



SR 32 Relocation Project Fact Sheet

July 2012

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:

- Expand capacity and consolidate access points on SR 32
- Improve safety, decrease congestion and travel time, reduce air emissions
- Implement roadway network improvements to improve mobility
- 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 engineering phase of ODOT's new Project Development Process (PDP), Path 5. It is also 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 2005, 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 Tier 2 study, these corridors are being examined in much more detail and some will advance for further study. Once feasible project corridors have been identified, project alignment alternatives will be developed and evaluated, including a No Build alternative. The Tier 2 study will conclude by identifying a preferred alternative for the SR 32 Relocation project.

PROJECT STATUS

The project team has conducted several studies since Tier 1, including a geomorphological assessment of the Little Miami River channel and additional archaeology reviews. Building upon information gained from these and previous Eastern Corridor studies, the team has evaluated the conceptual project corridors identified in Tier 1 and developed recommendations on which to eliminate from consideration and which to advance for further study. Their recommendations are documented in the SR 32 Relocation Feasibility Study report, now available for public review and comment at www.EasternCorridor.org (SR 32 Relocation, Study Documents links).

Moving forward, the project team will continue with environmental studies of the refined corridors and use the information gained to develop feasible project alignment alternatives. This environmental work will consist of multiple field



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Continued

PROJECT STATUS (CONTINUED)

studies that may include building inventories, visual/walkover property inspections, topographical surveys, soil testing and stream and wetland delineations. Study results will be used to develop a comparative analysis of impacts for the feasible alternatives, including a No Build alternative, from which a preferred alternative will be identified.

No decisions have been made yet regarding specific corridors or alignments. All alternatives will be evaluated equally, as neither the NEPA process nor ODOT's Project Development Process allows a pre-determined outcome.

PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be instrumental as the SR 32 Relocation project undergoes further evaluation and refinement. Throughout the Tier 2 study, the SR 32 Relocation project team will meet with local community representatives and stakeholders to discuss the project and its status, gain input from the community and gather additional information to be considered as part of the project evaluation and alternative refinement process.

Information about upcoming meetings will be posted on the Eastern Corridor website, noted in local papers and distributed via email. Additional information about how to get involved is provided on the Eastern Corridor website under the Public Participation link.

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)