

the JOURNALpress & the REGISTER

Home News Sports Opinion Obituaries Classifieds Public Record Community Events Subscribe



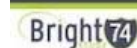
Comey & Shepherd
513-367-3650
REALTORS.

Ohio • Indiana
Kentucky
1151-1 Stone Drive
Harrison, OH

HOME

BRIGHT 74 STUDY: LOOK AT 4 CONCEPTS

Wed, 06/29/2016 - 17:42 Journalpress1



Comparison Chart

12

Category	Units	Concept 1: Improve Existing Roads	Concept 2: Whites Hill Connector	Concept 3: Carr Connector	Concept 4: State Line Connector
Total Route Length*	Miles	5.5	4.8	3.9	3.8
Length of New Roadway	Miles	0.75	2.56	3.64	3.56
Earthwork Area	Acre	15	55	59	65
Parcels Effected	Each	89	20	54	26
Wetlands/Ponds Impacted	Each	2	0	5	4
Stream Crossings	Each	1	21	21	18
Construction in Flood Plain	Linear Feet	0	0	1,700	1,800
Average Daily Traffic	Number of Vehicles	Varies	1,500	2,200	2,700
Travel Time	Minutes	8.9	6.6	4.8	4.4
Earth Cut	Cubic Yards	75,000	840,000	380,000	500,000
Earth Fill	Cubic Yards	15,000	1,070,000	800,000	1,210,000
Bridge Area	Square Feet	0	0	53,000	48,000
Estimated Costs (2015 dollar value)	\$ Millions	\$10-20M	\$20-30M	\$35-55M	\$30-50M

* 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

SHARE

BY: DENISE FREITAG BURDETTE Not as many people participated in the second open house for the Bright 74 Study Wednesday, June 22, at East Central High School, St. Leon, but there still was plenty to learn and discuss.

The presentation of four possible concepts to address safety, travel time and other issues associated with Bright access to Interstate 74 brought out some strong opinions about the direction Ohio Kentucky Indiana Regional Council of Governments should take during the next phase of the study.

The open house gave stakeholders, for the first time, a glimpse into possible routes for a new road.

Concept 1 focused on improving Whites Hill Road and North Dearborn Road. Possible improvements would include:

- *straighten sharp curves
- *flatten steep grades
- *intersection re-alignments
- *widen shoulders where possible
- *remove roadside obstructions, including trees, poles and fences
- *add mailbox turnouts
- *replace or add guardrail as needed

Archives
Click Here!

Look for Recycling Bins

Coming to a public place
near you!



Click here
for more
information.



Member FDIC

Free
Checking
with eStatement

Click for details.

MainSource

*improve signage and address drainage or slippage

An improved Whites Hill Road connector to I-74 is Concept 2. North Dearborn Road improvements described in Concept 1 would be accomplished along with the construction of a new roadway from North Dearborn to Whites Hill Road.

Whites Hill Road currently is used by many as a connector road to I-74.

Concept 3 would be a new road referred to as the Carr (Road) Connector. Improvements would be made to existing North Dearborn from State Line Road to Carr Road. Improvements also would be made to existing Carr Road from North Dearborn Road to Meyer/Pine Ridge roads. Then a new roadway would be constructed, referred to as the Carr Connector, from Meyer/Pine Ridge Roads to Old U.S. 52.

Concept 4 is the State Line (road) Connector. A new road way, referred to as the State Line Connector, would be constructed from North Dearborn to Old U.S. 52. Improvements would be made to North Dearborn and Old U.S. 52 as needed.

Before viewing the concepts during the open house, which also are available at bright74.oki.org along with the online survey, Robyn Bancroft, OKI strategic planning manager, walked visitors through the study process and concepts.

The second phase is the planning level of the study. These are concepts being presented, nothing has been engineered, said Bancroft.

The first open house, held in February, focused on the development of a draft purpose and need statement. More than 175 people attended the first gathering while 70 walked through June 22.

These are concepts not for today, but to meet the needs of the area in the future, said Bancroft.

The lines on the maps are a starting point for conversation. They have to start somewhere to receive feedback on the pros and cons. No possible funding as been identified or secured, she said.

If any of the concepts move forward, each comes with a hefty estimated price tag. Estimated costs, in 2016 dollars, are Concept 1, \$10 to \$20 million; Concept 2, \$20 to \$30 million; Concept 3, \$35 to \$55 million, and Concept 4, \$30 to \$50 million.

During some discussion that took place by the open house exhibits, some visitors asked why none of the concepts include a new, direct on ramp to I-74. An OKI representative said federal guidelines require on-ramps to be at least one mile apart, and that an new on-ramps could add another \$30 million to the possible projects.

The hope is to narrow down the concepts from four to one or two before the next open house, said Bancroft.

"We tried to provide a mixture of options," she said.

Comments on the concepts will be accepted until July 22, the end of the 30-day comment period. A survey was offered during the open house, with 13 people completing the paper version. Other attendees indicated they would take the survey online.

West Harrison resident Lisa Lack, however, shared some of her thoughts with the OKI staff during the open house. She is concerned about how the third and fourth concepts will impact residents.

Lack, who usually merges on to I-74 from the Dry Fork exit in Harrison, travels the interstate mainly to go shopping. She does not use it to travel to work.

She is not concerned about the speeding up the travel time from the Bright/West Harrison area to I-74.

"I moved to the country knowing that it may take me five or 10 minutes longer to get where I was going, but that is why I moved here - for the peace and quiet and less traffic. I am not in any rush to get anywhere and I knew the time factor when I purchased my home in the Bright area," said Lack.

Surveys from the first open house indicated keeping the rural atmosphere of the area is important to residents.

She does not consider the roads around Bright dangers, but many are in need of repair, she said.

"It is hard to believe that money would be spent on a new road when the current roads repairs are not being addressed," said Lack.

If the project moves forward, her pick is Concept 1. She fears the other three concepts "could possibly take away our neighbors, friends and families homes, land and lower our property values," she said.

"It will displace our wildlife, have huge environmental impacts and the costs range from \$20 to \$55 million. It will bring traffic to otherwise quiet, peaceful neighborhoods," said Lack.

She also worries about the Carr Connector concept placing a new road through an established subdivision, where hundreds of kids play and catch the school bus, she said.

"I do not feel that this new road is necessary for all that this community stands to lose," said Lack.

Lack encourages anyone with concerns about study to take the online survey or the paper copies available at the North Dearborn Library Branch.

Before taking the survey, stakeholders are cautioned the lines on the concept maps should not be taken literally. People are asked to take a look at the general concept.

Anyone with any any questions or comments, can contact Bancroft at rbancroft@oki.org or 1-513-619-7662.

A third and final open house is expected to take place in the fall with a final recommendation at the end of the year.

The open house survey results also will be discussed by an advisory board. Advisory board members are, with alternates listed in parenthesis; Kevin Lynch, Dearborn County commissioner; Todd Listerman, Dearborn County engineer; Liz Morris (Allen Goodman), Dearborn County Council; Mark McCormack (Nicole Daily), Dearborn County Plan Commission; Eric Kranz (Andrea Ewan), Dearborn County Chamber of Commerce; Michael Kreinhop, Dearborn County sheriff; Jennifer Hughes (Mary Booker), Dearborn County Soil and Water; Jim Ude (Terry Summers), Indiana Department of Transportation Seymour District; Michelle Allen, Federal Highway Administration; Greg Gronwall (Celeste Calvito), Bright Business Association; Kevin Glick, Bright Volunteer Fire Department; William R. Hursong, City of Harrison; Harley Uhlmansiek (Jan Uhlmansiek), Farm Bureau; Marilyn Hyland (Charles Hunter), Genesee & Wyoming Railroad; Dale Lutz, Resident At Large; Jeff Stenger, Resident At Large; Randy Maxwell (John Maxwell), Resident At Large; John Stenger (John Browner), Sycamore Gas Company, Cari Vuko (Kurt Kegerreis), Southeastern Indiana Workforce Investment, and Dr. Andrew Jackson, Sunman-Dearborn School Corporation.

Section: NEWS
LATEST

POPULAR CONTENT

TODAY'S:

- **One in six households struggle for food**
- **Regulators approve Duke's modernization plan**
- **Aurora artist receives \$2,000 grant**
- **Frye will be featured speaker**
- **Book reveals UC life in the sixties**

RELATED ARTICLES

Council OKs \$40,000 for Bright to I-74 connector road study

New connector road only one option

Open house in works for new Stateline Road docs' office

Funds sought for Bright/I-74 connector study

Not too late to comment on Bright 74 study

Kaiser Road Bridge to open soon

SITE LINKS

- o Home
- o News
- o Sports
- o Opinion
- o Obituaries
- o Classifieds
- o Public Record
- o Community
- o Events
- o Subscribe

AFFILIATES

The Ada Herald
Delphos Herald
Eagle Print
Falmouth Outlook
Iron County Reporter
Monroe County Beacon
Ohio County News
Paulding Progress

AFFILIATES (CONT.)

Putnam County Sentinel
Rising Sun Recorder
Star Gazette
The Business Journal
The Harrison Press
The Journal Press
The Times Bulletin
Vilas County News Review
Waushara Argus

USEFUL INFO

Media Kit
Rate Card
Careers



sibcycline.com
513-367-1900 visit now click here



Surf New Media