

Scope

- The basic Study Purpose is to answer these questions:
 - What are the transportation needs of the study area in relation to I-74 access? IDENTIFY NEEDS
 - What are potential transportation improvements that can help address these needs? EVALUATE OPTIONS
 - What transportation improvements should be advanced? RECOMMEND SOLUTION(S)
- This Study is THE FIRST PHASE of the Indiana Department of Transportation's Project Development Process (INDOT PDP):

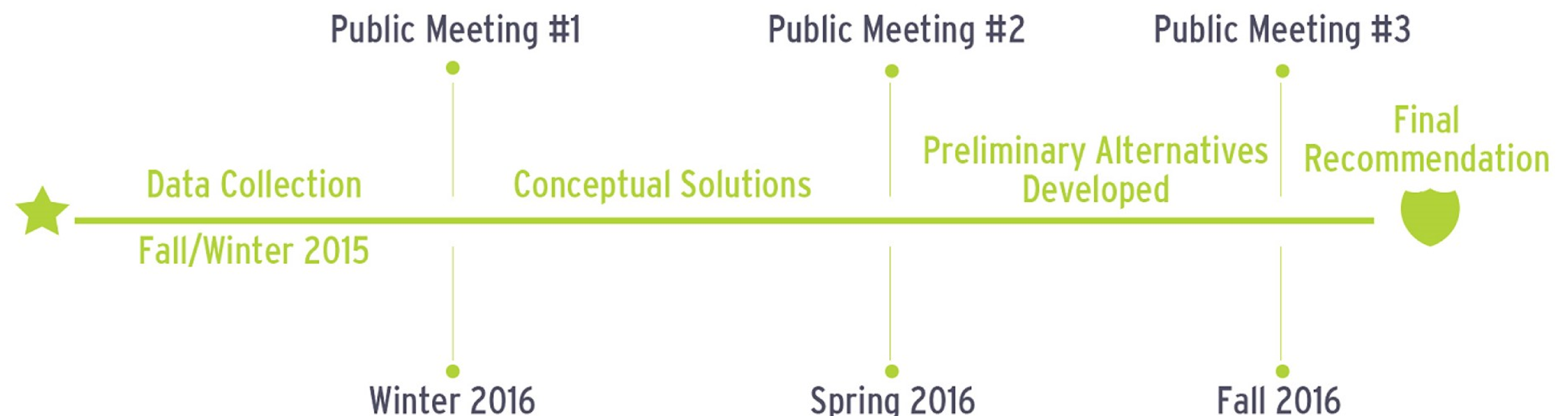


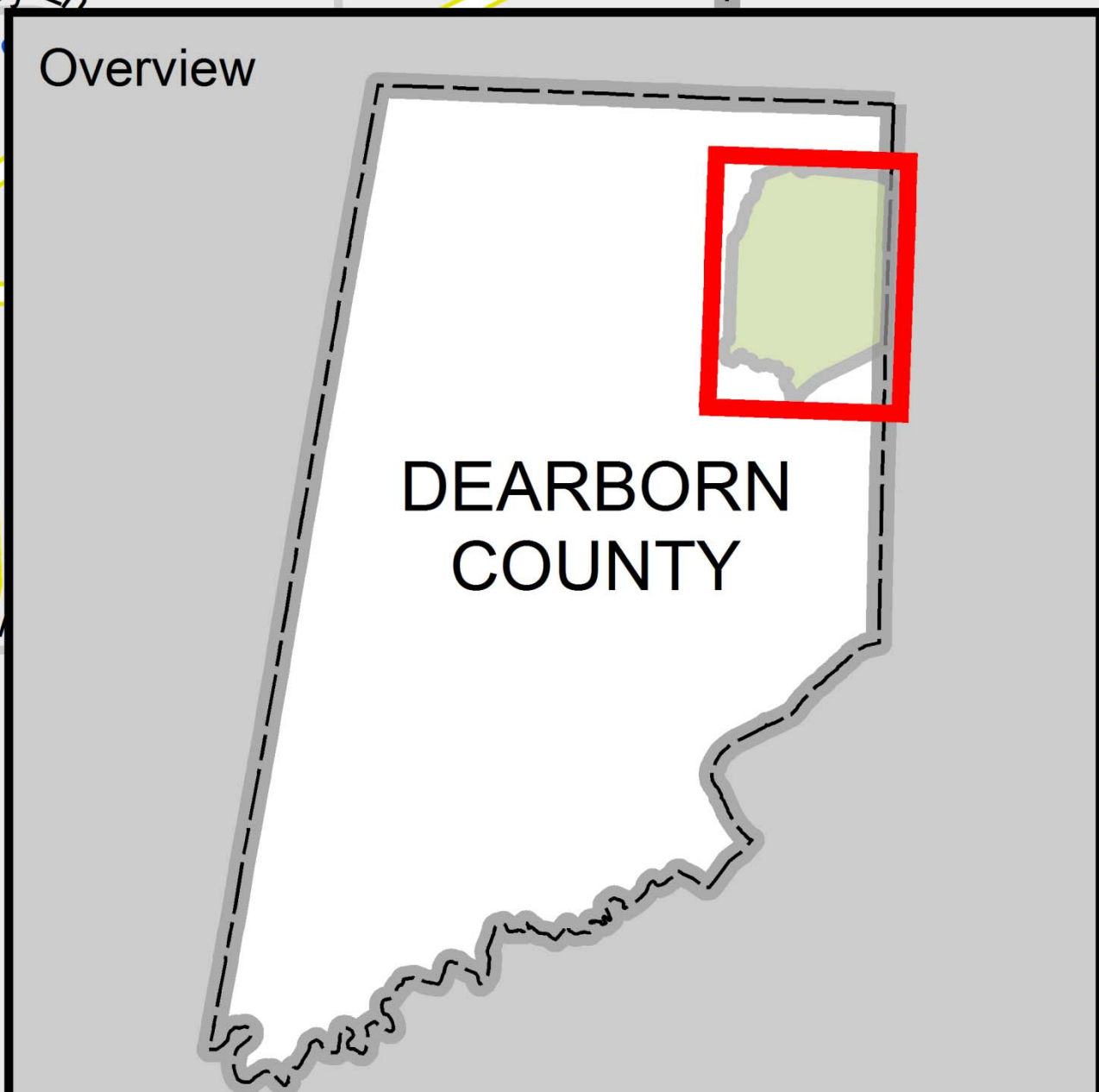
- This is a Macro-Level Planning Study that will NOT include:

- Parcel-by-parcel examination, review and recommendation*
- Precise specs pinpointing exact design solutions*
- Detailed, engineered drawings*

**These are all components of Step 2 (Design Phase) of INDOT's PDP.*

Timeline



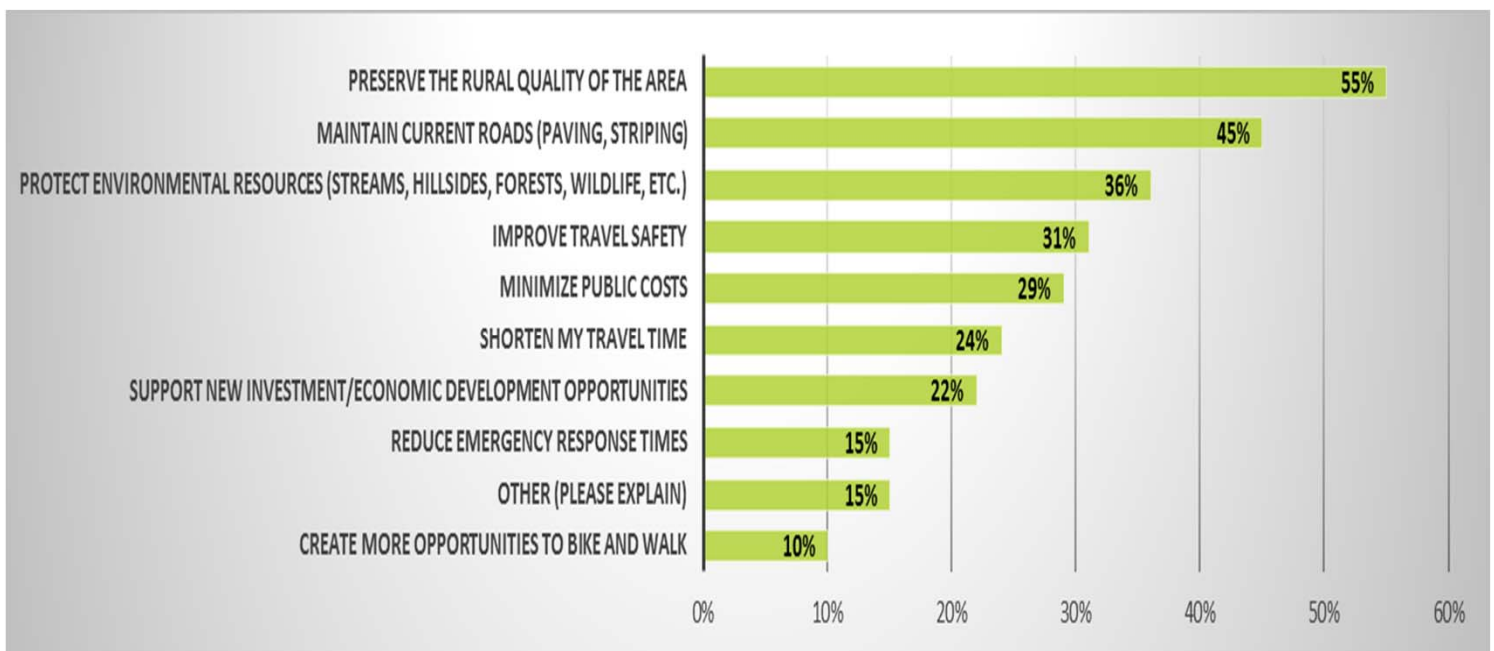


Public Feedback

General Info

- Feb 17th Public Open House: **174 people** signed-in at the registration table.
- **453** total surveys were received during the 30-day public comment period 2/17/16-3/13/16
- **57%** of survey takers **live in the Bright 74 Study Area**
(An additional 30% outside Study Area, but in Dearborn County)
- **21%** of survey takers **use the I-275/Kilby interchange** to access I-74 closely followed by **19%** using the **SR 1 interchange** and **19%** using **Harrison/Brookville Rd interchange**.

Desired Study Outcomes



Suggestions for Transportation Improvements

Preserve rural, small town feel

- preserve the rural quality, natural resources and small town atmosphere
- concerns about increased traffic, speeding and noise
- opposition to construction of a new road (about 10%)

Priority on maintaining existing roads

- need for improvements to maintain current roads
- improve travel safety and shorten travel time
- minimize costs and invest scarce resources wisely
- some support for new investments and economic development opportunities

Widen, straighten and improve existing roads to improve safety

- winding curves, steep grades and narrow travel lanes
- can be difficult to navigate, especially in bad weather

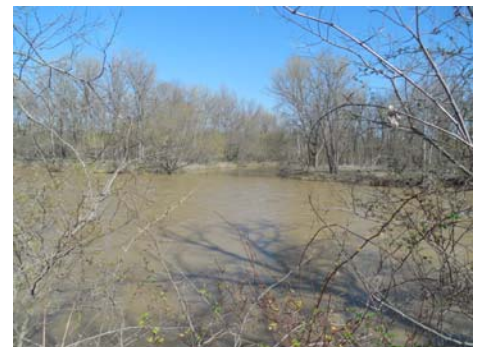
Study Purpose and Goals

DRAFT Purpose & Need Statement:

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



Existing Conditions

Existing Bright to I-74 Route: State Line, North Dearborn, Whites Hill, SR 46

- Posted Speeds are 45 mph
- Two lanes, Minimal Shoulders
- Classified as Rural Collectors
- Do Not Meet Current INDOT* Design Criteria
- Roadside Obstructions or Hazards
- Pavement in Fair to Good Condition

North Dearborn Problems

- Three segments with sharp curves between State Line and Whites Hill Roads
 - East of King Drive
 - Curve at Bright Leaf Drive and Henderson Road.
 - Reverse curve between Carr Road and the driveway for the Dearborn Hills United Methodist Church
- Substandard vertical curves



Whites Hill Problems

- Three segments with sharp curves between North Dearborn and SR 46
 - Gaynor Ridge Road intersection limited site distance
 - South of Price Lane for approximately 1,500 feet
 - From Price Lane to north of I-74 has a 20 mph advisory speed due to horizontal curvature and grades
- Grades exceed standard 7% for one third of the length & max grades exceed 11%
- Substandard vertical curves



* Indiana Department of Transportation