

Bauer-Herold A2 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 a point between Bauer and Herold Roads. A new north/south roadway would be constructed to provide access to the interchange.</p>	<p>Goal #4: Roadway Safety & Efficiency <i>Congestion & Safety</i> – This alternative does have the ability to improve congestion and safety by replacing two at-grade intersections with one grade-separated interchange. Traffic levels at both Bauer and Herold Road will exceed capacity in 2030 if they are left in their current configurations. <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 increased local connectivity with the addition of the east-west connector road.</p>						
<p>Goal #1: Land Use & Infrastructure Needs This alternative opens up the most land for new development, but some of the existing businesses along Bauer road will suffer due to decreased accessibility from SR 32. It would be expected that the four quadrants surrounding the new interchange would develop in 0 to 5 years given the high visibility and accessibility from SR 32. It will take longer for redevelopment for existing businesses along Bauer to occur.</p>	<p>Goal #5: Project Financing <i>Project Timeline</i> – Short, 0 to 5 years</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;"><i>ROW Cost Estimate</i> -</td> <td style="text-align: right;">\$1,798,000</td> </tr> <tr> <td><i>Construction Cost Estimate</i> -</td> <td style="text-align: right;">\$9,555,000</td> </tr> <tr> <td><i>Estimated Project Cost including inflation</i> -</td> <td style="text-align: right;">\$18,505,000</td> </tr> </table>	<i>ROW Cost Estimate</i> -	\$1,798,000	<i>Construction Cost Estimate</i> -	\$9,555,000	<i>Estimated Project Cost including inflation</i> -	\$18,505,000
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<p>Goal #2: Preservation of Right of Way</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;"><i>Amount of ROW needed:</i></td> <td style="text-align: right;">35.8 acres</td> </tr> <tr> <td><i>Commercial Property Relocations required:</i></td> <td style="text-align: right;">(0) relocations</td> </tr> <tr> <td><i>Number of Parcels Affected:</i></td> <td style="text-align: right;">19 parcels</td> </tr> </table> <p><i>Preservation Opportunity</i> – While some land would be required from the planned “Streamside” development, it is likely that these improvements will increase the development potential of the properties surrounding the interchange. It would be possible to preserve the right of way needed for the interchange and east-west connector, but coordination with planned developments would be required.</p>	<i>Amount of ROW needed:</i>	35.8 acres	<i>Commercial Property Relocations required:</i>	(0) relocations	<i>Number of Parcels Affected:</i>	19 parcels	<p>Additional Information</p> <ul style="list-style-type: none"> • A bridge at Bauer Road would cost an additional \$12.8 million over the <i>Estimated Project Costs</i>. The construction of a bridge would also require the acquisition of (4) business in the adjacent corners of the intersection. The cost of acquisition of these parcels is included in the bridge construction estimate, as well as inflation. The cost of the bridge reflects the decision to utilize retaining walls to allow for the smallest construction footprint possible. A bridge at Bauer would also require the relocation of Hospital Drive due to grade differences. • A bridge at Herold Road will not be constructed, access across SR 32 will be at the new interchange.
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<p>Goal #3: Compatibility with Local Resources</p> <p><i>Potentially Affected Environmental Resources</i> – 1.9 acres of surface waters and 1,069 linear feet of waterways are affected</p> <p><i>Potentially Affect Community Resources</i> – There are environmental justice populations within the area of the improvement, but no negative effects are anticipated.</p> <p><i>Public Support</i> – Will be gathered during the September 2008 public open house meetings.</p>	<p>Summary This alternative is the least expensive of the Bauer-Herold Alternatives and provides for safe and efficient access on and to SR 32. While this alternative offers the greatest future development flexibility, it will also hurt existing businesses along Bauer Road. It is likely that these properties would be redeveloped, but it would not be in the near future and most likely not until the four adjacent interchange quadrants are developed.</p>						