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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 <small>(2015 dollar value)</small>	\$ 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

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LATEST SURVEY RESULTS IN FOR BRIGHT TO I-74 CONNECTOR STUDY

Wed, 07/27/2016 - 01:52 Journalpress1

Results reiterate most want to preserve rural feel, maintain current roads

SHARE

BY: DENISE FREITAG BURDETTE To the chagrin of many residents, there was no straight up "yes or no" question asking if a Bright to Interstate 74 connector road is wanted in two study surveys conducted by the Ohio Kentucky Indiana Regional Council of Governments.

But overall, survey takers in phase two "conceptual solutions" seemed to get their message across.

Between four possible concepts unveiled during the second Bright 74 open house held June 22 at East Central High School, St. Leon, upgrading current roads received the most support while a possible Whites Hill Road, Carr Road or State Line Road to I-74 connector garnered mostly "no" answers to the study goal responders care about the most- preserving the rural quality of the area.

A total of 506 people took the survey offered for 30 days after the June 22 open house. All the survey results have been posted at <http://bright74.oki.org/phase-2-conceptual-solutions>. A public comment summary report for phase two is expected to be posted by the end of the business day Friday, July 29. The first open house "data collection" was held Feb. 17 at ECHS, which resulted in 453 comment forms submitted over a 30-day period.

According to OKI, the year-long, transportation planning study is to "investigate options for improvements to

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existing roadways, potential new roadways, and/or a combination of both to improve safety, access and other travel needs between the unincorporated Bright Area of northeastern Dearborn County and Interstate 74."

Dearborn County commissioners asked OKI to manage and perform the study began in October 2015. The study includes an advisory committee some Bright area residents on social media have criticized as being geared too heavily toward people with backgrounds in development.

A wave of opposition to a possible new Bright to I-74 connector road has surfaced in recent weeks after a Facebook page called **Bright Indiana - I 74 Road Project** was created by Bright resident and business owner Brian DeBruler, encouraging people to "get the facts" about the study and to take the survey. DeBruler also created a web site centered on the issue at <http://nobright74.com>.

Bright area resident Tony Luers also started a petition called "No to Bright Indiana I-74 road project" at change.org. As of just passed midnight Wednesday morning, July 27, the petition had 615 signatures.

Although none of the survey questions so far have asked directly if a new connector road is wanted, some survey takers expressed their specific opinions on the second phase survey general comment section. Most asked that current roads be maintained and fixed vs building a new connector. For example, one survey taker commented "Please do not ruin our area with highway connections. Improve the quality of the roads we have. There's a reason people choose to live here. It's away from the hustle and bustle of a city."

Meanwhile, some survey takers left the comment section blank while some did show support for some type of connector road, usually in connection with improving economic development opportunities in some form. For example, "We need access to the Indy/Batesville/Greensburg market for development. Reducing drive time for Bright residents to said locations would mean job opportunities would open up for our residents. Plus, it would mean better access for businesses in this location."

OKI has stressed the lines shown on the four concept maps, which can be viewed at <http://bright74.oki.org/> are not to be taken literally at this time. The planning study also is looking at needs 10, 20 and 30 years in the future.

Cost for the potential projects, based on the four concepts, ranges from \$10 million to \$50 million.

According to a timeline for the study, the next phase will look at the development of preliminary alternatives with another public open house in the fall before a final recommendation is given before the end of the year.

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