safety while preserving the rural quality.

Goals:
• Preserve rural quality of the area
• Minimize environmental impacts
• Improve travel safety
• Enhance roadway connectivity and economic vitality
Four Conceptual Solutions

- **Concept 1:** Improve Existing Roads
- **Concept 2:** Whites Hill Road Connector
- **Concept 3:** Carr Road Connector
- **Concept 4:** State Line Road Connector
<table>
<thead>
<tr>
<th>Category</th>
<th>Units</th>
<th>Concept 1: Improve Existing Roads</th>
<th>Concept 2: Whites Hill Connector</th>
<th>Concept 3: Carr Connector</th>
<th>Concept 4: State Line Connector</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Route Length*</td>
<td>Miles</td>
<td>5.5</td>
<td>4.8</td>
<td>3.9</td>
<td>3.8</td>
</tr>
<tr>
<td>Length of New Roadway</td>
<td>Miles</td>
<td>0.75</td>
<td>2.56</td>
<td>3.64</td>
<td>3.56</td>
</tr>
<tr>
<td>Earthwork Area</td>
<td>Acre</td>
<td>15</td>
<td>55</td>
<td>59</td>
<td>65</td>
</tr>
<tr>
<td>Parcels Effected</td>
<td>Each</td>
<td>89</td>
<td>20</td>
<td>54</td>
<td>26</td>
</tr>
<tr>
<td>Wetlands/Ponds Impacted</td>
<td>Each</td>
<td>2</td>
<td>0</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Stream Crossings</td>
<td>Each</td>
<td>1</td>
<td>21</td>
<td>21</td>
<td>18</td>
</tr>
<tr>
<td>Construction in Flood Plain</td>
<td>Linear Feet</td>
<td>0</td>
<td>0</td>
<td>1,700</td>
<td>1,800</td>
</tr>
<tr>
<td>Average Daily Traffic</td>
<td>Number of Vehicles</td>
<td>Varies</td>
<td>1,500</td>
<td>2,200</td>
<td>2,700</td>
</tr>
<tr>
<td>Travel Time</td>
<td>Minutes</td>
<td>8.9</td>
<td>6.6</td>
<td>4.8</td>
<td>4.4</td>
</tr>
<tr>
<td>Earth Cut</td>
<td>Cubic Yards</td>
<td>75,000</td>
<td>840,000</td>
<td>380,000</td>
<td>500,000</td>
</tr>
<tr>
<td>Earth Fill</td>
<td>Cubic Yards</td>
<td>15,000</td>
<td>1,070,000</td>
<td>800,000</td>
<td>1,210,000</td>
</tr>
<tr>
<td>Bridge Area</td>
<td>Square Feet</td>
<td>0</td>
<td>0</td>
<td>53,000</td>
<td>48,000</td>
</tr>
</tbody>
</table>

*All routes (existing plus new roadway) are measured from the intersection of State Line Road and North Dearborn Road to I-74 over Old US 52.
Final Recommendations Outline

Short-Term
• Study Area

Long-Term
• Study Area
• County Wide
Short-Term Recommendation

Maintenance of existing North Dearborn and Whites Hill roads

- Address drainage or slippage
- Repair, replace or add guardrail
- Widen shoulders
- Remove roadside obstructions
- Add lighting at key intersections
- Add mailbox turnouts
- Improve signage
Long-Term Recommendation (Study Area)

North Dearborn Road Improvements

[Map and diagrams showing road improvements and details]
Long-Term Recommendation (Study Area)
Long-Term Recommendations (Study Area)

- SR 46 bridge over Whitewater River
- Poor sight distance - US 52 south of SR 46
- Poor sight distance - SR 46 west of Whites Hill
- I-74 on-ramps
Long-Term Recommendation (County Wide)

- Inventory and evaluate other interstate connections
  - North Dearborn Road (east of State Line Road)
  - Jamison Road
  - North Dearborn Road (between Whites Hill Road and SR 1)
  - Sand Run Road (between State Line Road and the Ohio State Line)
Long-Term Recommendations (County Wide)

- Develop crash data mapping program to assist with project prioritization
- Monitor implementation of roundabouts and share info
- Conduct inventory of dedicated rights-of-way along County roads to identify potential needs
Final Recommendations

Short-Term

Study Area
• Maintenance of N. Dearborn and Whites Hill

Long-Term

Study Area
• North Dearborn and Whites Hill Roads improvements
• SR 46/US 52 future improvements

County-Wide
• Evaluation of other interstate connections
• Crash data mapping program
• Monitor and share information on roundabouts
• Dedicated right-of-way inventory and need identification