

Bauer-Herold A1 Alternative							
<p>Description: This alternative would construct a grade-separated tight diamond or other similar interchange type with a reduced right of way footprint at the current location of Bauer Road.</p>	<p>Goal #4: Roadway Safety & Efficiency <i>Congestion & Safety</i> – This alternative does have the ability to improve congestion and safety by replacing a congested at-grade intersection with a grade-separated interchange. <i>Connectivity</i> – A grade separated interchange at Bauer will reduce delay by approximately 10 minutes over the No-Build Alternative and thus travel time to I-275. There will also be increase local connectivity with the addition of the east-west connector road, as well as enhanced north-south connectivity with a new bridge at Bauer Road.</p>						
<p>Goal #1: Land Use & Infrastructure Needs Even though this alternative places the access point at Bauer Road, it also requires the acquisition of (7) adjacent businesses. Therefore, the alternative is eliminating the very businesses it is meant to serve.</p>	<p>Goal #5: Project Financing <i>Project Timeline</i> – Moderate, 5 to 15 years – due to right of way acquisition time</p> <table border="0"> <tr> <td><i>ROW Cost Estimate -</i></td> <td style="text-align: right;">\$11,293,000</td> </tr> <tr> <td><i>Construction Cost Estimate -</i></td> <td style="text-align: right;">\$14,508,000</td> </tr> <tr> <td><i>Estimated Project Cost including inflation -</i></td> <td style="text-align: right;">\$36,652,000</td> </tr> </table>	<i>ROW Cost Estimate -</i>	\$11,293,000	<i>Construction Cost Estimate -</i>	\$14,508,000	<i>Estimated Project Cost including inflation -</i>	\$36,652,000
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<p>Goal #2: Preservation of Right of Way <i>Amount of ROW needed:</i> 27.06 acres <i>Commercial Property Relocations required:</i> (7) relocations <i>Number of Parcels Affected:</i> 23 parcels</p> <p><i>Preservation Opportunity</i> – The property needed for the interchange is already developed and therefore, preservation is not possible. It would be possible to preserve the right of way needed for the east-west connector, but coordination with planned developments would be required.</p>	<p>Additional Information</p> <ul style="list-style-type: none"> • There are safety concerns at existing Bauer with an accident rate almost 2 times the statewide average. Congestion levels are expected to be over capacity in 2030 if the intersection remains in its current configuration. • This alternative requires the relocation of Hospital Drive to meet required spacing standards • A bridge at Herold Road would cost an additional \$6.1 million over the <i>Estimated Project Costs</i> 						
<p>Goal #3: Compatibility with Local Resources <i>Potentially Affected Environmental Resources</i> – 0.7 acres of wetlands and 1,225 linear feet of waterways are affected <i>Potentially Affect Community Resources</i> – There are environmental justice populations within the area of the improvement, but no negative effects are anticipated. <i>Public Support</i> – Will be gathered during the September 2008 public open house meetings.</p>	<p>Summary This alternative is the most expensive of the Bauer-Herold Alternatives. (This type of tight-diamond interchange is the only viable construction alternative. A traditional diamond interchange would require the acquisition of Mercy Hospital and it was therefore eliminated.) While it does provide safe and efficient access to the existing access point, it also scarifies the businesses it is meant to serve. It is likely that these businesses would return, but it would not be in the near future.</p>						

