

# Batavia-Half Acre A1 Alternative

## Description:

This alternative would not change the configurations or design of the Batavia Road or Half-Acre Road interchanges. It would allow for local roadway improvements including extending Batavia Road, providing an east-west connector and extending Half-Acre Road.

## Goal #4: Roadway Safety & Efficiency

*Congestion & Safety* – This alternative provides no change to the safety or congestion issues on SR 32. The interchanges function properly at this time and are expected to in the future.

*Connectivity* – This alternative has no affect on travel time to I-275. There will be increased connectivity due to the local roadway improvements planned.

## Goal #1: Land Use & Infrastructure Needs

The proposed Batavia-Half Acre connector road provides good connectivity east-west but it is not located close enough to SR 32 to provide the visibility that businesses desire.

## Goal #5: Project Financing

*Project Timeline* – moderate, 5 to 15 years, timeline could be adjusted to meet development needs.

<i>ROW Cost Estimate</i> -	\$980,000
<i>Construction Cost Estimate</i> -	\$2,509,000
<i>Estimated Project Cost including inflation</i> -	\$5,365,000

## Goal #2: Preservation of Right of Way

<i>Amount of ROW needed:</i>	30.7 acres
<i>Commercial Property Relocations required:</i>	(0) relocations
<i>Number of Parcels Affected:</i>	17 parcels

*Preservation Opportunity* – It is likely that the land for the improvements could be preserved readily. Given that these improvements will depend on the development of the property, preserving land for the improvements should not prove problematic.

## Additional Information

The redevelopment of the Ford Plant will have a major impact on the future of this section of SR 32 and will likely affect the development potential of the surrounding parcels.

## Goal #3: Compatibility with Local Resources

*Potentially Affected Environmental Resources* –143 linear feet of waterways and 16.8 acres of farmland 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

In this alternative, rather than roadway improvements resulting in new land uses; it is most likely that the development of land uses will necessitate the construction of the improvements. This is particularly true of the east-west connector road. It may be prudent to delay this improvement until it is needed. The extensions of Batavia and Half-Acre Roads have benefits beyond that of development, such as improving local connectivity and creating a buffer between residential and industrial uses.