

SR 133-McKeever-Dela Palma A2 Alternative

Description:

This alternative would construct a full interchange between McKeever and Dela Palma. The existing interchange at SR 133 would remain in its current configuration with ramp terminal improvements as necessary. Local roadway improvements are also included to make connections to the new 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. It also eliminates the highest accident rate in the corridor at McKeever – over 8 times the statewide crash statistic.

Connectivity – A grade separated interchange at Dela Palma 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 new east-west connections

Goal #1: Land Use & Infrastructure Needs

From a development perspective, both SR 133-McKeever-Dela Palma alternatives are similar, with A1 providing access to more desirable land. Both scenarios provide access to an abundance of land for future development, but the waterways and topography of this area do not encourage a great deal of either commercial or industrial development. It is more likely that this area will develop as a residential area with supporting retail uses. Development is also dependent on access to utilities, therefore improvements will be needed.

Goal #5: Project Financing

Project Timeline – moderate, 5 to 15 years

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| <i>ROW Cost Estimate</i> - | \$960,000 |
| <i>Construction Cost Estimate</i> - | \$9,009,000 |
| <i>Estimated Project Cost including inflation</i> - | \$16,707,000 |

Goal #2: Preservation of Right of Way

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| <i>Amount of ROW needed:</i> | 29.7 acres |
| <i>Commercial Property Relocations required:</i> | (0) relocations |
| <i>Number of Parcels Affected:</i> | 12 parcels |

Preservation Opportunity – It is likely that the land for the improvements could be preserved readily. There are no planned developments for the area and coordination could begin for future transportation improvements.

Additional Information

- The existing access points at McKeever and Dela Palma will not be maintained, access across SR 32 will be at the new interchange.
- Only portions of the east-west connector that are required for access to the new interchange would be constructed in the initial phase of work. Extensions to SR 133 could be made at a later date.

Goal #3: Compatibility with Local Resources

Potentially Affected Environmental Resources – 4 acres of wetland, 2,548 linear feet of waterways, 142 acres of floodplain, and 52 acres of floodway 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 eliminates a safety problem at McKeever, is able to improve congestion levels on SR 32, just as SR 133-McKeever-Dela Palma A1 does. The decision to be made is what location is preferred for the location of the new interchange.

