

**EASTERN CORRIDOR  
SR 32 RELOCATION PROJECT  
PUBLIC INVOLVEMENT MEETING  
AUGUST 2, 2012**

**INFORMATION BOARDS**



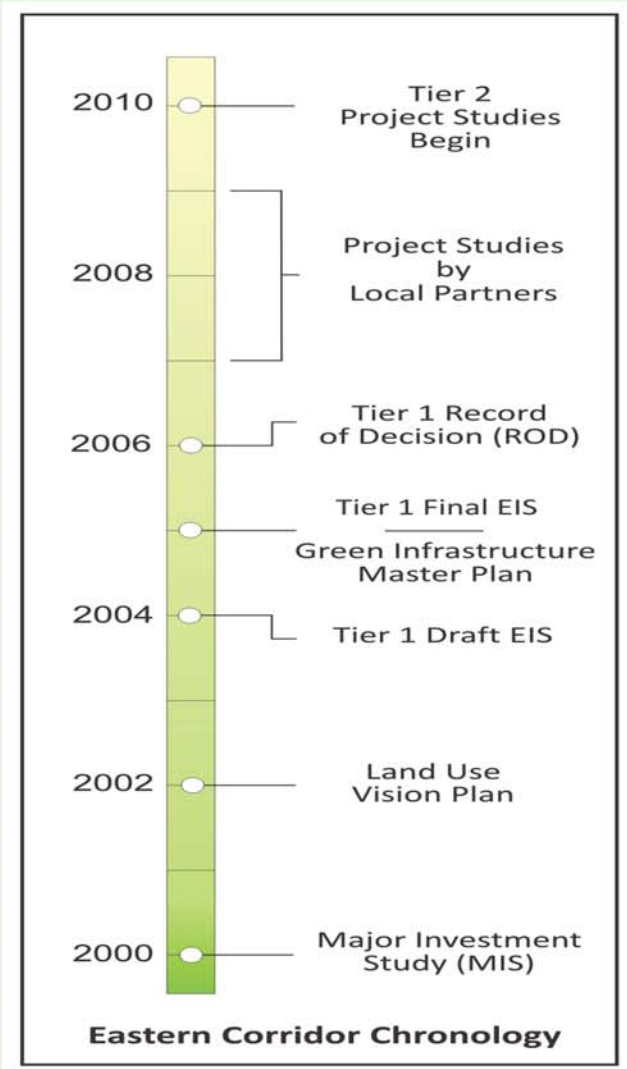
# HISTORY



The SR 32 Relocation project is still in the project development and evaluation stage. No decisions have been made on selecting a specific alignment or the No Build alternative.

As part of the Eastern Corridor, however, the SR 32 Relocation Project evolved out of extensive planning over the past decades, with various planning-level decisions being carried forward from one phase to the next based on appropriate levels of analyses and public input.

Key decision-making milestones are shown in this timeline and described in the 'Major Investment Study, 'Context Sensitive Framework' and 'Tier 1 EIS' boards that follow.

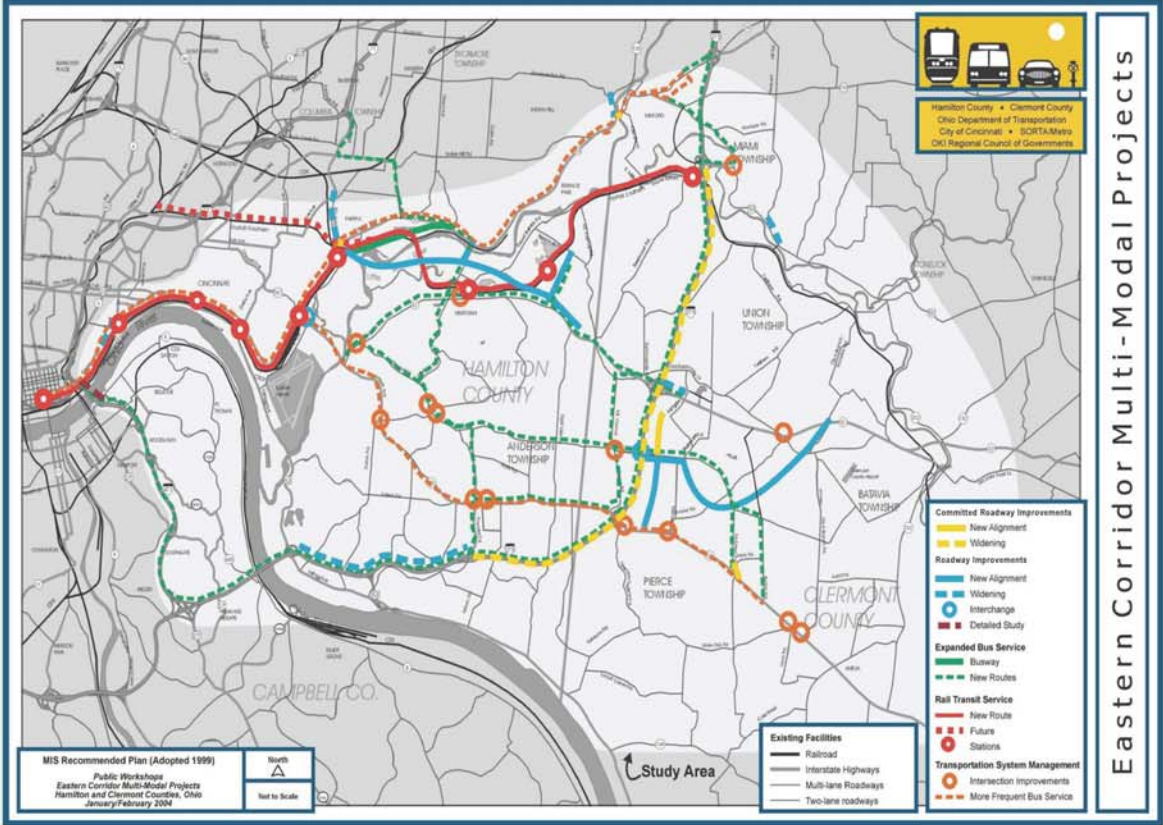




# Major Investment Study (MIS) - 2000

## The Eastern Corridor MIS:

- Established four program goals:
  - Identify an effective solution
  - Support the regional economy
  - Balance impacts with environmental protection
  - Consider existing and future land use
- Established the need for a multimodal approach.
- Evaluated preliminary options and eliminated those that didn't address regional transportation problems (such as high occupancy vehicle [HOV] lanes, exclusive busways, and various road improvements such as the Beechmont Levee widening).
- Identified conceptual corridors and connections for further study, including a new river crossing in the Fairfax vicinity.



This map depicts initial transportation improvement concepts for the Eastern Corridor, as recommended in the 2000 Major Investment Study (MIS).

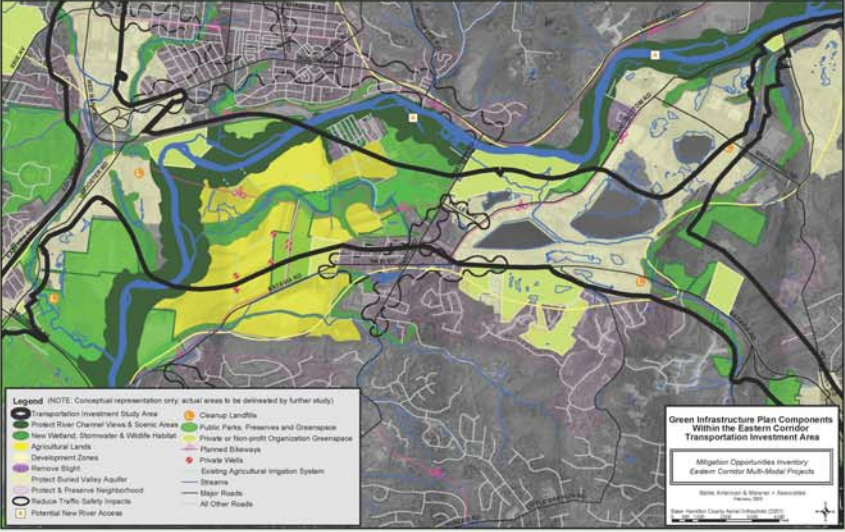
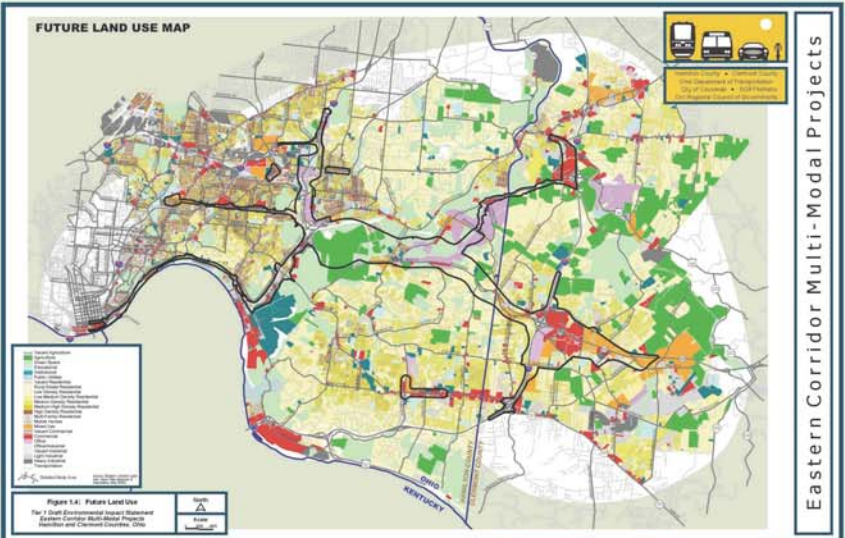


# Context Sensitive Framework

The Eastern Corridor multimodal program is being conducted using a "Context Sensitive Solutions" (CSS) framework, which builds on the Major Investment Study (MIS) goal to consider land use during the project development process. Key components of the CSS framework include:

Land Use Vision Plan (LUVP) - 2002  
 Green Infrastructure Plan (GIP) - 2005  
 Resource agency and community input

- The LUVP identified community priorities for development, re-development, and greenspace.
- The GIP identified preliminary Little Miami River corridor protection, mitigation, and preservation opportunities.
- The LUVP and GIP were conducted with extensive public input.
- The CSS framework guided Tier 1 alternatives development.
- The CSS framework is a tool for continued coordination of community land use goals, resource protection, and context sensitive transportation planning in Tier 2.

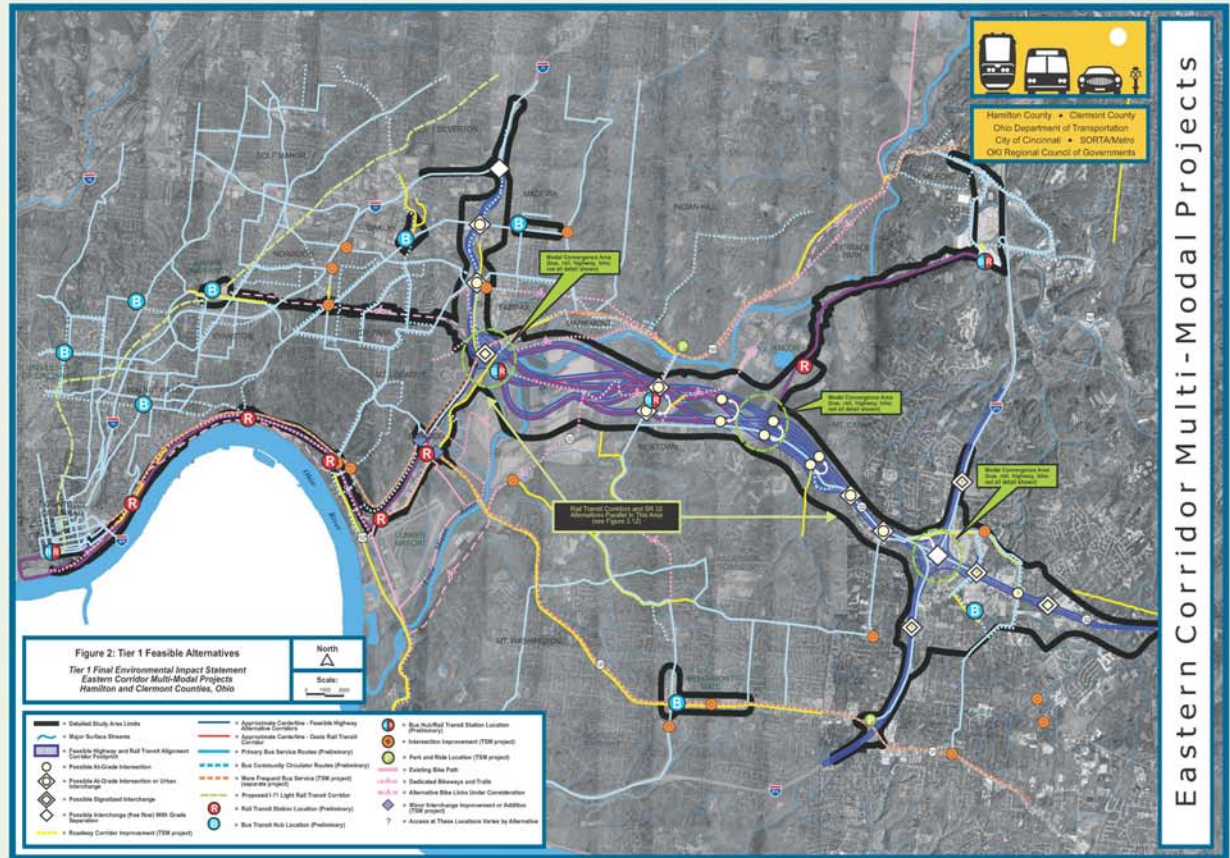




# Tier 1 Environmental Impact Statement (EIS) - 2006

The Eastern Corridor Tier 1 study concluded with completion of an Environmental Impact Statement (EIS) for the full multimodal program. The Tier 1 EIS:

- Was developed consistent with Eastern Corridor MIS, LUVP, and GIP goals and resource agency input.
- Established a Purpose and Need framework for the multimodal Eastern Corridor program.
- Evaluated preliminary multimodal alternatives, impacts, and mitigation.
- Involved extensive public and stakeholder input.
- Completed in 2006 with the Federal Highway Administration (FHWA) issuing a Tier 1 Record of Decision (ROD), which recommended multimodal projects for further study.
- Established the Tier 2 Study Area.





# SR 32 RELOCATION OVERVIEW



### ODOT's 5-Phase Project Development Process

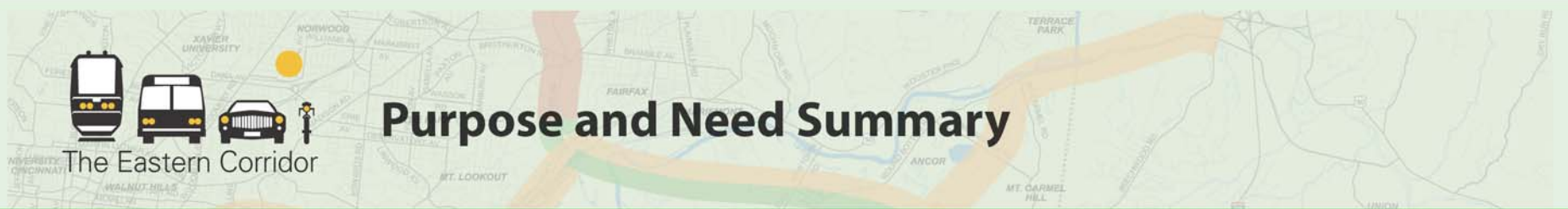


**WE ARE HERE**

#### What will be completed in the PE Phase?

Task	Description	Status
Feasibility Study	Evaluates and narrows down the number of preliminary corridors from Tier 1 for further evaluation; public involvement opportunities	Completed March 2012 – view the entire document at <a href="http://www.easterncorridor.org">www.easterncorridor.org</a>
Alternatives Development & Evaluation	Develop and evaluate Tier 2 alternative alignments within corridors carried over from the Feasibility Study, including the No Build; update cost estimates; public involvement opportunities	Next Step: results to be documented in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study; anticipated completion late 2012
NEPA studies	Assess environmental and other impact categories for the Tier 2 alternatives based on more detailed field studies and analyses; refine avoidance and minimization and mitigation measures carried over from Tier 1; public involvement opportunities	In progress: results to be documented in environmental base studies and included in the AER (see above) and Tier 2 Environmental Impact Statements (EIS), which will be developed in the next phase of work (Environmental Engineering)





# Purpose and Need Summary

## Transportation Problems:

- Local network mostly two-lane roads with limited capacity
- Poor east-west connectivity
- Inefficient interstate travel to downtown Cincinnati
- Uncontrolled access
- Pinch points at river crossing areas
- Limited public transit
- Future traffic growth
- Existing and future congestion
- High crash rates



## Transportation Needs:

- Address capacity and safety
- Improve regional connectivity
- Improve access
- Accomodate future traffic growth
- Provide greater mode choices as alternatives to driving
- Improve connections to jobs and market areas

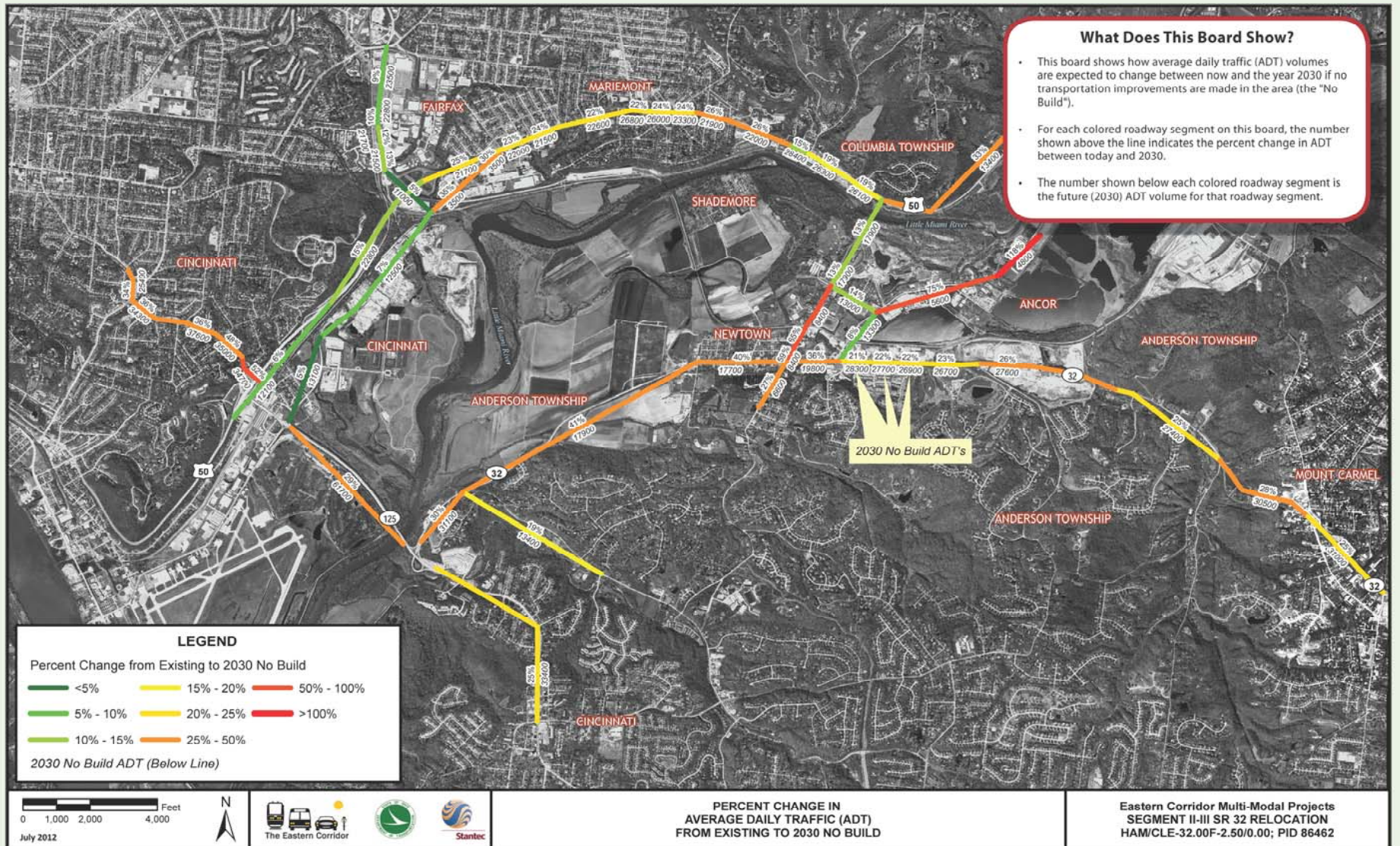
## Purpose and Need Overview

**Eastern Corridor Purpose and Need Framework:** *The purpose of the Eastern Corridor is to implement a multimodal transportation program that increases capacity, reduces congestion and delay, improves safety, provides transportation options, and connects the region's key transportation corridors and social and economic centers for the efficient movement of people, goods, and services.*

**SR 32 Relocation Purpose and Need Summary:** *The specific goal of the SR 32 Relocation project in support of the Eastern Corridor program is to establish relocated SR 32 as a controlled-access facility west of I-275, coordinated with new rail transit that provides a transportation alternative to driving. The purpose is to improve safety and local and regional travel efficiency by providing a new east-west roadway connection between eastern Hamilton County and western Clermont County.*



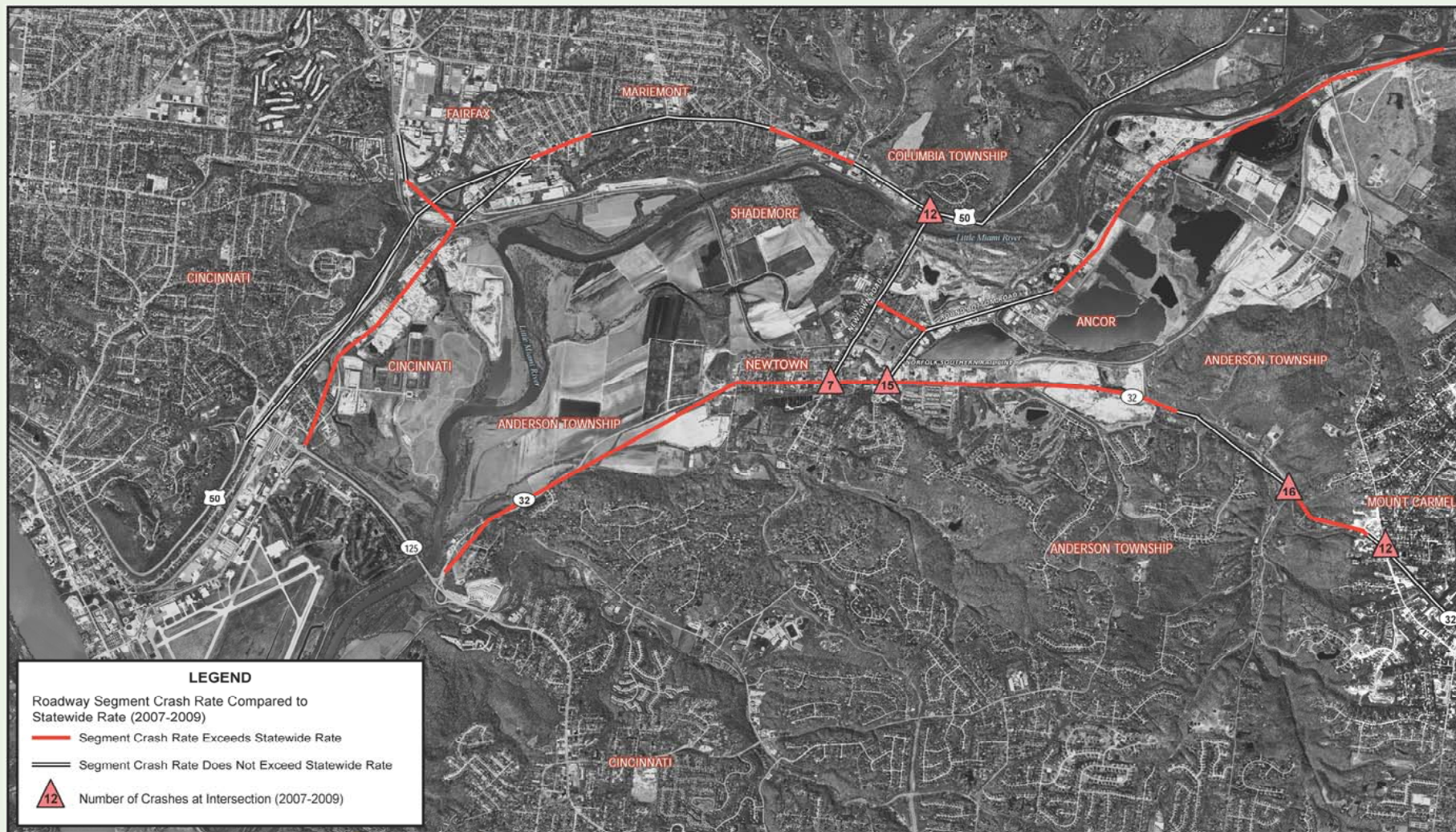
# Future No Build Traffic Volumes





The Eastern Corridor

# High Crash Rate Locations



July 2012

2007-2009 CRASH DATA  
for the PRIMARY ROAD NETWORK  
in SEGMENT II-III

Eastern Corridor Multi-Modal Projects  
SEGMENT II-III SR 32 RELOCATION  
HAM/CLE-32.00F-2.50/0.00; PID 86462

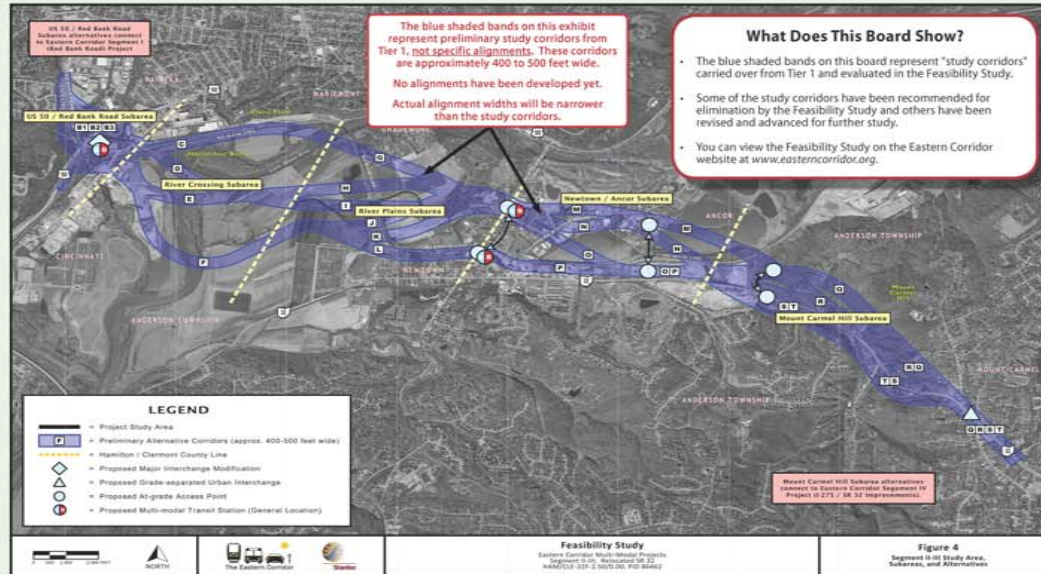


# FEASIBILITY STUDY

- **Evaluated Tier 1 alternative corridors**
- **Recommended eliminating several corridors due to impacts, cost, engineering constraints, and other considerations**
- **Recommended several corridors for further evaluation in Tier 2**
- **A Preferred Alternative has not yet been identified**
- **Specific alignments will be developed within the recommended study corridors in the next step of the Tier 2 study process**



# 2006 Tier 1 Study Corridors Evaluated In The Feasibility Study

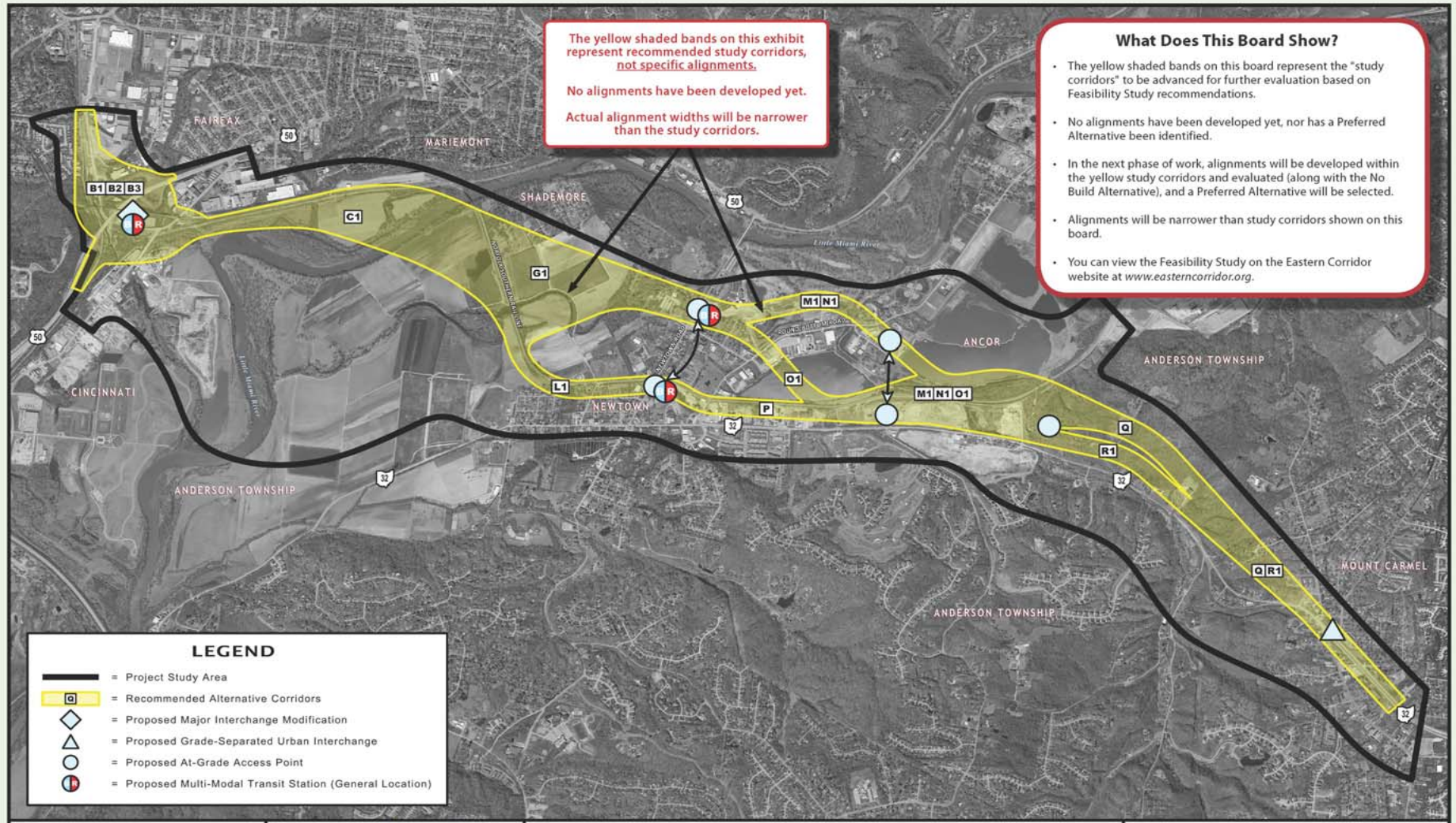


**SR 32 RELOCATION FEASIBILITY STUDY - MARCH 2012  
ALTERNATIVES EVALUATION SUMMARY**

Project Subarea	Considerations	Segments Evaluated	Recommendations	
			Advance	Don't Advance
<b>US 50 / RED BANK ROAD</b>	<ul style="list-style-type: none"> <li>Connectivity with Eastern Corridor Red Bank Corridor</li> <li>Potential displacements</li> <li>Interchange configuration</li> <li>Traffic flow and local road network compatibility</li> <li>Coordination with Oasis Rail Transit</li> <li>Existing freight rail</li> </ul>	B1 B2 B3	<b>B1, B2, B3</b> – Advance and further develop in conjunction with adjacent segments	All advanced (see left)
<b>RIVER CROSSING</b>	<ul style="list-style-type: none"> <li>Clear-span crossing of the Little Miami River</li> <li>Floodway/floodplain encroachment</li> <li>Ecological resources</li> <li>Archaeological resources (Hahn District)</li> <li>Landfill encroachment</li> <li>Construction costs</li> <li>Connectivity with adjacent segments</li> </ul>	C D E F	<b>C1</b> – Advance as an expansion of C for flexibility with: <ul style="list-style-type: none"> <li>Alignment development</li> <li>Rail transit coordination</li> <li>Avoiding and minimizing archaeological impacts</li> </ul>	<b>D, E, F</b> – Don't advance due to: <ul style="list-style-type: none"> <li>Cost and design issues</li> <li>Unstable river channel</li> <li>Extensive floodway crossings</li> </ul>
<b>RIVER PLAINS</b>	<ul style="list-style-type: none"> <li>Archaeological resources (Hahn District)</li> <li>Parkland</li> <li>Little Miami River floodplain and Clear Creek riparian corridor</li> <li>Agricultural and ecological resources</li> <li>Potential displacements</li> <li>Construction costs</li> <li>Connectivity with adjacent segments</li> <li>Coordination with Oasis Rail Transit</li> </ul>	G H I J K L	<b>G1</b> – Advance as a modification of G for flexibility with: <ul style="list-style-type: none"> <li>Alignment development</li> <li>Rail transit coordination</li> <li>Avoiding and minimizing archaeological impacts</li> </ul> <b>L1</b> – Advance as a modification of L for coordination with rail transit	<b>H, I, J, K</b> – Don't advance due to: <ul style="list-style-type: none"> <li>Lack of connection to adjacent segments</li> <li>Impact and cost considerations</li> </ul>
<b>NEWTOWN / ANCOR</b>	<ul style="list-style-type: none"> <li>Potential displacements and disruption to Newtown</li> <li>Community resources (churches, cemeteries, schools)</li> <li>Parkland</li> <li>Historic properties</li> <li>Gravel pit lakes</li> <li>Landfill encroachment</li> <li>Coordination with Oasis Rail Transit</li> </ul>	M N O P	<b>M1/N1, O1</b> – Advance as modifications of M, N, and O to reduce impacts to Newtown and avoid a historic property  <b>P</b> – Advance in conjunction with L1 (see above) for coordination with rail transit	All advanced with modifications (see left)
<b>MT. CARMEL HILL</b>	<ul style="list-style-type: none"> <li>Potential displacements</li> <li>Construction costs</li> <li>Woodlands and greenspace properties</li> <li>Surface streams</li> <li>Historic properties</li> </ul>	Q R S T	<b>R1</b> – Advance as a modification of R to avoid a historic property  <b>Q</b> – Advance due to comparatively lower impacts	<b>S, T</b> – Don't advance due to: <ul style="list-style-type: none"> <li>Potential displacements</li> <li>Stream impacts</li> <li>Historic property impacts</li> <li>High costs</li> </ul>

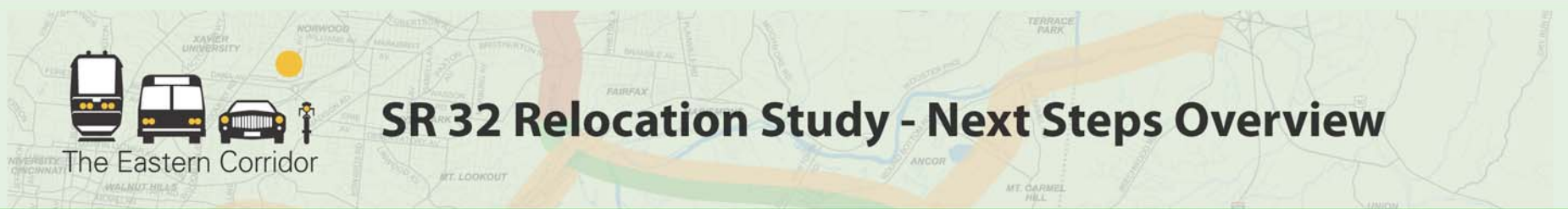


# 2012 Alternative Corridors Recommended for Advancement





# NEXT STEPS



### **What work is next?**

- Develop and evaluate alternative alignments within the broad corridors, which involves:
  - > conducting additional environmental investigations
  - > identifying specific alignment locations
  - > updating impacts and mitigation measures
  - > obtaining additional public and agency input
- Document the results in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study, including consideration of the No Build alternative. The AER is expected to be completed and available for public comment by the end of 2012.

### **What will be considered?**

Environmental and community resources are an important consideration for this project. As the project team moves forward with developing alternatives through this area, they will be actively looking for opportunities to:

- Avoid and minimize impacts to important resources, including businesses and residences.
- Support local community and economic development goals.

The SR 32 Relocation project will continue to be developed under a context-sensitive framework where proposed transportation solutions are designed to fit with local land use and consider input from affected communities in the project area.

### **We need your input**

No decisions on the location of specific alternative alignments or a Preferred Alternative have been made. We need your input today on what key factors should be considered as we move forward with the development of the proposed SR 32 Relocation project and associated rail transit and bike/pedestrian facilities being considered in this area.





### **How will alternatives be developed?**

The following boards shown at this station depict preliminary concepts on what the project might look like and how alternatives may be developed in the SR 32 Relocation study area in the next phase of work. To avoid and minimize potential impacts to environmental resources and to help support community goals, the project team will look at various strategies for developing the proposed roadway, rail transit, and bike/pedestrian facilities within Newtown and the surrounding study area, including "Modes Together" and "Modes Split" options.

### **What is the No Build alternative?**

The No Build alternative considers what will happen if nothing is done, and involves continued use and maintenance of the existing transportation network and near-term funded projects included in the regional transportation program.

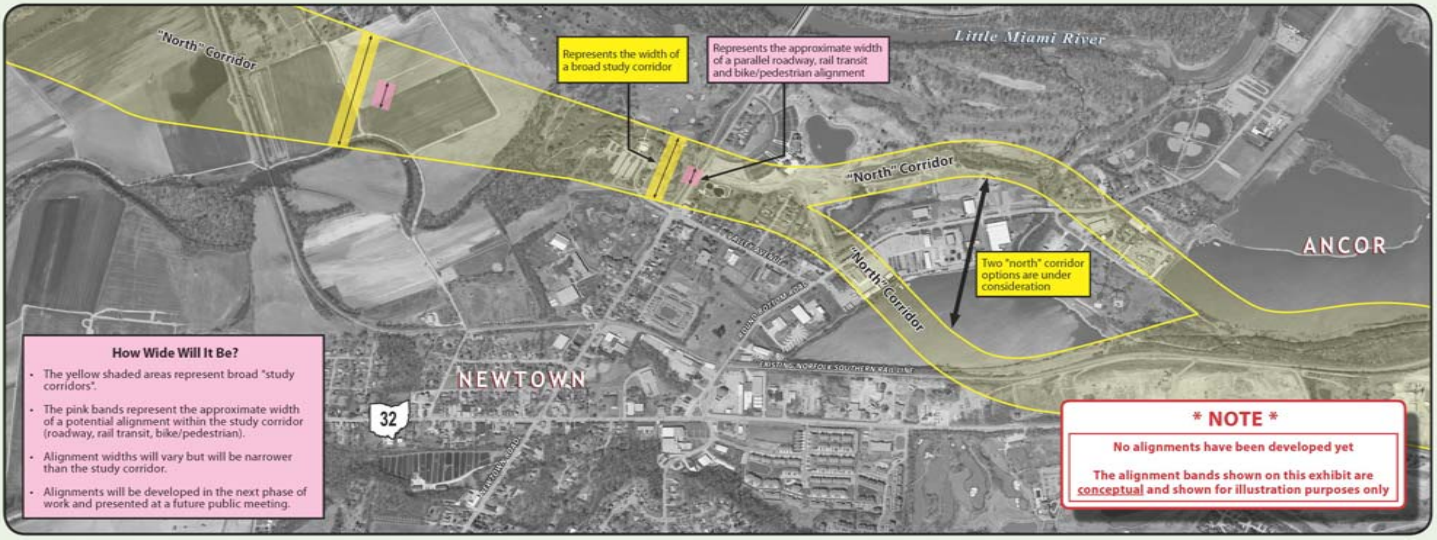
The project team will look at consequences of the No Build alternative and its ability to meet the long-term transportation needs of the region. The No Build alternative will remain under consideration and will be documented in the Tier 2 Environmental Impact Statement (EIS).



### Modes Together

Involves development of alternatives that include a parallel (side-by-side) roadway, rail transit, and bike/pedestrian facility in the "north" corridor in the Newtown area.

See below for additional information about what this transportation corridor might look like.



### What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The rail transit and bike/pedestrian components would be separated from the Relocated SR 32 roadway by grass berms or barriers.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.



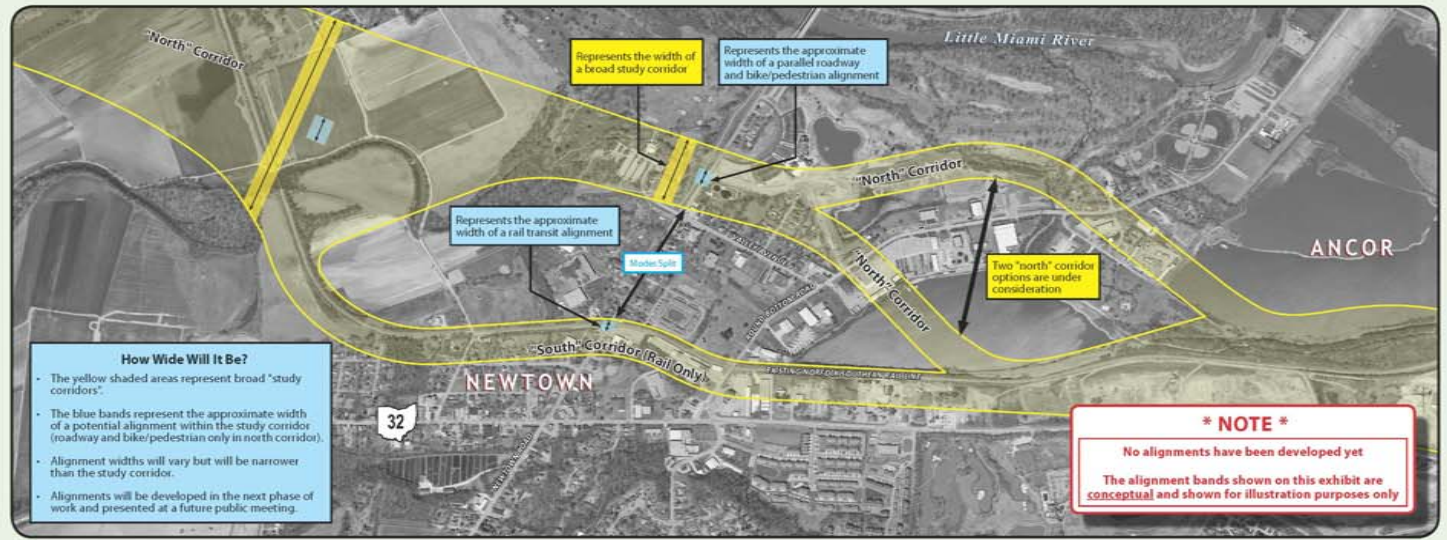


# Alternatives Development Strategy for Tier 2: "Modes Split"

## Modes Split

Involves development of alternatives that include a parallel (side-by-side) roadway and bike/pedestrian facility in the "north" corridor in the Newtown area, with rail transit following the "south" corridor (located along the existing Norfolk-Southern rail line).

See below for additional information about what this transportation corridor might look like.



**How Wide Will It Be?**

- The yellow shaded areas represent broad "study corridors".
- The blue bands represent the approximate width of a potential alignment within the study corridor (roadway and bike/pedestrian only in north corridor).
- Alignment widths will vary but will be narrower than the study corridor.
- Alignments will be developed in the next phase of work and presented at a future public meeting.

## What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The bike/pedestrian component would be separated from the Relocated SR 32 roadway by grass berms or barriers. The rail transit component would utilize the existing Norfolk Southern rail line, or would parallel it.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

Conceptual Illustration





# SR 32 Relocation Project Schedule

**Feasibility Study / Recommended Corridors..... We Are Here**

**Tier 2 Alternatives Development ..... Aug to Nov 2012**

**Public Meeting #2 (Preliminary Preferred Alternative) ..... Dec 2012**

**Alternatives Evaluation Report Approval ..... Jan 2013**

**Tier 2 Environmental Impact Statement (EIS) ..... 2013**

**Tier 2 Record of Decision (ROD) / Preferred Alternative Approved..... End 2014**

**Detailed Design ..... 2014-2015\***

**Right-of-Way Acquisition ..... 2015-2016\*\***

**Begin Construction ..... 2017\*\***

\* Assuming approval of a Build alternative

\*\* Dependent upon available funding