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www.EasternCorridor.org

FREQUENTLY ASKED QUESTIONS

SR 32 Improvements: Eastern Corridor Segment II/III (US 50/Red Bank Corridor Area to I-275/SR 32 Interchange)

Q: What is the purpose of tonight's meeting?

A: The Ohio Department of Transportation (ODOT) is hosting a public information meeting to update the public on the current status and next steps of the SR 32 project, also known as Segment II/III of the Eastern Corridor Program.

Q: Has ODOT "killed" the SR 32 project?

A: NO. The relocation of SR 32 was proposed as part of the Eastern Corridor's program of multi-modal projects to improve mobility and connectivity between downtown Cincinnati and communities extending east through Hamilton County and into western Clermont County. The project was recommended for further evaluation and feasibility analysis based on the results of a comprehensive series of studies and an extensive public involvement process.

Originally, the project involved shifting the western end of the existing SR 32 from where it currently ends at SR 125 (Beechmont Avenue) to a new direct connection with US 50 (Columbia Parkway) and the Red Bank business corridor; reshaping SR 32 into a controlled access, four-lane, boulevard-style roadway; and constructing a new bridge across the Little Miami River that could support multiple transportation modes (car/truck, rail transit, bike, pedestrian).

ODOT's recommendation at this time is to stop expending further time and resources on previously-considered new alignment corridors through the Little Miami River Valley due to anticipated significant environmental impacts. ODOT's recommendation for further project development is to consider alternatives (car/truck, transit, bike, pedestrian) that have the potential for lower impacts, focusing on existing transportation corridors rather than new alignments through this environmentally-complex area.

With this change, ODOT will also study the possibility of separating Eastern Corridor Program Segment II/III into independent projects [see the *Moving Forward (2015)* project area map handout]. Transportation solutions within Segment III, which extends east from the Newtown area to the I-275/SR 32 interchange, will help support economic development needs of the Ancor area. Segment III has far less potential for major environmental impacts, and could be ready for construction much quicker than Segment II.

Segment II, which extends west from the Newtown area to the US 50/Red Bank Corridor area, would involve an expansion of the original study area to include portions of existing SR 32, SR 125/Beechmont Levy, Wooster Road, and US 50 through Mariemont. Although many of the same environmental constraints occur in these corridors as along the Little Miami River valley, the potential for major impacts along existing alignments is expected to be lower.

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Eastern Corridor Implementation Partners

Hamilton County Transportation Improvement District • Clermont County Transportation Improvement District • City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments • Southwest Ohio Regional Transit Authority • Ohio Department of Transportation

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

Q: Why are improvements along the SR 32 corridor a priority for our region?

A: As work at the eastern end of the Eastern Corridor nears completion – with improvements at the I-275 and SR 32 Interchange scheduled to be completed later this summer – and work at the western end of the corridor continues to take shape – with construction of the Red Bank / Duck Creek Connector project scheduled to begin next year – plans to improve the SR 32 corridor are more critical than ever in order to support the efficient movement of people, goods and services throughout the eastern part of our region.

Q: What's next?

A: ODOT will update traffic data and the project's Purpose and Need to help prioritize transportation needs in the Segment II/III study area and identify what can reasonably be addressed through this next phase of work. Public input will continue to be solicited to help identify priorities.

Q: How will these changes affect the planning and implementation of the Oasis Rail Transit project?

A: The recommended changes to Segment II/III will result in a more expedited approach to the study of the Oasis Rail Transit component of the Eastern Corridor. Originally tied to the relocated SR 32 roadway through the Little Miami River Valley, development of the Oasis Rail Transit can now proceed as a stand alone project.

Q: Public input was given serious consideration by ODOT in the recommended plan for further development of Segment II/III. Will my feedback on upcoming studies continue to be considered as part of this new approach?

A: YES. Public involvement will continue to be a critical component of the Eastern Corridor Program of projects. ODOT carefully considered current stakeholder priorities to develop a recommended plan for moving forward with this important component of the Eastern Corridor. An active and evolving group of stakeholders from local communities, local and regional government, environmental interest groups, and state and federal agencies will continue to be engaged through all phases of project development.

*Following feedback obtained from the August 6, 2015, public information meeting,
ODOT will finalize its approach to Segment II/III.*

A series of public outreach opportunities will be provided throughout the fall and winter and into early 2016.

**Public input opportunities, meeting announcements and project information and updates
are available at www.EasternCorridor.org.**

