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## Red Flag Summary & Environmental Overview

4/25/2016

Prepared for

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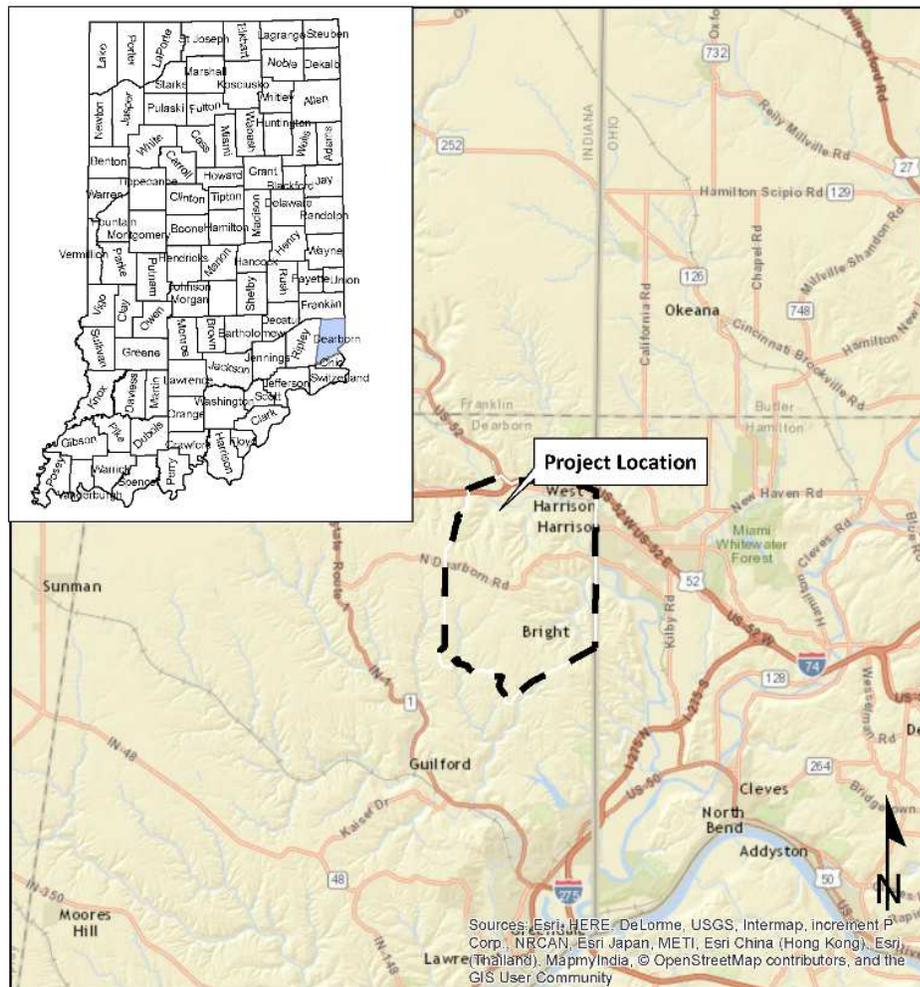
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# Overview

Dearborn County residents rely on the existing state or county maintained roadway network to travel within the Bright 74 Study area, for work, school, and leisure activities. To many, Interstate 74 (I-74) plays an important role in providing mobility to other areas of the state and into the neighboring areas of the Cincinnati Metropolitan area. This report identifies potential environmental issues that might arise as a result of potential transportation improvements to improve accessibility and connectivity of the Bright, Indiana area with I-74.

Figure 1: Location Map



Sources: [Esri](#), [HERE](#), [DeLorme](#), [USGS](#), [Intermap](#), [increment P Corp.](#), [NRCAN](#), [Esri Japan](#), [METI](#), [Esri China \(Hong Kong\)](#), [Esri, Lawrence \(Thailand\)](#), [MapmyIndia](#), [OpenStreetMap contributors](#), and the [GIS User Community](#)

0 2.5 5 10 Miles

**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**

 Project Study Limits

## Introduction

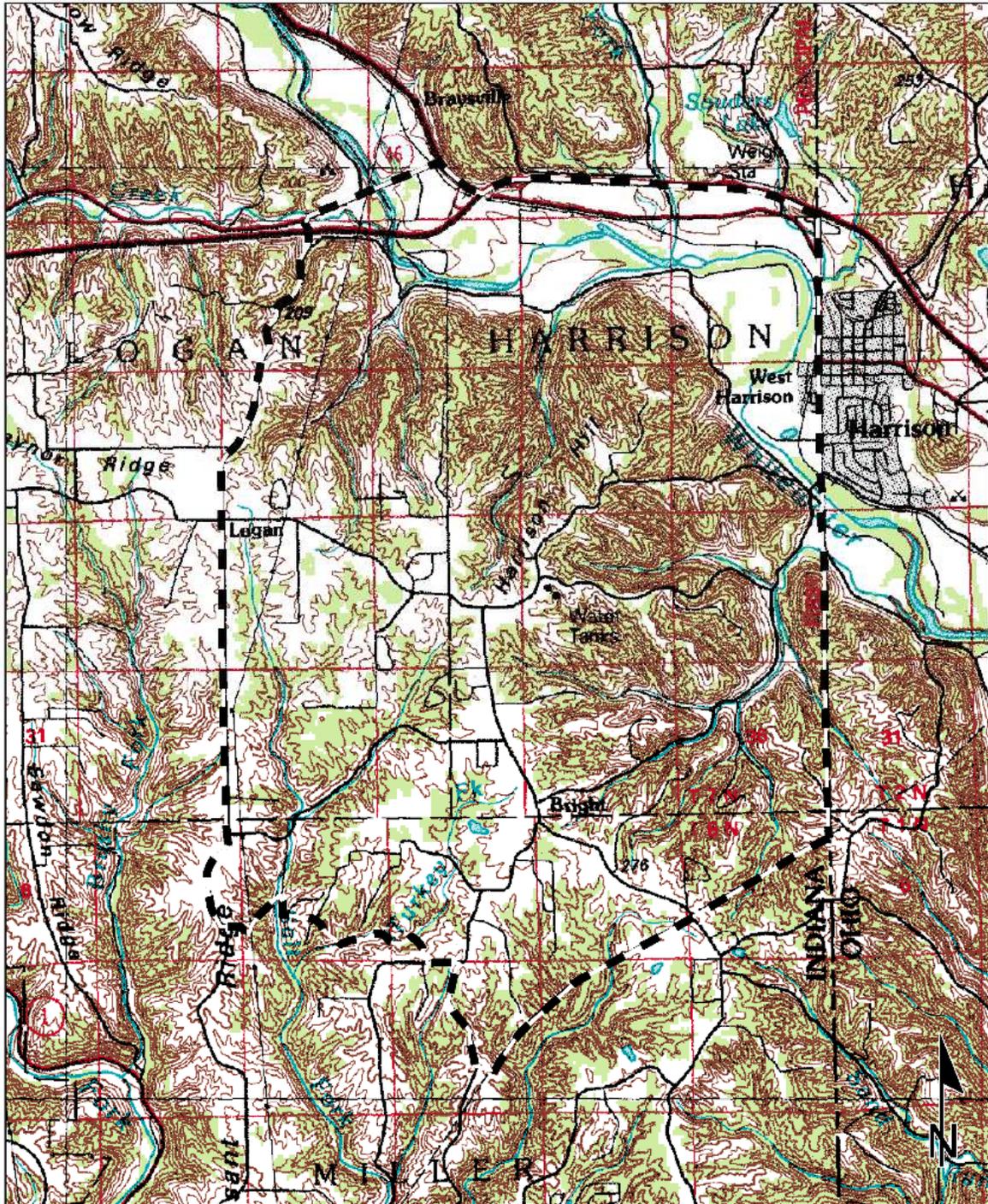
The study area is located within Dearborn County, in southeastern Indiana. The extent of the study area is approximately 19 square miles while the County is approximately 305 square miles in size. The study area is located within Harrison, Logan, and Miller Townships in northeastern Dearborn County. Bright, Indiana has name recognition and is a Census defined place, but is not an incorporated municipality. The community was first settled in the early 1800s and experienced significant residential development over the past three decades. Dearborn County is located approximately 25 miles west of Cincinnati, Ohio; as a result, the area is an attractive location for those wanting to live in a rural area with the advantages of a nearby urban center.

The topography is rolling with State Line Road running north to south in the center of the corridor, following a ridgeline that falls off to the east, west, and north. The Whitewater River runs along the north and east sides of the study area, separating I-74 from Bright and unincorporated areas to the south. State Line Road is the north-south roadway and commercial spine of Bright. Connections to the east and west are provided by North Dearborn and Jamison Roads. Remaining roads in the study area are generally local roads. Nearly all arterial and collector routes contain two travel lanes with varying pavement and shoulder widths that typically do not meet current AASHTO geometric design criteria.

Residents of the study area can directly access I-74 via State Route (SR) 1 to the west or at the New Haven Road interchange in Harrison, Ohio, to the east. Each interchange is located about 7.5 miles from the center of Bright. It takes approximately 10 to 15 minutes to travel from the intersection of State Line Road and Jamison Road to I-74, either at New Haven Road or at SR 1, near St. Leon. In addition, an existing folded diamond interchange at I-74 and US 52 (Harrison Brookville Road) is located in the central portion of the study area which can be indirectly accessed from Whites Hill Road. It takes approximately 8 to 9 minutes to travel from the intersection of State Line Road and North Dearborn Road, via Whites Hill Road, to the Harrison Brookville Rd Interchange.

There are no fixed route transit services or dedicated bicycle facilities within the area. The Indiana and Ohio Railway Brookville Subdivision runs generally parallel to US 52/Old 52 in the northern portion of the study area and does not operate to Brookville at this time.

Figure 2. USGS Topographic Map



Sources: 0 0.375 0.75 1.5 Miles  
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Cincinnati 30 x 60 Minute USGS  
 Topographic Map



Project Study Limits

## Affected Environment

### Existing Local and Regional Land Use Plans

Dearborn County Planning Commission has published a Comprehensive Plan covering the Housing, Transportation, Public Facilities, and Land Use of the county. The Comprehensive Plan was last updated in 2014. The distribution of existing land uses are anticipated largely unchanged in the next 20-year time horizon.

The Transportation element of the Comprehensive Plan largely follows the recommendations of the 2004 OKI Dearborn County Transportation Assessment. That study reports that Dearborn County is benefiting from population growth and economic development due to its proximity to the Cincinnati urban core and the success of tourism attractions such as Hollywood Casino and Perfect North Slopes. Even as residential and commercial development is on the rise, the majority of the County's transportation infrastructure remains rural and is not designed to operate under increased traffic volumes.

The Community Profile portion of the Comprehensive Plan outlines the conditions of Dearborn County in 2014 and 2040. The population of Dearborn County is expected to grow to 54,878 people by 2020 and 68,617 by 2040 with the majority of the growth occurring in Miller Township. For information on Dearborn County commuting patterns please refer to Study Data Collection Summary.

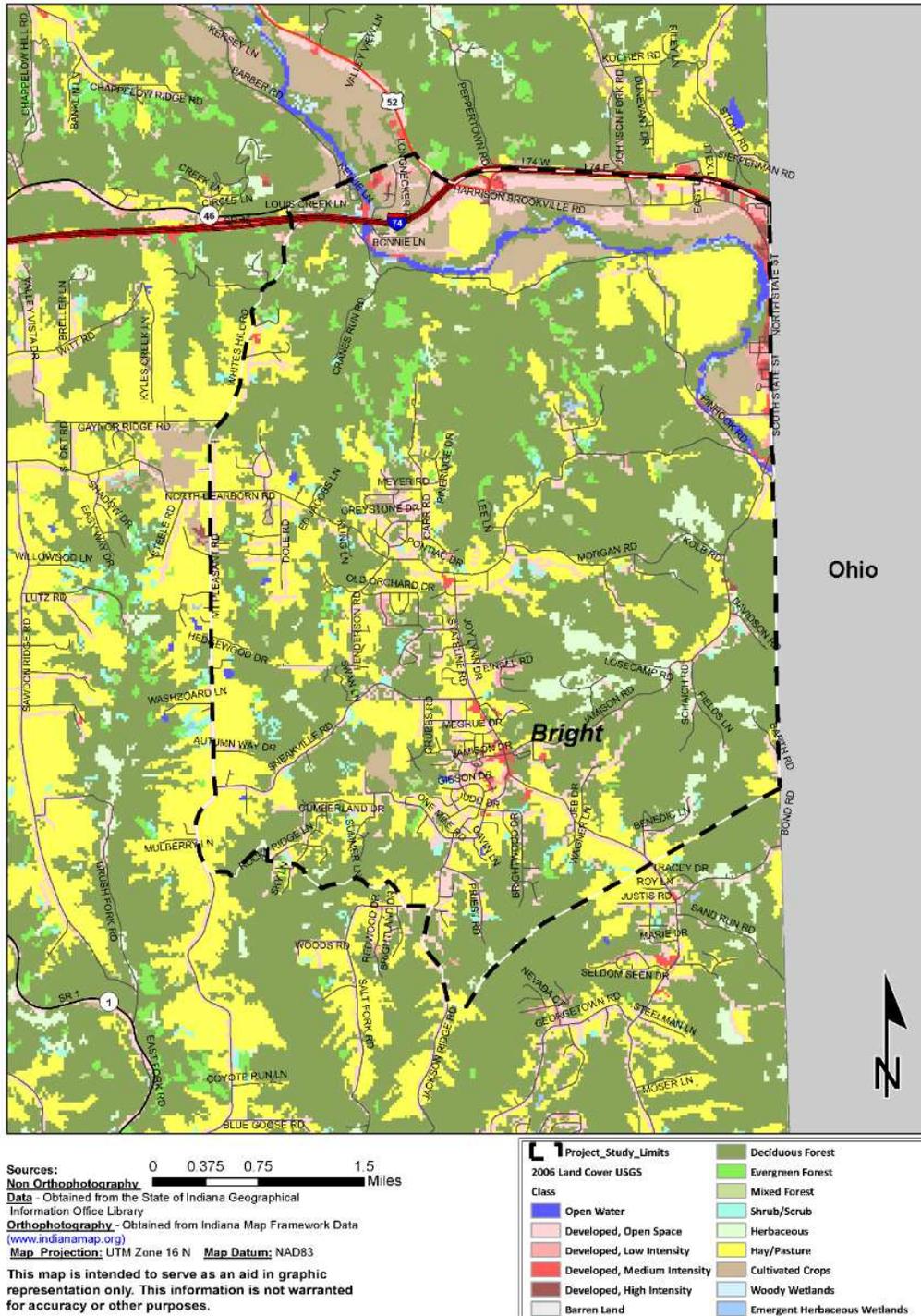
The Housing portion of the Comprehensive Plan describes the existing households and composition, which varied slightly from the national and state statistics. In 2000, the average size of a household in Dearborn County was 2.71 persons per household, which is slightly higher than the state and national average household sizes (2.53 and 2.59). The average family size of a Dearborn County residence was 3.13 persons per dwelling unit in 2000, which is very similar to the state and national average household sizes (3.05 and 3.14).

The information included in the Public Facilities Element of the Comprehensive Plan included information pertaining to the education facilities, parks and recreation, utility services, and emergency services.

## Existing Land Use

Current zoning classifications within the study area as of December 19, 2015 include agricultural, restricted business, general business, highway interchange, manufacturing, and residential. The zoning for the majority of the study area is agricultural and residential.

Figure 3. Land Cover



## Future Land Use

Future land uses within the study area are documented in the chart below and remain largely unchanged from existing uses. According to the Dearborn County Comprehensive Report, recommended future land use in the study area would largely remain residential, agricultural/rural and open space areas with some commercial area along Stateline Road. However, the most significant change in land use would be projected increase in commercial and mixed use: commercial and industrial areas north of the Whitewater River along Old US-52. An increase in the residential land use, both low/moderate and moderate/high densities are expected in the central portion of Bright is also expected.

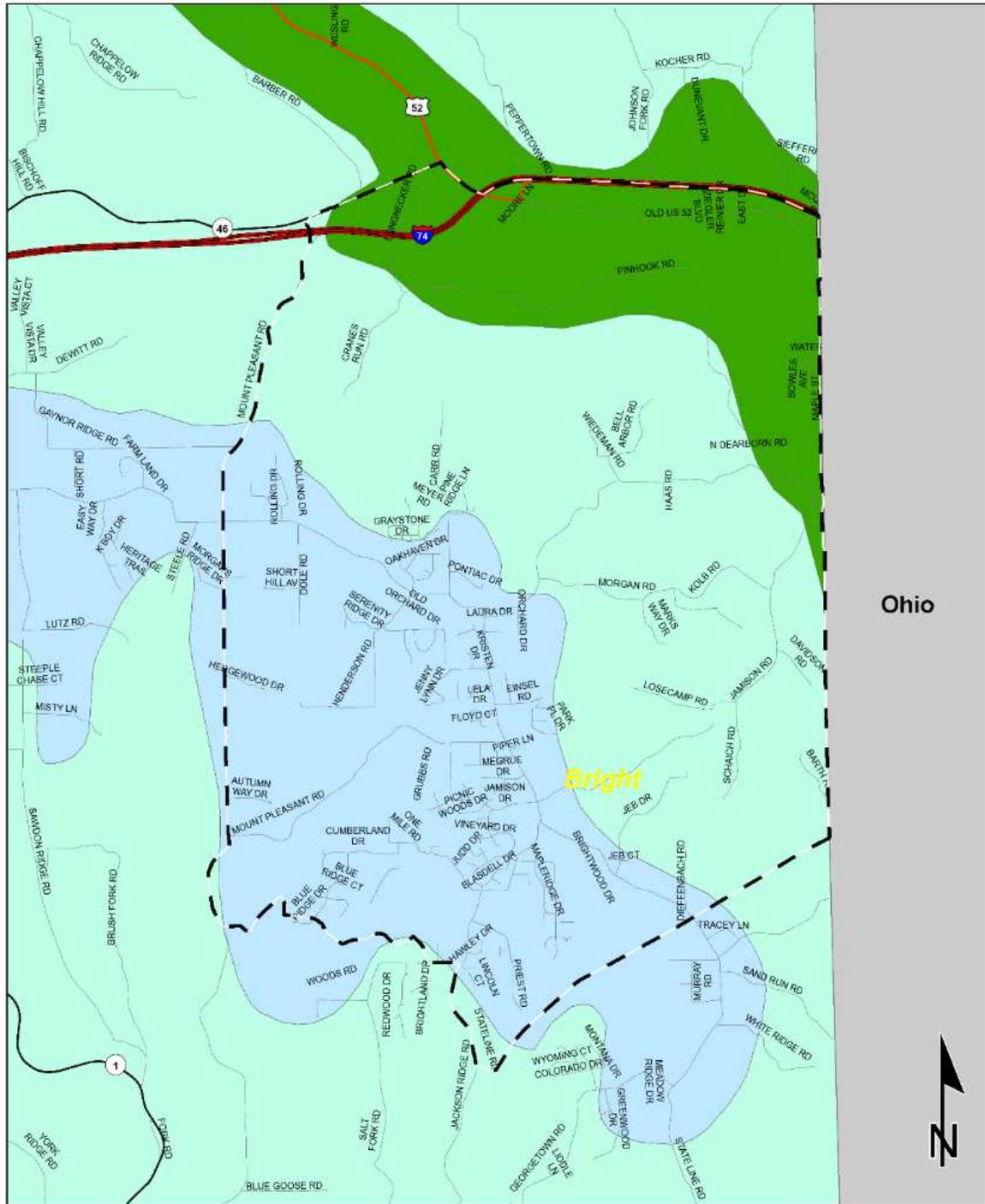
Table 1. Existing Land Uses in the Study Area

Development Type	Existing Land Use Acreage	Future Land Use Acreage	Estimated Change, 2007-2017
Agricultural/Rural	155,700	64,250	-19.1%
Open Space Areas		61,650	
Floodplain/Flood Prone Areas	13,660	13,660	0%
Residential: Low-Moderate Density	22,900	25,450	+156.7%
Residential: Moderate-High Density		10,340	
Mixed Use: High Density Residential and Commercial	N/A	3,920	N/A
Commercial	920	540	+330.0%
Mixed Use: Commercial & Industrial		2,490	
Incorporated Areas	14,590	14,590	0%
<b>Total</b>	<b>196,890</b>	<b>196,890</b>	

## Farmland

Prime farmland is a designation by the U.S. Department of Agriculture (USDA) that identifies land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. According to the USDA, Natural Resources Conservation Service (NRCS) Soil Survey, the northern portion of the study area (generally in the Whitewater River floodplain) contains 100% Prime Farmland. Meanwhile, the southern and central portions the study area are 40% or less (Figure 4) due to topography and existing development.

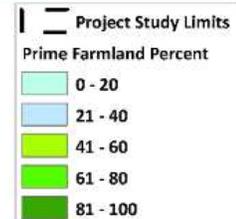
Figure 4. NRCS Prime Farmland



Sources: 0 0.375 0.75 1.5  
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## Federal Lands

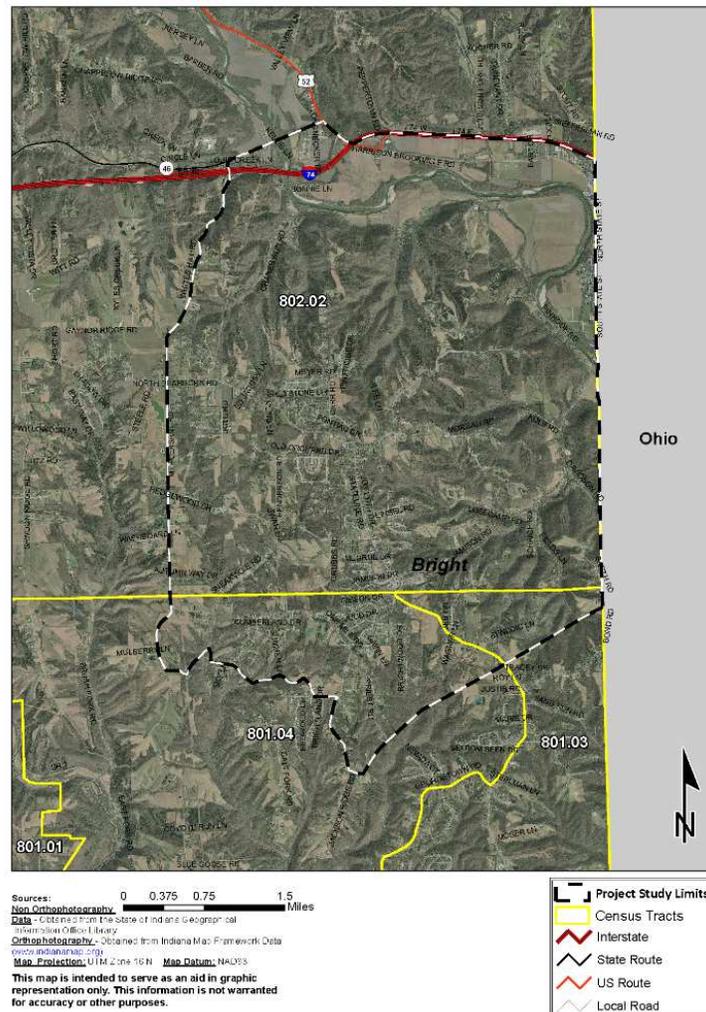
Utilizing available information from the Department of Interior, the Department of Agriculture, and the Department of Defense, no federal lands were identified within the study area.

## Human Environment

### Population Trends

The estimated population of Bright, Indiana in 2014 was 5,079, a decrease of 3.7% from the 2000 estimated population of 5,266. This decrease is greater than the Dearborn County population decrease. The estimated 2014 estimated population of Dearborn County was 49,506; a decrease of 1.1% from the estimated 2010 population of Dearborn County was 50,047. The three census tracts that comprise the project study area have a combined population of 16,459 in 2014, up 1.4% from 16,226 in 2010. . Please refer to the *Data Collection Summary Report* for additional demographic information.

Figure 5. 2010 Census Tracts



## Employment Trends

The 2014 American Community Survey estimates that there are approximately 2,900 employed individuals over the age of 16 in Bright. The 2010 unemployment rate for Bright, Indiana was 4.9%. The unemployment rate increased in 2014 to 6.9%, showing a 30% increase in unemployment in the town. The three census tracts that comprise the study area have an average unemployment rate of 5.3% in 2010, and the average 2014 unemployment rate was 5.2%. The Dearborn County unemployment rate for 2010 was 6.8%, and the 2014 unemployment rate was 8.1%. This mirrors the increase in unemployment with a 19.1% increase. For comparison, the unemployment rate for the civilian labor force in Indiana for 2000 was 3.3% and was 8.8% in 2014.

## Socioeconomic Conditions

Based on available information, household incomes are generally above state and county averages. The percent of households below the poverty line is modest. A majority (northern and central portions) of the subject area are part of Census Tract 802.02, which has a population of 6,571, of which 245 are below the poverty line (3.7%). A small section of the southeast corner of the study area is part of Census Tract 801.03, which has a population of 5,832, of which 299 are below the poverty line (5.1%). The remaining south/southwestern portion of the study area is part of Census Tract 801.04, which has a population of 3,823, of which 137 are below the poverty line (3.6%).

## Environmental Justice

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1998) requires Federal agencies to identify and address disproportionately high and adverse human health and environmental effects of their programs, policies and activities on minority and low income populations within the United States. U.S. Census block groups were used to identify target areas following the guidelines in the Ohio-Kentucky-Indiana Regional Council of Governments Public Participation Plan. American Community Survey 2008-2012 Five Year Estimate tables for environmental justice and disadvantaged populations were reviewed to determine populations for each group. For this project, a block group was identified as a target area if the population of a group exceeded the regional threshold and the target population was equal to or greater than 250. The 2014 county averages noted in American Community Survey are the following:

- Minority populations – 3.36 percent;
- Low income populations – 9.34 percent;
- Elderly – 20.26 percent;

Three census tracts are at least partially within the study area. The below bullets list the percentages of environmental justice and disadvantaged populations by census tract in the study area (as shown on Figure 5).

- There are no census tracts with a minority population above the threshold for the region or concentrated in the study area.
- There are no census tracts with a low-income population above the threshold for the region or concentrated in the study area.
- There are no census tracts with an elderly population above the threshold for the region or concentrated in the study area.

Based on the analysis of available information, there is minimal potential for disproportionate impacts to environmental justice group within the study area. Further details on environmental justice in the study area are included in Appendix A.

## Community Facilities

The community facilities within the study area are listed below and are concentrated in the central and southern portions of the study area near center of Bright. It is not anticipated that these facilities will be impacted by potential transportation improvements in the northern portion of the study area.

Table 2. Community Facilities

Facility	Address/Location	Type
North Dearborn Elementary School	5687 North Dearborn Road	School
Cuddles and Hugs Preschool	24128 Stateline Road	School
Bright Meadows Park	2095 Einsel Road	Park
State Line Soccer Complex	26299 South State Street	Park
First Baptist Church of Bright	1920 North Dearborn Road	Religious Facility
Dearborn Hills United Methodist Church	25365 Stateline Road	Religious Facility
Bright Christian Church	24457 Stateline Road	Religious Facility
St. Teresa Benedicta of the Cross Catholic Church	23670 Salt Fork Road	Religious Facility
Providence United Presbyterian Church	23973 Salt Fork Road	Religious Facility
Lawrenceburg Public Library, North Dearborn Branch	25969 Dole Road	Library
Bright Volunteer Fire Company	25991 Unity Drive	Ambulance & Fire Service
Bright Volunteer Fire Company	23759 Brightwood Drive	Ambulance & Fire Service
Dearborn County Sheriff's Office	25759 Brightwood Drive	Sheriff

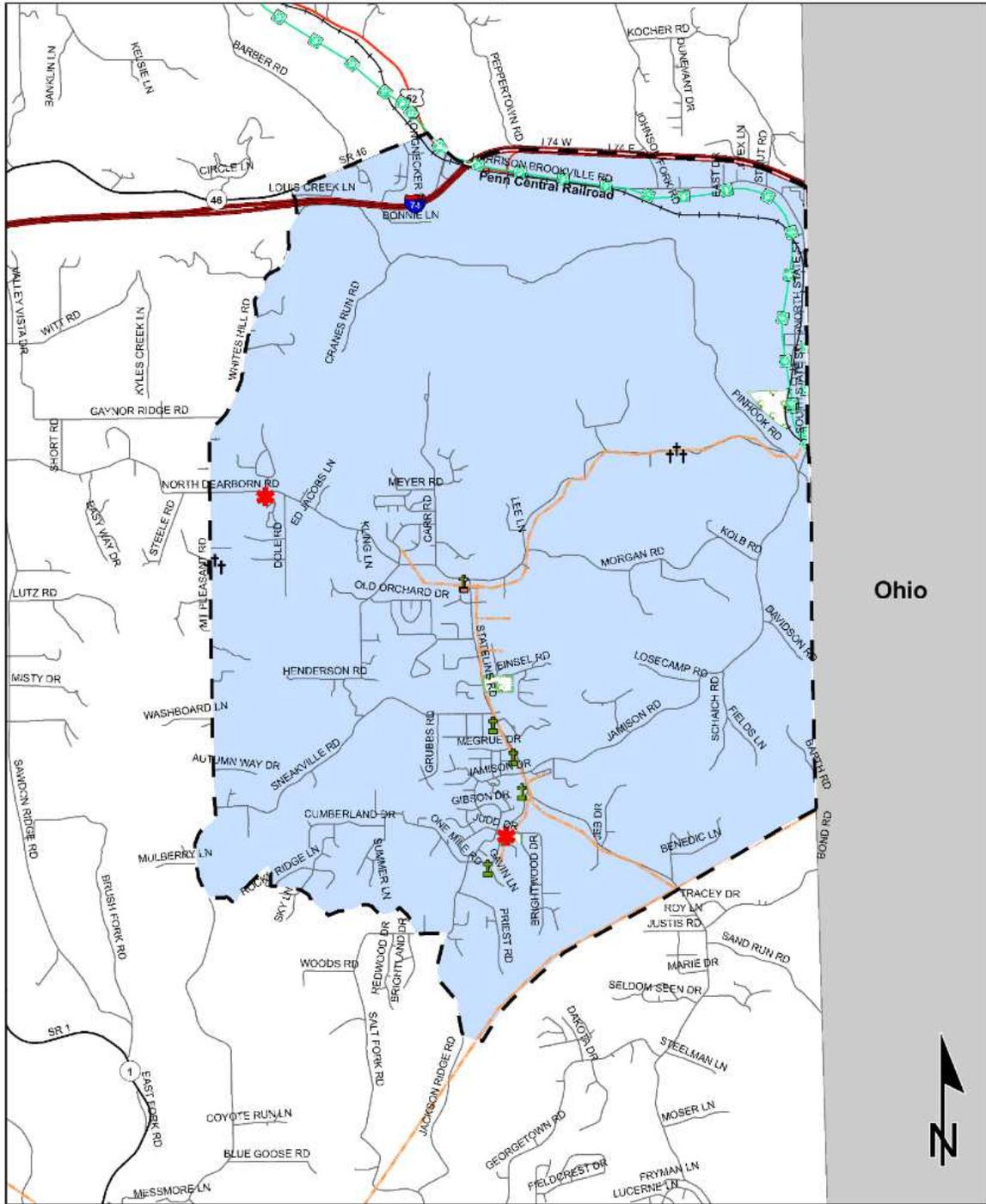
## Cemeteries

Eleven cemeteries have been identified within the study area based on available information. The largest cemetery is Gibson Cemetery (located north of the Providence Presbyterian Church at 23973 Salt Fork Road, Lawrenceburg Township, IN) which contains 2,756 interments. Information regarding the cemeteries was obtained using the Indiana Department of Natural Resources (IDNR) State Historic Architectural and Archaeological Research Database (SHAARD) and the “Find A Grave” website. Site-specific field delineation of the location of these cemeteries or locations of potential unidentified cemeteries is not included within the scope of the Bright 74 Study and therefore will not be conducted.

Table 3. Cemeteries

Name	Cemetery Registry Number	Location Description
Harrison Hills Cemetery	CR-15-29/CR-15-28	Latitude: 39.25080, Longitude: -84.83640; West Harrison, IN 47060; Located North of North Dearborn Road between two residential properties addressed 788 and 920 North Dearborn Road.
Logan Township Cemetery	CR-15-68	Latitude: 39.241060, Longitude: -84.894517; Lawrenceburg, IN 47025; Located Southeast of the intersection of Mount Pleasant Road and Morgan's Ridge Drive.
Gibson Cemetery	CR-15-27	Latitude: 39.218907, Longitude: -84.857190; Lawrenceburg, IN 47025; Located Large Cemetery, located east of State Line Road, Northwest of the intersection of State Line Road and Salt Fork Road.
Steele Mound Cemetery	CR-15-195	Between Pinhook Road and Whites Hill Road
Zedekiah Bonham Family Cemetery	CR-15-69	southeast quadrant of Dearborn Road and Mount Pleasant Road
Cloud Cemetery	CR-15-67	north of Dearborn Road
Carr Road Cemetery	CR-15-66	Latitude: 39.240706, Longitude: -84.866584; West Harrison, IN 47060; Small cemetery located Northeast of the intersection of Carr Drive and North Dearborn Road.
Carr Road Cemetery	CR-15-26	south side of Dearborn Road, south of Carr Road (2 different Cemetery Numbers)
Hargitt-Haddock Family Cemetery	CR-15-106	Latitude: 39.207010, Longitude: -84.865748; Lawrenceburg, IN 47025; Small cemetery located East of the intersection of Salt Fork Road and Hawley Drive.
Logan Township Cemetery	029-256-05027	East side of Mount Pleasant Road, south of Dearborn Road
Haas Cemetery	CR-15-28	North side of Dearborn Road, near West Harrison

Figure 6. Community Facilities



Sources: 0 0.375 0.75 1.5 Miles  
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	Project Study Limits		Parks and Preserves		Interstate
	Emergency Medical Services		Railroads		State Route
	Cemeteries		Trails		US Route
	Schools		Pipelines		Local Road
	Religious Facilities		Bike Trails		

## Relocations and Displacements

Assuming the number of potential displacements is based on density; displacements would be more likely to occur in the southern and central portion of the study area, in and around the town of Bright, which is more developed. Most of the northern portion of the study area is undeveloped due to topography. The northeastern section has a concentration of residences and commercial buildings around the town of West Harrison. Otherwise it is sparsely populated. Given that potential transportation improvements are likely to be located in the northern portion of the study area between North Dearborn Road and Interstate 74, the likely number of relocations should be minimal. Potential relocations and displacements will be estimated as conceptual solutions are developed. Site-specific field study of potential relocations and displacements is not included within the scope of the Bright 74 Study and therefore will not be conducted.

## Cultural and Historic Resources

Dearborn County was formed by proclamation by William Henry Harrison, the governor of the Indiana Territory on March 7, 1803. It was named in honor of Major General Henry Dearborn who was serving, at the time of Secretary of War under President Jefferson. The area of the original Dearborn County was carved out the Northwest Territory. The county included all the land bounded by the Ohio State Line to the east, the old Indian boundary line on the west and north, and the Ohio River to the south. Over time, the county has been whittled to its current shape.

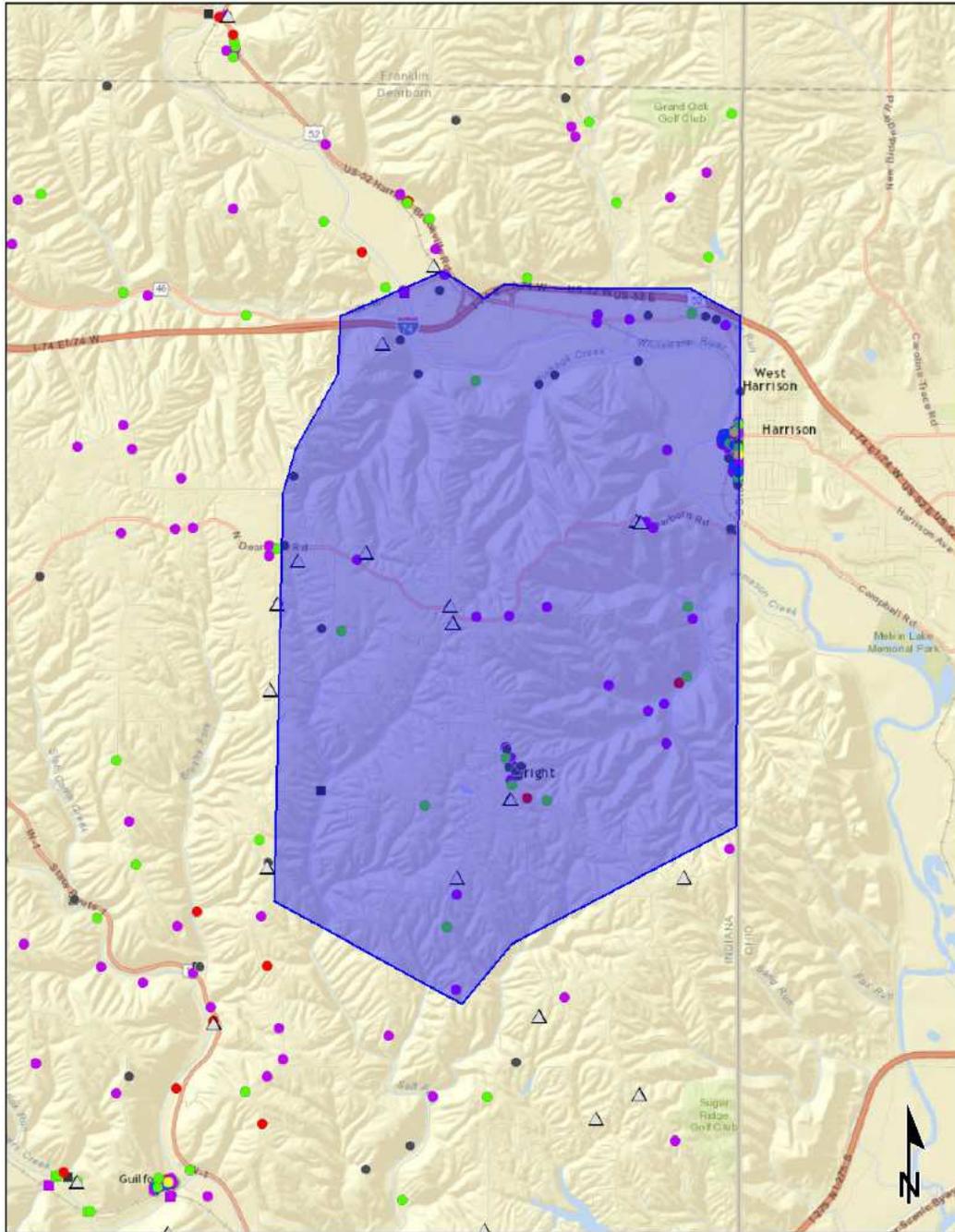
Early growth within the county centered on Lawrenceburg, which served as an important railroad junction and connected two of the region's major rail lines. Roadways were begun in the 1820s, including the Manchester Pike which was established as part of Indiana's Internal Improvements Program. In 1823, a road was constructed from Madison, through Vevay, Rising Sun, and Aurora, to Lawrenceburg. Dearborn County is also the home to the Whitewater Canal, which was built between 1836 and 1843.

The extensive transportation system and agricultural market in Dearborn County aided the immigration of European settlers from the 1820s to the 1870s. Industries of the area included distilleries, furniture, glass, pump and coffin companies, and boat building.

The Civil War affected Dearborn County in the 1860s when soldiers moved through Manchester, Jackson, Kelso, Logan, and Harrison Townships. Several bridges were destroyed as a result.

There are no sites, features, or districts currently listed as National Historic Landmarks or included on the National Registry of Historic Places within the study area. However, there are approximately 135 sites identified within the study area on the Indiana Department of Natural Resources, State Historic Architectural, and Archaeological Research Database (SHAARD). These sites were identified as demolished, contributing, notable, and outstanding.

Figure 7. Historic Resources



**Sources:**  
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Project Study Limits		County Survey Sites		Historic Bridges	
	Project Study Limits		Outstanding		Outstanding
	Cemeteries		Notable		Notable
	National Register Sites		Contributing		Contributing
	Historic Districts		Non-Contributing		Non-Contributing
			Demolished		Demolished
			Unknown		Unknown

## Natural Environment

### Streams and Surface Waters

Transportation projects that impact rivers and/or streams require a permit or combination of permits. Permits are discussed in greater detail in a later section. The study area is located within the Whitewater River Basin, which drains 1329 square miles in southeast Indiana and 145 square miles in southwest Ohio.

The following perennial streams and river were found in the study area:

- The Whitewater River flows into the Great Miami in western Hamilton County, Ohio, which then joins the Ohio River at the intersection of Ohio, Kentucky, and Indiana. The Whitewater is a state designated canoe/boating route.
- Pinhook Creek, Johnson Fork, Jameson Creek, and Cooper Run are all perennial tributaries of the Whitewater River.
- Turkey Fork and Salt Fork are perennial tributaries of Tanner Creek, which flows into the Ohio River.

A perennial stream is one that holds water throughout the year, except during periods of drought. Many other intermittent or ephemeral streams are also located in the study area.

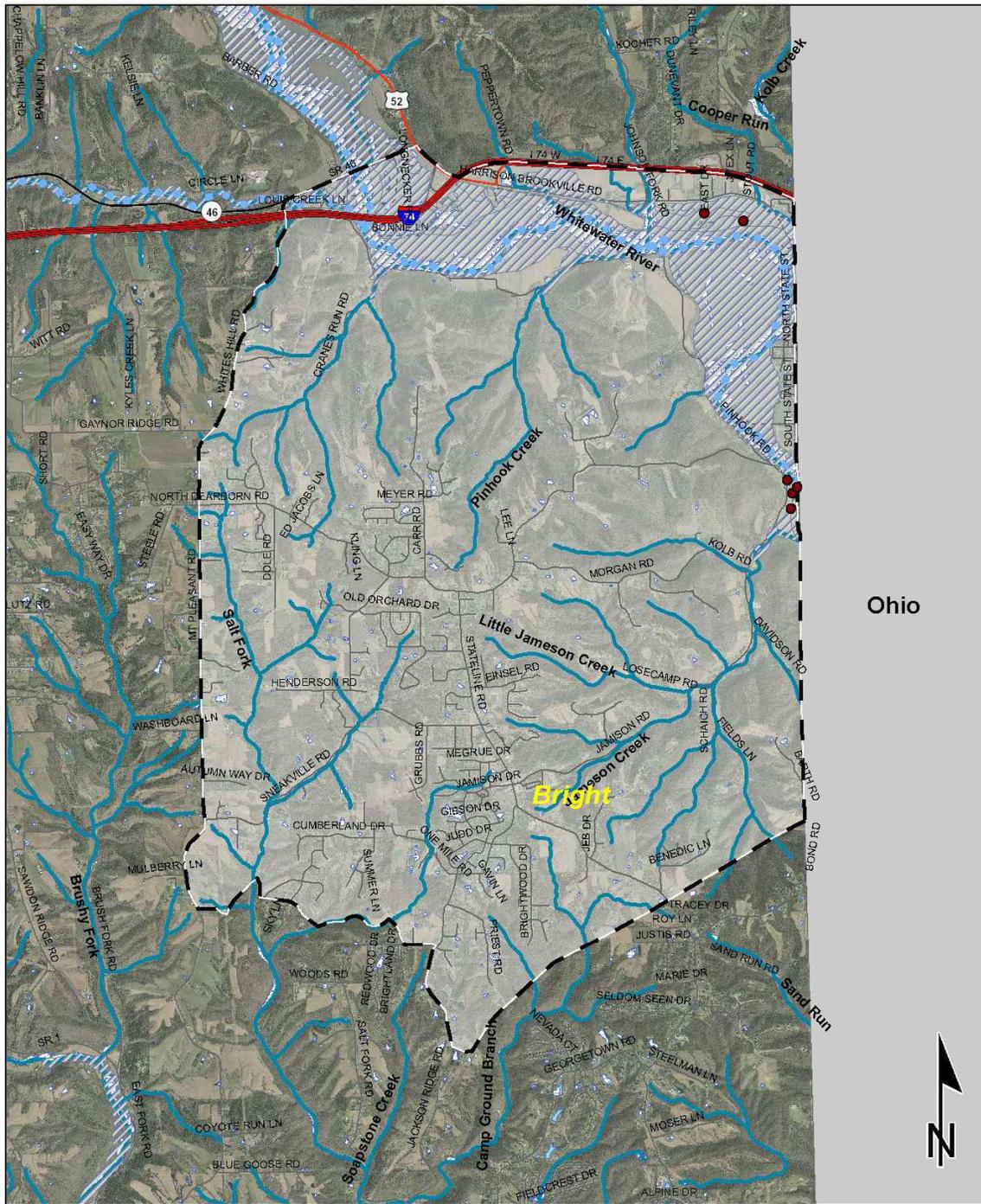
### Water Quality

The study area lies within two watersheds: the Whitewater and the Ohio. The Indiana Natural Resource Commission identifies the Whitewater River as an outstanding state resource water, which may include habitat of federally threatened or endangered species. The Whitewater is identified as having statewide significance, outstanding ecological importance, and is also listed as a State Study River. A State Study River is a river that has been formally proposed for state protection or designation.

### Wetlands

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory identified 233 Wetland areas within the study area, 54 of which are related to the Whitewater River that traverses along the northern area of the study area. One other major wetland area exists north of Whitewater River, towards the northwest corner of the site, which is approximately 8.92 acres. 166 small wetland areas are located within the subject area, south of Whitewater River. Potential transportation improvements may impact the identified wetland areas. Impacts will be estimated as conceptual solutions are developed during the study. Site-specific field delineation of potential wetland areas is not included within the scope of the Bright 74 Study and therefore will not be conducted.

Figure 8. Water Resources



Sources: 0 0.375 0.75 1.5 Miles

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	Stream - Section 303(d) Impaired		Interstate
	Stream		State Route
	Wetland - NWM		US Route
	Lake		Local Road
	Floodplain - DFIRM		Significant Withdrawal Wells
			Project Study Limits

## Threatened and Endangered Species

The U.S. Fish and Wildlife Service is responsible for administering the Endangered Species Act. One responsibility is to maintain a listing of endangered or threatened species, make recommendations for candidate species, remove species from the Threatened and Endangered Species List when protection is no longer needed, and designate critical habitat. The federal status of identified species is listed below (Table 4).

The Indiana Department of Natural Resources publishes a listing of the endangered, threatened, proposed, and candidate species in each county within the state of Indiana. These protected species are a plant or animal that is protected by law and needs special management. The latest document published in February 2016 includes the protected species for Dearborn County (Table 4).

Table 4. Endangered Species in Dearborn County

Taxonomic Group	Species Name	Common Name	Federal Status	State Status
Mollusk	<i>Pleurobema clava</i>	Clubshell	Endangered	Endangered
Insect	<i>Cicindela marginipennis</i>	Cobblestone Tiger Beetle		Endangered
Fish	<i>Etheostoma variatum</i>	Variegate Darter		Endangered
Reptile	<i>Crotalus horridus</i>	Timber Rattlesnake		Endangered
Bird	<i>Lanius ludovicianus</i>	Loggerhead Shrike		Endangered
	<i>Nycticorax</i>	Black-crowned Night-heron		Endangered
	<i>Sternula antillarum athalassos</i>	Interior Least Tern	Endangered	Endangered
	<i>Tyto alba</i>	Barn Owl		Endangered
Vascular Plant	<i>Armoracia aquatica</i>	Lake Cress		Endangered
	<i>Euphorbia serpens</i>	Matted Broomspurge		Endangered
	<i>Lilium canadense</i>	Canada Lily		Rare
	<i>Penstemon canescens</i>	Gray Beardtongue		Endangered
	<i>Trifolium stoloniferum</i>	Running Buffalo Clover	Endangered	Endangered
	<i>Viburnum molle</i>	Softleaf Arrow-wood		Rare

Also, according to the USFWS, there is no critical habitat in the study area. Critical habitat is a geographic area that has features essential for the conservation of threatened and endangered species. The area may require special management and protection. Direct Coordination with USFWS is not included within the scope of the Bright 74 Study and therefore will not be conducted. However, coordination may be necessary during future phases of transportation improvement project development.

## Groundwater

Six water wells were identified within the study area with six of those being significant withdrawal wells according to IDNR. The water wells within the are shown on Figure 8 and should not be impacted by any of the conceptual transportation improvements being evaluated as part of the study.

## Floodplains

Floodplains were identified within the study area utilizing the Federal Emergency Management Agency (FEMA) Flood insurance Risk Mapping and Flood Insurance Study 18029CV000A (Effective April 2014). The 100-year floodplain is located in the northern portion of the study area and centered on the Whitewater River and various tributaries (Figure 8). Future consultation with a local floodplain coordinator would be needed during the design phase of the project should transportation improvements cross the 100-year floodplain. A floodplain permit construction would also be needed when crossing a floodplain. Any transportation improvement would need to provide a sufficient waterway opening to convey the 100-year flood event without affecting the base flood elevations included in the FEMA flood insurance study.

## Air Quality

Air pollution is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants degrade the atmosphere by reducing visibility, damaging property, reducing the productivity or vigor of crops or natural property, and negatively impacting human or animal health. As of 2014, the study area is within attainment for carbon monoxide. Lead and sulfur dioxide are no longer identified as mobile source concerns since tetraethyl lead was banned as a fuel additive.

Nitrogen Dioxide is a transportation-related pollutant and has been included in the regulations of nitrous oxides. Dearborn County is within attainment for nitrogen dioxide.

Ozone is also a transportation-related pollutant and Dearborn County is within marginal nonattainment for the 2008 ozone standard with a maintenance plan.

Dearborn County is within attainment for the 2012 PM<sub>2.5</sub> (particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers) annual standard as designated by U.S. Environmental Protection Agency (EPA) in December 2014. Dearborn County is also within attainment for the PM<sub>10</sub> (particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers) standard.

## Noise

Construction of roads on a new alignment or significant capacity improvements to an existing road typically changes noise levels in an area. Areas that would be sensitive to noise impacts from roadway improvements are community facilities (i.e. hospitals, libraries, schools, parks, cemeteries, churches) and residential developments within the study area. These facilities are listed in Table 5 and shown on Figure 2 and Figure 6.

To determine if highway noise levels are compatible with various land uses, the Federal Highway Administration has developed noise abatement criteria and procedures to be used in the planning and design of roadways. The criteria and procedures were developed to minimize potential adverse noise impacts on sensitive noise receptors. Noise abatement measures must be considered depending on the noise impacts associated a new facility. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an area. Noise analysis is not included within the scope of the Bright 74 Study and therefore will not be conducted. The development of conceptual alternatives will consider potential noise impacts to sensitive noise receptors within the study area.

Table 5. Potential Sensitive Noise Receptors

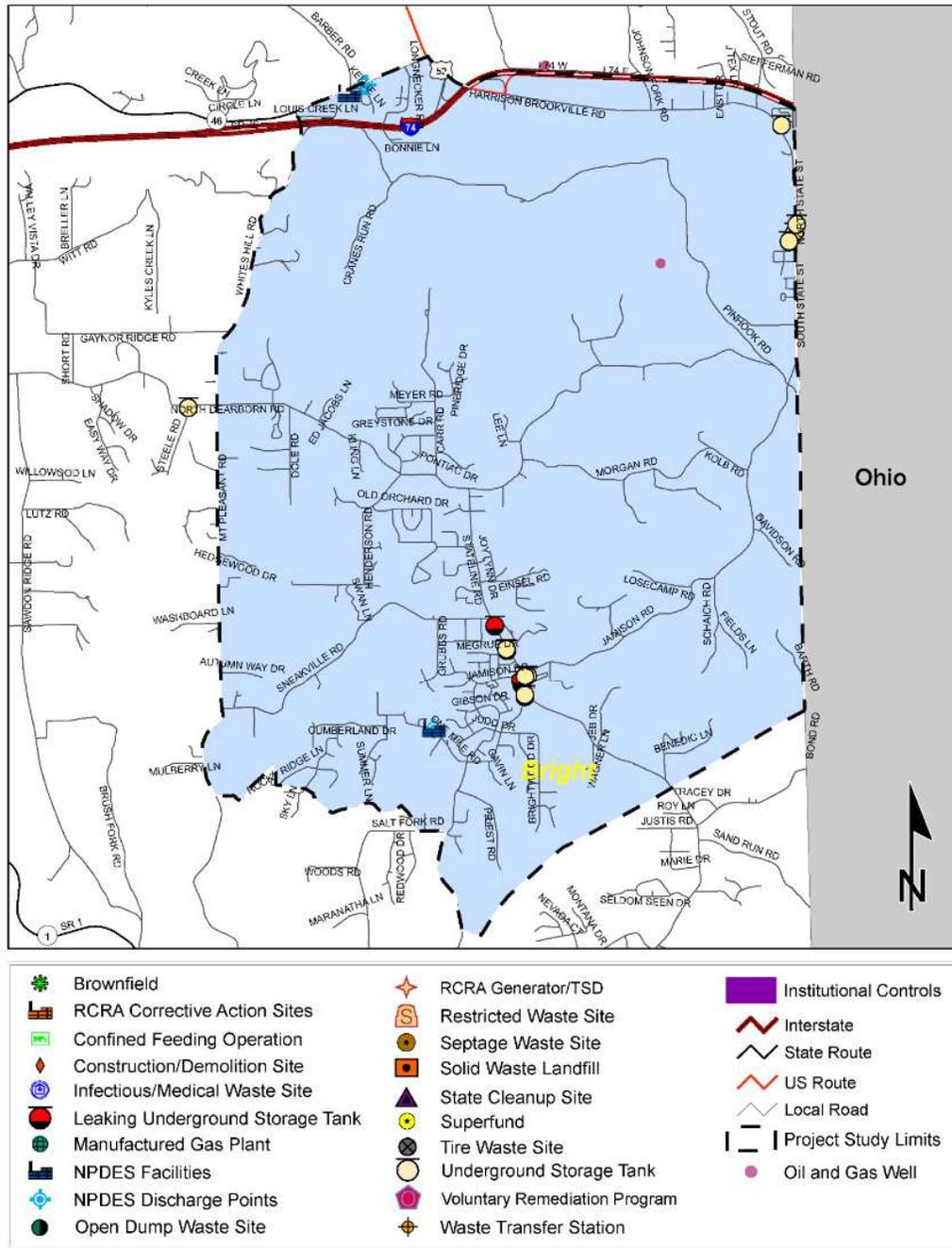
Facility	Address/Location	Type
North Dearborn Elementary School	5687 North Dearborn Road	School
Cuddles and Hugs Preschool	24128 Stateline Road	School
Bright Meadows Park	2095 Einsele Road	Park
State Line Soccer Complex	26299 South State Street	Park
First Baptist Church of Bright	1920 North Dearborn Road	Religious Facility
Dearborn Hills United Methodist Church	25365 Stateline Road	Religious Facility
Bright Christian Church	24457 Stateline Road	Religious Facility
St. Teresa Benedicta of the Cross Catholic Church	23670 Salt Fork Road	Religious Facility
Providence United Presbyterian Church	23973 Salt Fork Road	Religious Facility
Lawrenceburg Public Library, North Dearborn Branch	25969 Dole Road	Library

## Hazardous Materials

The Indiana Department of Transportation (INDOT) Geographic Information Office (GIO) Library provides information of known hazardous materials concerns within the study area (Figure 9). Two facilities currently operate underground storage tanks (USTs) within the study area. Five former leaking underground storage tank (LUST) cases within the study area were identified and have undergone remediation processes to remedy the contamination of soil and groundwater in the areas. Given the location of these sites in the southern portion of the study area, it is unlikely they will be impacted by potential transportation improvements resulting from the Bright 74 Study. The potential impacts to these

sites should be investigated during future phases of project development, if needed. The Whitewater River has been identified under Section 303(d) of the Clean Water Act as an impaired stream with PCBs and impaired biotic communities.

Figure 9. Hazardous Materials



0 0.375 0.75 1.5 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
 Map Projection: UTM Zone 16 N Map Datum: NAD83

## Section 4(f)/Section 6(f)

### Section 4(f)

Section 4(f) properties are defined by 23 USC 138 and the Section 4(f) Policy Paper as “any publically owned land from a public park, recreation area, of wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction thereof, or any land from a historic site of national, state, or local significance as so determined by such officials”. Section 4(f) resources cannot be used unless there is no feasible and prudent alternative use of the land and the action includes all possible planning to minimize harm to the property.

Through research using aerial photographs, topographic maps, and internet resources, no wildlife and waterfowl preserves were identified within the study area. There were no historic features listed on the National Register of Historic Places identified within the study area; however further investigation, conducted by a qualified historian, would be warranted due to the likely presence of structures over 50 years old in the study area to determine eligibility for the National Register of Historic Places. This level of investigation would be conducted during the future environmental and design phase of potential transportation improvements recommended from the Bright 74 Study.

There is one publicly owned, public park facility, Bright Meadows Community Park, within the study area. One recreational feature, State Line Soccer Fields, was also identified; however, this is a privately owned facility and, as such, would not classify as a Section 4(f) resource. No other Section 4(f) resources were identified in the study area.

Bright Meadows Community Park is a community park, which provides two baseball fields, a soccer/pee-wee football field, half-court basketball facility, fitness path, playground, shelter house, and two parking areas. Due to its location at the southeast corner of State Line Road and Einsel Road in Bright, Bright Meadows Park is unlikely to be impacted by potential transportation improvements located in the northern portion of the study area.

### Section 6(f)

Section 6(f) resources are lands that were purchased with or improved using funds from the Land and Water Conservation Fund (LWCF). This fund was created through the Land and Water Conservation Fund Act of 1965 to preserve, develop, and assure accessibility to outdoor recreation resources, and to strengthen the health and vitality of the public. These public recreation lands are to be maintained for public outdoor recreation use. Section 6(f) of the Act prohibits the conversion of LWCF lands unless the National Park Service approves substitution property of reasonably equivalent usefulness and location and of at least equal fair market value.

There is one facility included on the National Parks Service LWCF Detailed Listing of Grants by County within the study area: Bright Park. It is assumed that this is the aforementioned Bright Meadows Community Park owned by the Dearborn County Parks and Recreation Department and that the County

has utilized Section 6(f) funds for development of the Park. Future coordination would be undertaken to verify this information.

## Geology

The study area lies within Harrison and Hogan Townships in northern Dearborn County, Indiana. This area contains a few small towns and expansive rural, hilly land. There are scattered residential properties, agricultural fields, and forested areas.

Dearborn County is drained by tributaries to the Ohio River. These streams have formed narrow deep valleys with steep slopes and typically have a rapid fall. Through the study area, the topography rises to the north. This area is located on the western slope of the Cincinnati Arch, not far from its center, therefore the bedrock slopes to the west. Extensive strata of limestone underlie the mantle soil, which is typically five to 15 feet thick.

## Permits

As noted previously, transportation improvements that impact rivers, streams, and/or wetlands require a permit or combination of permits. The permits are required in accordance with state and federal laws and regulations. Permits that potentially will be required if transportation improvements are implemented within the study area include the following:

- U.S. Army Corps of Engineers – 404 Permit for Discharge of Dredged or Fill Material
- Indiana Department of Environmental Management – 401 Water Quality Certification
- Indiana Department of Environmental Management – National Pollutant Discharge Elimination System (NPDES) Permit
  - Notice of Intent
  - Stormwater Pollution Prevention Plan (SWPPP)
  - Notice of Termination
- Ground Water Protection Plan
- Indiana Department of Natural Resources – Construction in a Floodway permit

## Agency Coordination

The current Planning and Environmental Linkage (PEL) process, a specific product of implementing the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) seeks to develop sub-area and corridor studies that can be used more directly to inform the National Environmental Policy Act (NEPA) process. In 2012, Moving Ahead for Progress in the 21st Century (MAP-21) continued this process by promoting the acceleration of project delivery through the increased use of planning and environment linkages. Passed in December 2015, the current federal transportation funding act, Fixing America's Surface Transportation (FAST) Act, promotes local control over transportation projects. Effective, conceptual-level transportation planning studies that follow the PEL process provide opportunities both to identify important issues of concern early and to build the agency, stakeholder, and

public understanding necessary to successfully address them. Such early, integrated planning is not driven solely by regulatory requirements and the quest for more efficient and effective processes, although those are desirable results. Transportation and environmental professionals—as well as those in metropolitan planning organizations, state and federal resource agencies, and nongovernmental organizations—are finding that early collaboration helps achieve broader transportation and environmental stewardship goals through better decisions regarding programs, planning, and projects.

Coordination with federal, state, and local agencies occurs during the NEPA process. Agency coordination is a request to resource agencies to provide information and comment concerning the anticipated impacts of a proposed project. The goal is to give those resource agencies an opportunity to comment on a project's impacts early in the design and environmental process and to identify potential pitfalls or fatal flaws in the project or alternatives before significant resources have been committed. Formal agency coordination is not within the scope of the Bright 74 Study and therefore will not occur. However, potential Agency coordination is being identified during this study to better inform the NEPA process during future phases of project development. Agencies with whom to coordinate during the environmental and design phase of transportation improvements would potentially include:

- U.S. Fish and Wildlife Service
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Department of Agriculture, U.S. Forest Service
- U.S. Department of the Interior, National Park Service
- U.S. Federal Highway Administration
- U.S. Department of Housing and Urban Development, Louisville Field Office
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers, Louisville District
- Indiana Geological Survey
- Indiana Department of Natural Resources
- Indiana Department of Transportation
- Indiana Department of Environmental Management

## Conclusions

The Red Flag Summary and Environmental Review utilized readily available information to identify existing conditions of affected environment, human environment, cultural and historic resources, natural environment, air quality, noise, hazardous materials, Section 4(f) and Section 6(f), geology, permits, and agency coordination. The following potential issues and red flags were noted in the study area from the environmental resources review:

- The study area is split between a growing suburban residential and industrial land uses and a long-standing rural setting. This may lead to different community desires for the results of the study.
- The study area includes areas of Prime Farmland in the Whitewater River floodplain.
- Several cemeteries are located within the study area; however, they are generally small features and are scattered. Avoidance should be achievable.
- There were no sites, features, or districts currently listed as National Historic Landmarks, or included on the National Register of Historic Places within the study area. However, many historical features have been identified throughout the study area and additional cultural resource investigations should be conducted as improvement recommendations resulting from the Bright 74 Study advance. Development of conceptual solutions should be undertaken to avoid impacts to historical features where possible.
- The study area includes many water resources, including wetlands, streams, rivers, and ponds. Resources also include the floodplain for the Whitewater River. It is likely that some water resources will be impacted by transportation improvements. Development of conceptual solutions should be undertaken to minimize the impact to water resources.
- The Whitewater River is classified as outstanding state resources water and as an impaired stream.
- Many wetlands are identified within the study area. Transportation improvements that impact wetlands will require permitting and potential mitigation.
- Threatened and endangered species are listed within Dearborn County by the Indiana Department of Natural Resources and the U.S. Fish and Wildlife Service. No significant habitat has been identified in the study area.
- Multiple water wells were identified within the study area, some of which were identified as significant withdrawal wells. However, impacts to the identified well locations from conceptual solutions under consideration are not considered to be likely. .
- Sensitive noise receptors are located within the study area. Impacts to these receptors should be considered in the development of conceptual solutions.
- Multiple hazardous materials concerns were identified within the southern portion of the study area. Further investigation could be necessary to determine potential impacts. However, at this time, impacts are not considered to be likely.
- One Section 4(f) feature (Bright Meadows Community Park) was identified within the project study area. The avoidance of impacts to this resource can likely be achieved by the study.

## APPENDIX A

### Environmental Justice Data

Bright I-74 Study Environmental Justice Analysis					
		COC1	AC1	AC2	AC3
Census Tables		Dearborn County Totals	Census Tract 801.03	Census Tract 801.04	Census Tract 802.02
	<b>LOW-INCOME</b>				
B17001001	Population for whom poverty status is determined: Total	49,033	5,688	4,043	6,712
B17001002	Population for whom poverty status is determined: Income in 2014 below poverty level	4,578	332	223	368
	<b>Percent Low-Income</b> (Income in 2014 below poverty level/Total population)	9.34%	5.84%	5.52%	5.48%
	<b>125 Percent of COC</b> (125 x COC Percent Low-Income)	11.67%	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>
	<b>Potential Low-Income EJ Impact?</b>		<b>No</b>	<b>No</b>	<b>No</b>
	<b>ELDERLY</b>				
B1001	Population Total	49,840	5,688	4,056	6,715
B1001	Population over 60	10,097	1,217	599	1,212
	<b>Percent Elderly</b> (Over 60/Total population)	20.26%	21.40%	14.77%	18.05%
	<b>125 Percent of COC</b> (125 x COC Percent Elderly)	25.32%	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>
	<b>Potential Elderly EJ Impact?</b>		<b>No</b>	<b>No</b>	<b>No</b>
	<b>MINORITY</b>				
B03002001	Total Population: Total	49,840	5,688	4,056	6,715
B03002002	Total Population: Not Hispanic or Latino	49,284	5,613	3,886	6,668
B03002003	Total Population: Not Hispanic or Latino; White alone	48,167	5,542	3,830	6,589
B03002004	Total Population: Not Hispanic or Latino; Black or African American alone	357	0	0	35
B03002005	Total Population: Not Hispanic or Latino; American Indian and Alaska Native alone	159	52	4	0
B03002006	Total Population: Not Hispanic or Latino; Asian alone	210	0	20	0
B03002007	Total Population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	40	0	0	0
B03002008	Total Population: Not Hispanic or Latino; Some other race alone	11	11	0	0
B03002009	Total Population: Not Hispanic or Latino; Two or more races	340	8	32	44
B03002010	Total Population: Hispanic or Latino	556	75	170	47
B03002011	Total Population: Hispanic or Latino; White alone	319	75	114	26
B03002012	Total Population: Hispanic or Latino; Black or African American alone	0	0	0	0
B03002013	Total Population: Hispanic or Latino; American Indian and Alaska Native alone	0	0	0	0
B03002014	Total Population: Hispanic or Latino; Asian alone	21	0	0	21
B03002015	Total Population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0	0
B03002016	Total Population: Hispanic or Latino; Some other race alone	216	0	56	0
B03002017	Total Population: Hispanic or Latino; Two or more races	0	0	0	0
	<b>Number Non-white/Minority</b> (B03002001 - B03002003)	1,673	146	226	126
	<b>Percent Non-white/Minority</b> (Total population - white alone)/Total population	3.36%	2.57%	5.57%	1.88%
	<b>125 Percent of COC</b> (125 x COC Percent Non-white/Minority)	4.20%	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>	<b>AC &lt;125% COC</b>
	<b>Potential Minority EJ Impact?</b>		<b>No</b>	<b>No</b>	<b>No</b>