

# SR 32 Widening Alternative A1 Alternative

## Description:

This alternative spans each of the three sections of the SR 32 Corridor East project area. It would widen SR 32 to four lanes in each direction. The stop-controlled intersections at Herold Road and McKeever Road would be closed due to safety concerns. This alternative is a mutually exclusive alternative and may not be chosen in combination with any other alternative discussed previously.

## Goal #4: Roadway Safety & Efficiency

*Congestion & Safety* – Adding additional lanes would provide more capacity on SR 32 but there would still be four at-grade intersections with two signals. More signals would be expected in the future. While the additional lanes would provide a temporary improvement to the Level of Service, the at-grade intersections with all of the traffic conflicts would still result in many traffic crashes.

*Connectivity* – Travel time to I-275 would not be increased and there are no local roadway improvements included in the alternative

## Goal #1: Land Use & Infrastructure Needs

From an economic development perspective, this alternative would provide limited, if any, new land development opportunities which don't already exist along the length of the corridor. This alternative would have little effect on existing businesses in the corridor.

## Goal #5: Project Financing

*Project Timeline* – moderate, 5 to 15 years

<i>ROW Cost Estimate</i> -	\$2,534,000
<i>Construction Cost Estimate</i> -	\$19,695,000
<i>Estimated Project Cost including inflation</i> -	\$36,959,000

## Goal #2: Preservation of Right of Way

<i>Amount of ROW needed:</i>	17.4 acres
<i>Commercial Property Relocations required:</i>	(1) relocations
<i>Number of Parcels Affected:</i>	25 parcels

*Preservation Opportunity* – Very little right of way is needed for this improvement, given that the widening takes place in the median. Some right of way will be needed for intersection improvements, but preserving the land should not be problematic

## Additional Information

- The stop controlled intersections at Herold Road and McKeever Road cannot be maintained and will be closed. There are existing safety concerns at these two intersections and with additional travel lanes and more traffic, accidents would increase.
  - Herold Accident Rate is 1.6 times more than the Statewide Statistic
  - McKeever Accident Rate is 8.2 times more than the Statewide Statistic

## Goal #3: Compatibility with Local Resources

*Potentially Affected Environmental Resources* – 0.2 acres of wetland and 898 linear feet of waterways

*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 would only temporarily help the safety and congestion issues on SR 32. In the future, there would likely be more signalized intersections, thus increasing travel time and traffic conflict points. It is likely that travel time to I-275 would increase in the future with more signals. This alternative is also the most expensive option and does not provide the type of congestion improvements that are needed for this corridor to thrive in the future.