

Bauer-Herold A3 Alternative

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 just east of Mercy Hospital-Clermont. A new north/south roadway would be constructed to provide access to the interchange.

Goal #4: Roadway Safety & Efficiency

Congestion & Safety – 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
Connectivity – A grade separated interchange at Bauer will reduce delay by approx. 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.

Goal #1: Land Use & Infrastructure Needs

Compared to Bauer-Herold Alternatives A1 and A2, this alternative will provide a somewhat smaller amount of land for development, especially south of SR 32. The existing businesses along Bauer Road will suffer due to decreased accessibility and redevelopment will be difficult. It is likely that the properties north of SR 32, adjacent to the interchange, would develop quickly.

Goal #5: Project Financing

Project Timeline – Short

<i>ROW Cost Estimate</i> -	\$1,881,000
<i>Construction Cost Estimate</i> -	\$11,115,000
<i>Estimated Project Cost including inflation</i> -	\$21,306,000

Goal #2: Preservation of Right of Way

<i>Amount of ROW needed:</i>	25.5 acres
<i>Commercial Property Relocations required:</i>	(1) relocations
<i>Number of Parcels Affected:</i>	19 parcels

Preservation Opportunity – Little land would be required from the planned “Streamside” development and 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, relocated Bauer and east-west connector, but coordination with planned developments would be required.

Additional Information

- A bridge at Bauer Road would cost an additional \$13,225,000 over the *Estimated Project Costs*. 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 is 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.

Goal #3: Compatibility with Local Resources

Potentially Affected Environmental Resources – 1.6 acres of wetlands, 2.9 acres of surface waters and 1,664 linear feet of waterways are affected
Potentially Affect Community Resources – There are environmental justice populations within the area of the improvement, but no negative effects are anticipated.
Public Support – Will be gathered during the September 2008 public open house meetings.

Summary

This alternative does provide safe and efficient access to and on SR 32. There is overall less development and future improvement flexibility with this alternative due to the proximity of the interchange to space constraints to the south. The existing businesses along Bauer Road will also suffer in the near term. It is likely that these properties would be redeveloped, but it would not be in the near future and most likely not until the property north of SR 32, adjacent to the interchange is developed.

