



SR 32 Relocation Project

Fact Sheet

January 2013

PROJECT OVERVIEW

As one of the primary thoroughfares within the Eastern Corridor region, State Route (SR) 32 is an important element of the Eastern Corridor Program. Currently, this roadway experiences high volumes of commuter, heavy truck, and residential traffic. This creates high levels of congestion and accident rates and poor levels of overall service. In addition, travel options are limited primarily to vehicular traffic. The proposed SR 32 Relocation project is intended to address these issues and provide direct, multi-modal access to US 50, the Red Bank corridor and I-71.

For more information, visit www.EasternCorridor.org or call the Eastern Corridor hotline at **513.888.7625**.



PROJECT ELEMENTS

The SR 32 Relocation project will:

- Implement roadway network improvements to improve mobility
- Improve safety, decrease congestion and travel time, reduce air emissions
- Expand capacity and consolidate access points on SR 32
- Create a new link between SR 32, US 50 (Columbia Parkway) and the Red Bank Road business corridor
- Construct a new, multi-modal clear-span bridge across the Little Miami River to connect SR 32, US 50 and Red Bank Road
- Incorporate accommodations for new rail transit, expanded bus service, bicyclists and pedestrians

The SR 32 Relocation project is being developed in close coordination with other core Eastern Corridor Program projects including the Red Bank Corridor project and Oasis Rail Transit project.

THE CURRENT STUDY

The SR 32 Relocation project is in the preliminary and environmental engineering phase of project development. It is following a tiered (or multi-stage) environmental impact analysis approach required by the National Environmental Policy Act (NEPA) of 1969. This process focuses on identifying the proposed project's potential effects on the natural and cultural environment and identifying ways to avoid or reduce negative impacts.

In 2006, the Tier 1 Final Environmental Impact Statement (FEIS) presented a series of conceptual corridors within which a new alignment for SR 32 could conceivably be built. Now, as part of the current Tier 2 study, these corridors have been narrowed down and several have been recommended for further study. The next step is to identify specific project alignment alternatives (or routes), then evaluate the benefits and impacts of each and see what can be done to avoid or minimize negative effects. This process will be completed in coordination with state and federal regulatory agencies and local communities. Options evaluated will include a No Build alternative. The Tier 2 study will conclude with the identification of a preferred alternative for the relocation of SR 32.

PROJECT STATUS

The SR 32 Relocation project team has conducted multiple project studies since the completion of Tier 1. Building upon information gained from these and previous Eastern Corridor studies, as well as from input gathered from agency review and public input, the team has developed recommendations on which corridors to advance for further consideration. Their recommendations are documented in the SR 32 Relocation Feasibility Study Report (Mar. 2012) and Addendum (Dec. 2012), now posted on the Eastern Corridor website at www.EasternCorridor.org, SR 32 Relocation, Study Documents section.



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PROJECT STATUS (CONTINUED)

Moving forward, the project team will continue with environmental, historical and archaeological assessments of the refined corridors and use the information gained to develop feasible project alignment alternatives. Each alternative (including No Build) will be compared to one another in terms of both benefits and impacts. A preferred alternative will be identified based on the results of these analyses. This process will continue through 2013.

No decisions have been made yet regarding specific project alignments. All alternatives will be evaluated equally, as neither the NEPA process nor ODOT's Project Development Process allows a pre-determined outcome. More information about the status of the SR 32 Relocation project and a map of the corridors advancing for further study is available on the Eastern Corridor website, SR 32 Relocation, Project Status section.

PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program and will continue to be instrumental as the SR 32 Relocation project undergoes further evaluation and refinement. Throughout the alternative identification process, ODOT and the SR 32 Relocation project team will meet with local community representatives, Community Partners Committees (CPCs), stakeholders, residents and state and federal agencies to discuss options and challenges, gain input and gather additional information to be considered. For more information about how to participate, visit the Eastern Corridor website, Public Participation section.

IMPORTANT CORRIDOR RESOURCES

The SR 32 Relocation study area contains a rich mix of important community and environmental resources that will be considered in the development of a context-sensitive transportation solution through this area. Key resources include:

- Community resources in the region including the Village of Newtown, portions of Anderson Township and southern edges of the villages of Fairfax and Mariemont
- A variety of land uses including residential, commercial and industrial development in and around Newtown and US 50 in Fairfax; wooded stream corridors and agricultural land along the National and State Scenic Little Miami River; and wooded uplands with developing residential areas along SR 32 to the south and east of Newtown
- A number of recreational and natural areas including golf courses, ball fields, township greenspaces and the Horseshoe Bend preserve
- Sensitive historic and archaeological resources, especially along the Little Miami River floodplain and in the villages of Newtown and Mariemont
- Extensive gravel mining in the Ancor area near Newtown and active landfills along US 50 west of the Little Miami River and along SR 32 east of Newtown

ABOUT THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor is a regional effort to improve travel and connections between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The program integrates multiple transportation modes – from rail and cars to buses, bikes and feet – to better connect and support communities and facilitate enhancement and economic growth opportunities.

The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners:

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Department of Transportation (ODOT)