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Columbus, Ohio 43215

Direct: 614-460-6988
josephclark@nisource.com



September 5, 2019

Ms. Tanowa M. Troupe
Director, Office of Administration
Ohio Power Siting Board
180 East Broad Street
Columbus, Ohio 43215

Re: OPSB Case No. 19-1640-GA-BNR

In the Matter of the Construction Notice Application by Columbia Gas of Ohio, Inc. for a Certificate of Environmental Compatibility and Public Need for the Huntley/Wilson Bridge Roads Mandatory Relocation Project.

Dear Ms. Troupe:

Columbia Gas of Ohio, Inc. ("Columbia") submits this Construction Notice, pursuant to Ohio Admin. Code 4906-6-03(C) and 4906-6-05, concerning a proposed pipeline relocation known as the Huntley Road and Wilson Bridge Road Mandatory Relocation Project (the "Project"). The Project involves the relocation and installation of 2,177 feet of 12-inch, coated steel pipeline with a Maximum Allowable Operating Pressure ("MAOP") of 190 psig. Therefore, as required by Ohio Admin. Code 4906-6-05, please be advised of the following:

(1) The name of the project and applicant's reference number, names and reference number(s) of resulting circuits and a brief description of the project, and why the project meets the requirements for a construction notice.

The Project is identified as the Huntley Road and Wilson Bridge Road Mandatory Relocation Project, which has been classified by the Ohio Department of Transportation ("ODOT") as FRA-CR 84-1.36. This project is a mandatory relocation and installation of approximately 2,177 feet of 12-inch coated steel main. Columbia will be retiring 1,634 feet of 12-inch pipeline, relocating the pipeline, and replacing it with 2,177 feet of 12-inch, coated steel main with an MAOP of 190 psig. Columbia must relocate this portion of high pressure main due to City of Worthington widening, re-aligning, and improving Huntley Road, located within the City of Worthington, in Franklin

County, Ohio. Columbia plans to directionally bore the pipeline within easement along the east side of Huntley Road, and to directionally bore the pipeline across Huntley Road in public right of way. The location of the Project is shown on **Appendix A** and a copy of Columbia's Inadvertent Release Plan is attached as **Appendix B**.

The Project meets the requirements of a Construction Notice as it is a pipeline replacement project less than one mile in length as well as a "Replacement or relocation of gas pipeline facilities where the project is required by publicly funded entities and is located on or adjacent to new right-of-way owned by the public entity requiring the project." See Appendix B of Rule 4906-1-01 Ohio Admin. Code.

(2) If the proposed construction notice project is an electric power transmission line or gas pipeline, a statement explaining the need for the proposed facility.

Columbia currently uses the 12-inch, high-pressure line to distribute gas throughout northern Franklin County and Delaware County. As explained above, City of Worthington is requiring Columbia to relocate a portion of this pipeline due to the planned realignment of Huntley Road. The new road alignment will cause an engineering and operational conflict with Columbia's existing facilities, which has prompted the need for Columbia to relocate its line.

(3) The location of the project in relation to existing or proposed lines and substations shown on an area system map of sufficient scale and size to show existing and proposed transmission facilities in the project area.

A map showing the location and proposed work of the Project is attached as **Appendix A**.

(4) The alternatives considered and reasons why the proposed location or route is best suited for the proposed facility. The discussion shall include, but not be limited to, impacts associated with socioeconomic, ecological, construction, or engineering aspects of the project.

Columbia did not consider any alternative routes for the Project. The identified route in this Construction Notice relocates the pipeline to a location in existing private easements and new easements being acquired by the City of Worthington to be transferred to Columbia. This selected route eliminates the

existing gas line location conflicts with the proposed City of Worthington improvement project.

(5) Describe the public information program to inform affected property owners and tenants of the nature of the project and the proposed timeframe for project construction and restoration activities.

Columbia has not engaged in a formal public information program. City of Worthington will be notifying the public about the FRA-CR 84-1.36 project scope as necessary. Columbia will be replacing 8 customer service lines and will notify impacted customers of their service replacements during construction.

(6) The anticipated construction schedule and proposed in-service date of the project.

Construction of the 12-inch pipeline relocation is planned to start on February 3, 2020, and the in-service date of the Project is expected to be on or about May 4, 2020.

(7) An area map of not less than 1:24,000 scale clearly depicting the facility's centerline, with clearly marked streets, roads, and highways, and an aerial image.

Please see the map attached as **Appendix A**.

(8) A list of properties for which the applicant has obtained easements, options, and/or land use agreements necessary to construct and operate the facility and a list of the additional properties for which such agreements have not been obtained.

Approximately 2,055 feet of the total 12-inch relocation will be installed in private easement. The remainder of the relocation will be in public right-of-way. This will be permitted through ODOT and City of Worthington. City of Worthington will be securing the easements for Columbia's pipeline relocation and Columbia has not received these easements yet.

Columbia will be acquiring easements, in addition to using existing easements held by Columbia, on the following parcels:

Franklin County Parcel 100-002111-00
New York Central Lines

Franklin County Parcel 100-000922-00
Nuclear Consulting

Franklin County Parcel 100-002795-00
7020 Huntley Road LLC

Franklin County Parcel 100-005526-00
Huntley Road Holdings LLC

Franklin County Parcel 100-005525-00
Werstler Holdings LLC

Franklin County Parcel 100-002112-00
Mayfam Realty

Franklin County Parcel 100-002695-00
7200 Huntley Road LLC

Franklin County Parcel 100-002422-00
Anheuser-Busch Commercial Strategy LLC

Franklin County Parcel 610-296803-00
Anheuser-Busch Commercial Strategy LLC

(9) Technical features of the project.

(a) Operating characteristics, estimated number and types of structures required, and right-of-way and/or land requirements.

The 2,177 feet of 12-inch, high-pressure main will have an MAOP of 190 psig. Though the pipeline has an MAOP of 190 psig, Columbia anticipates operating this pipeline at 150 psig. With the pipeline relocation and newly dedicated road right-of-way, Columbia needs to acquire additional permanent easements for the project. Approximately 122 feet of the total 12-inch relocation will be installed in public road right-of-way. This will be permitted through ODOT and City of Worthington. The remainder of the relocation will be installed

within existing or newly acquired easements. City of Worthington is obtaining additional pipeline easements for Columbia's pipeline installation.

(b) For electric power transmission lines that are within 100 feet of an occupied residence or institution, the production of electric and magnetic fields during the operation of the proposed electric power transmission line. The discussion shall include:

- (i) Calculated electric and magnetic field strength levels at one meter above ground under the lowest conductors and at the edge of the right-of-way for: (a) Normal maximum loading, (b) Emergency line loading, (c) Winter normal conductor rating.**
- (ii) A discussion of the applicant's consideration of design alternatives with respect to electric and magnetic fields and their strength levels, including alternate conductor configuration and phasing, tower height, corridor location, and right-of-way width.**

Not applicable to this Project.

(c) The estimated cost of the project.

The estimated total cost of the Project is approximately \$960,000.

(10) Social and Ecological Impacts of the Project.

(a) A brief, general description of the land use within the vicinity of the proposed project, including a list of municipalities, townships, and counties affected.

The Project is located within the City of Worthington, in Franklin County, Ohio, in private right-of-way adjacent to Huntley Road. ODOT and EMH&T have completed research on the project area, and reported that this project area is urbanized and part of the City of Worthington's Industrial Corridor.

(b) The acreage and general description of all agricultural land, and separately all agricultural district land, existing at least sixty days prior to submission of the application within the potential disturbance area of the project.

EMH&T completed an ODOT Environmental Document for the improvement project, which included the gas line proposed easement area, which is attached

as **Appendix C**. The report concluded that the project is located in an urbanized area, which is zoned for non-agricultural purposes.

(c) A description of the applicant's investigation concerning the presence or absence of significant archaeological or cultural resources that may be located within the area likely to be disturbed by the project, a statement of the findings of the investigation, and a copy of any document produced as a result of the investigation.

EMH&T completed an ODOT Environmental Document for the improvement project, which included the gas line easement area. No significant archaeological/history resource occurs within the impact area. Columbia anticipates that any additional cultural resource investigations would have been completed by ODOT as needed.

(d) A listing of the local, state, and federal government agencies known to have requirements that must be met in connection with the construction of the project, and a list of documents that have been or are being filed with those agencies in connection with siting and constructing the project.

Columbia will be obtaining City of Worthington and ODOT roadway construction permits. Columbia will also be obtaining an Ohio EPA Construction Stormwater permit. Aside from the aforementioned permits, no additional permits are required for this project. While the necessity to obtain any permits is not anticipated, Columbia will obtain any required federal, state, or local permits for the Project.

A copy of this Construction Notice, as filed in Case No. 19-1640-GA-BNR, was sent to the following public officials on September 5, 2019, concurrently with submittal to OPSB.

Franklin County

Ms. Marilyn Brown
Franklin County Commissioner
373 S. High Street, 26th Floor
Columbus, Ohio 43215

Mr. Kenneth N. Wilson
Franklin County Administrator
373 S. High Street, 26th Floor
Columbus, Ohio 43215

Mr. John O'Grady
Franklin County Commissioner
373 S. High Street, 26th Floor
Columbus, Ohio 43215

Mr. Kevin Boyce
Franklin County Commissioner
373 S. High Street, 26th Floor
Columbus, Ohio 43215

Mr. Phil Ashear
Franklin County Planning Department
150 South Front Street
FSL Suite 10
Columbus, Ohio 43215

Mr. Cornell R. Robertson, P.E., P.S.
Franklin County Engineer
970 Dublin Road
Columbus, Ohio 43215

Ms. Jennifer Fish
Director, Franklin Soil and Water
Conservation District
1404 Goodale Boulevard, Suite 100
Columbus, OH 43212

City of Worthington

Mr. Scott Holmes
Mayor, City of Worthington
6550 N. High Street
Worthington, Ohio 43085

Mr. Matt Greeson
Worthington City Manager
6550 N. High Street
Worthington, Ohio 43085

Ms. Bonnie D. Michael
President, Worthington City Council
6550 N. High Street
Worthington, Ohio 43085

Mr. Scott Myers
President Pro Tem Worthington City
Council
6550 N. High Street
Worthington, Ohio 43085

Ms. Rachael Dorothy
Worthington City Councilwoman
6550 N. High Street
Worthington, Ohio 43085

Mr. Doug Foust
Worthington City Councilman
6550 N. High Street
Worthington, Ohio 43085

Ms. Beth Kowalczyk
Worthington City Councilwoman
6550 N. High Street
Worthington, Ohio 43085

Mr. David Robinson
Worthington City Councilman
6550 N. High Street
Worthington, Ohio 43085

Mr. Doug Smith
Worthington City Councilman
6550 N. High Street
Worthington, Ohio 43085

Mr. Dan Whited, P.E.
Worthington City Engineer
380 Highland Ave.
Worthington, OH 43085

Ms. Lynda Bitar
Worthington City Planning Coordinator
374 Highland Ave.
Worthington, OH 43085

Ms. Lindsay Duffey
Sharon Township Trustee
95 E. Wilson Bridge Road
Worthington, Ohio 43085

Ms. Laura A. Kunze
Sharon Township Trustee
95 E. Wilson Bridge Road
Worthington, Ohio 43085

Mr. John H. Oberle
Sharon Township Trustee
95 E. Wilson Bridge Road
Worthington, Ohio 43085

(e) A description of the applicant's investigation concerning the presence or absence of federal and state designated species (including endangered species, threatened species, rare species, species proposed for listing, species under review for listing, and species of special interest) that may be located within the area likely to be disturbed by the project, a statement of findings of the investigation, and a copy of any document produced as a result of the investigation.

EMH&T completed an ODOT Environmental Document for the improvement project, which included the gas line proposed easement area. All present or impacted federal and state designated species have been identified in the Project area by EMH&T in the Environmental Document.

Specifically, the USFWS concurred that the project May Effect, but is Not Likely to Adversely Affect the Indiana bat (*Myotis sodalis*) or the Northern Long-eared

Bat (*Myotis septentrionalis*). The USFWS indicated there would be No Effect on the remaining federally-listed species in Franklin County. The USFWS was provided an opportunity to comment upon the revised Level 1 ESR and had no additional comments.

ODOT-OES reviewed the Level 1 Ecological Survey Report (ESR) prepared by EMH&T in February 2017 and determined that the project is Not Likely to Impact the Upland Sandpiper (*Bartramia longicauda*). Based on subsequent re-coordination of the revised Level 1 ESR, ODNr concurred that the project is not likely to impact the upland sandpiper.

(f) A description of the applicant's investigation concerning the presence or absence of areas of ecological concern (including national and state parks, floodplains, wetlands, designated or proposed wildlife areas, national and state wild and scenic rivers, wildlife areas, wildlife refuges, wildlife management areas, and wildlife sanctuaries) that that may be located within the area likely to be disturbed by the project, a statement of findings of the investigation, and a copy of any document produced as a result of the investigation.

EMH&T completed an ODOT Environmental Document for the improvement project, which included the gas line proposed easement area. The report documented that no wetlands are located within the project area. There is a nearby pond and stream included in EMH&T's report, although it is not located within Columbia's anticipated project location.

(g) Any known additional information that will describe any unusual conditions resulting in significant environmental, social, health, or safety impacts.

As a part of this project Columbia will be retiring a current natural gas pipeline that previously operated in the 1940s as a petroleum line. Columbia will coordinate with its Environmental Field Compliance team to coordinate the retirement of this facility.

To the best of Columbia's knowledge, no other unusual conditions exist that would result in significant environmental, social, health, or safety impacts.

Should Staff of the Ohio Power Siting Board desire further information or discussion of this application, please do not hesitate to reach out to me at the information listed above.

Respectfully submitted

/s/ Joseph M. Clark

**Attorney for Columbia Gas of
Ohio, Inc.**

APPENDIX A



PROJECT ID 15-31886
FRA CR 84-1.36 RELOCATION
JOB TYPE: PUBLIC IMPROVEMENT (561)

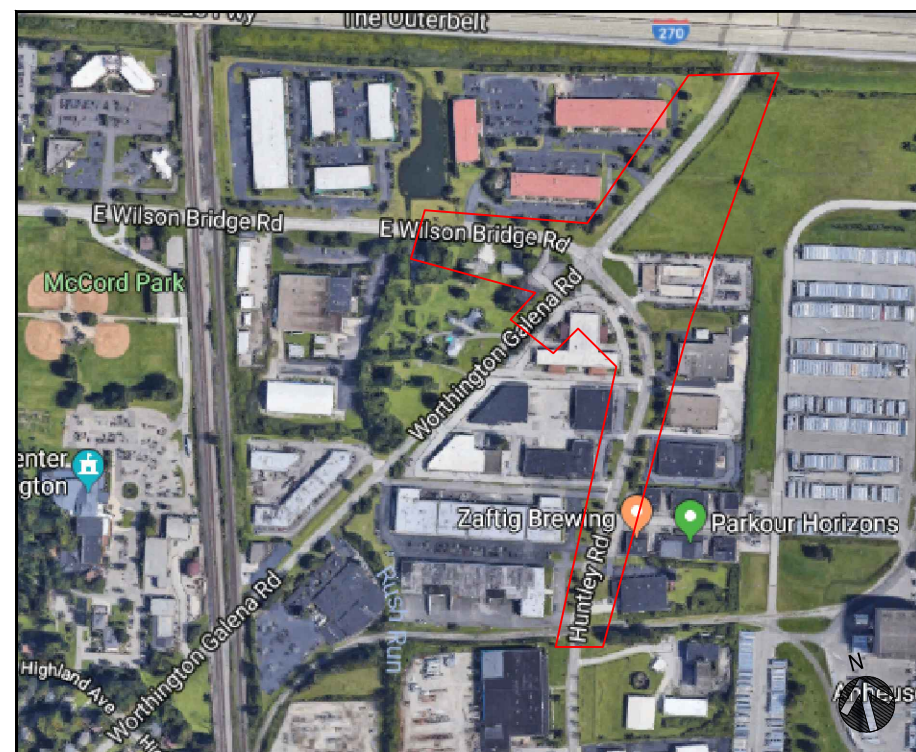
VICINITY MAP

SHEET INDEX

PROPOSED

REVISIONS

EXISTING GAS MAIN
 EXISTING GAS MAIN TO BE ABANDONED
 PROPOSED GAS MAIN
 PROPOSED GAS MAIN UPRATE
 EXISTING ROW
 PROPOSED ROW
 EXISTING GAS EASEMENT
 PROPOSED GAS EASEMENT

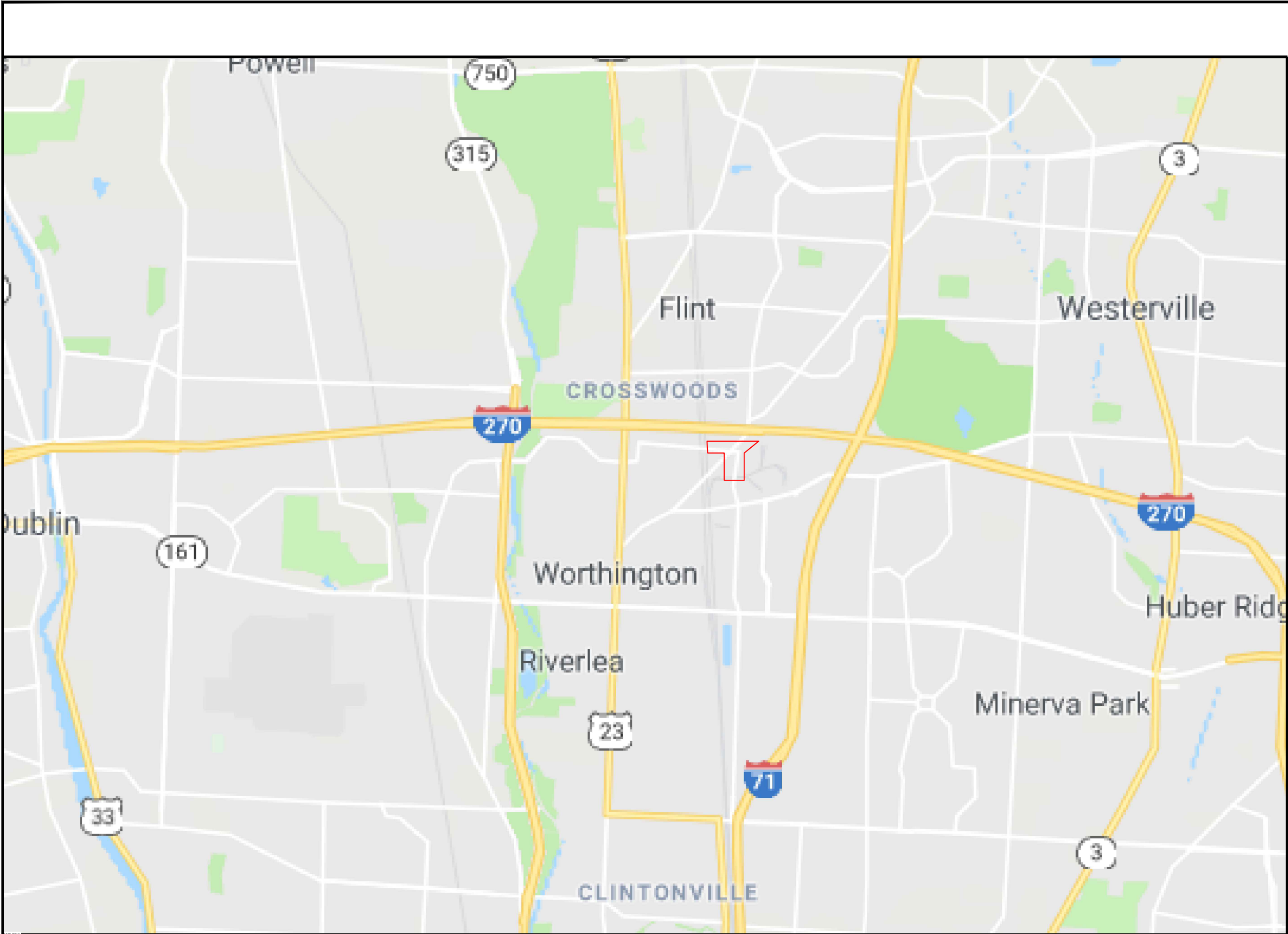


GENERAL NOTES

1. THE PROPOSED GAS MAIN SHOWN IS APPROXIMATE AND SUBJECT TO CHANGE.
2. PROPERTY LINES, STRUCTURES, STREET LINES, ETC. WERE COMPILED USING THE NISOURCE GIS DATABASE AND ARE TO BE CONSIDERED APPROXIMATE.
3. EXISTING UTILITIES, WHERE SHOWN, HAVE BEEN COMPILED FROM ABOVE GROUND EVIDENCE ONLY AND ARE TO BE CONSIDERED APPROXIMATE. NISOURCE DOES NOT GUARANTEE THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN OR THAT ALL EXISTING UTILITIES AND/OR SUBSURFACE STRUCTURES ARE SHOWN.
4. PROPOSED OR COMPLETED INSTALLATION LOCATION REFERENCES MAY BE INDICATED BY A COMBINATION OF THE FOLLOWING CODES: F - FRONT, BK - BACK, L - LEFT, R - RIGHT, B - BUILDING EDGE, CEL - CENTER OF EASTBOUND LANE, CLP - CENTER OF PAVEMENT, CLR - CENTER OF RIGHT-OF-WAY, CNL - CENTER OF NORTHBOUND LANE, CSL - CENTER OF SOUTHBOUND LANE, CU - CURB, CWL - CENTER OF WESTBOUND LANE, D - DRIVEWAY EDGE, EP - EDGE OF PAVEMENT, ES - EDGE OF SIDEWALK, PL - PROPERTY LINE.

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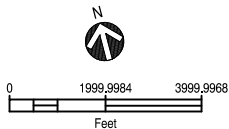
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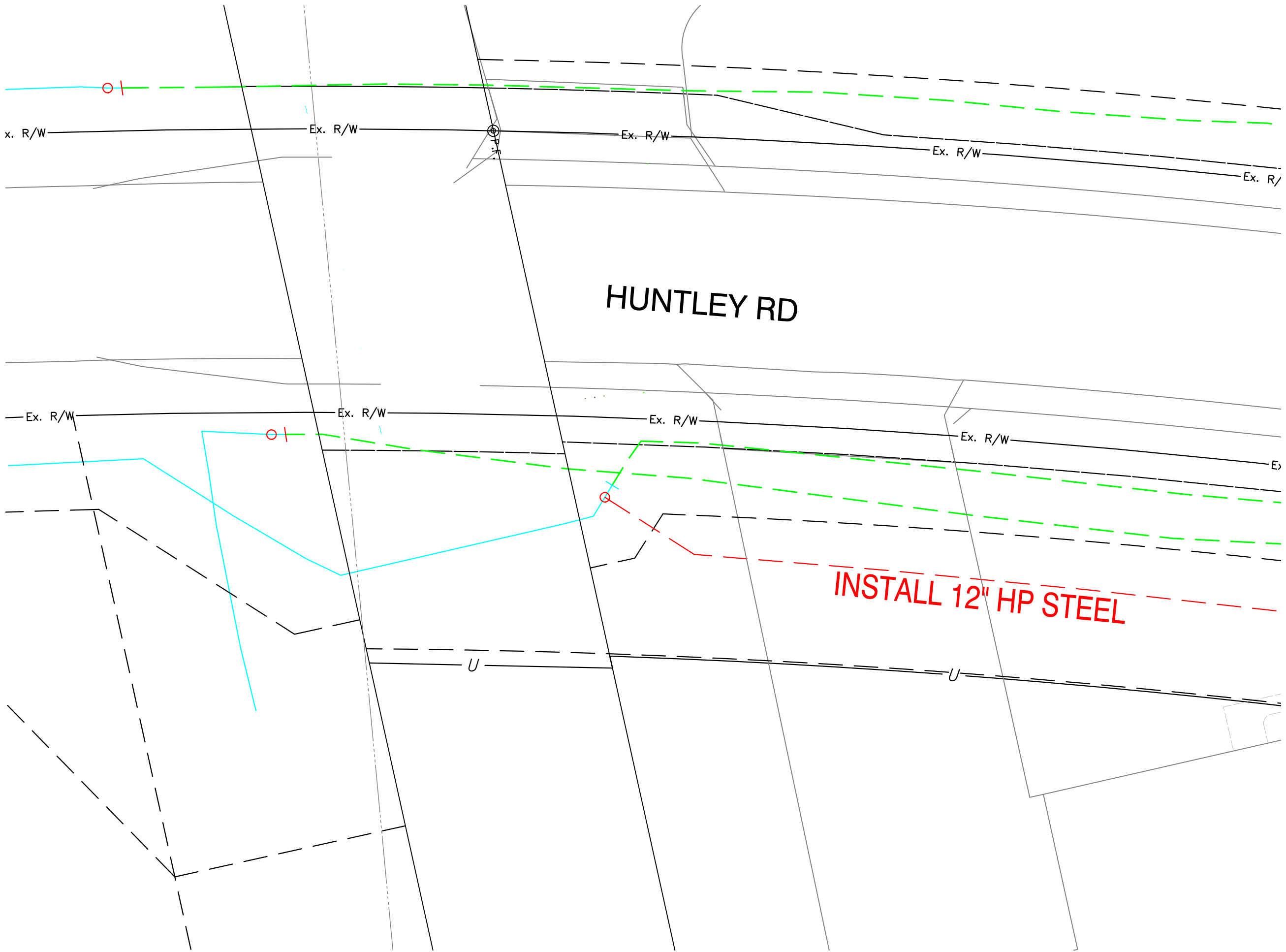
Know what's below.
Call before you dig.



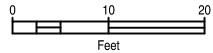
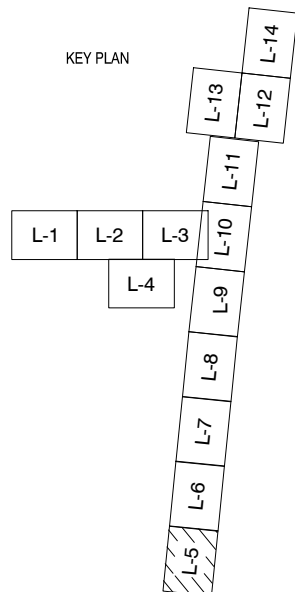
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KEY PLAN



PROPOSED

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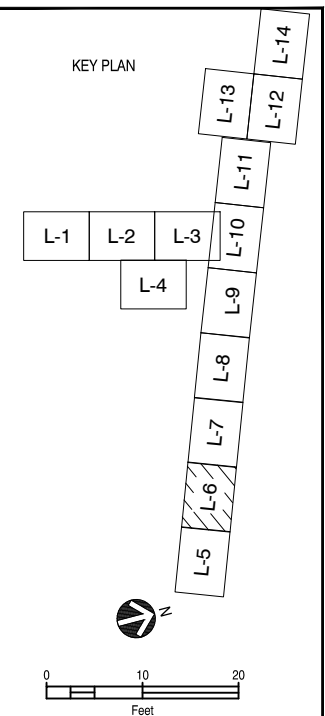
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ABAN# 18-0089596-00
PROJECT ID# 15-31886
FRA CR 84-1.36 RELOCATION
WORTHINGTON/ODOT, FRANKLIN (049)

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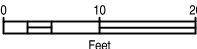
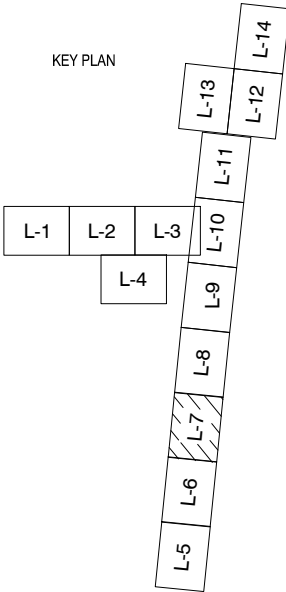
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PROJECT ID# 15-31886
FRA CR 84-1.36 RELOCATION
WORTHINGTON/ODOT, FRANKLIN (049)

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Ex. R/W

Ex. R/W

Ex. R/W

Ex. R/W

Ex. R/W

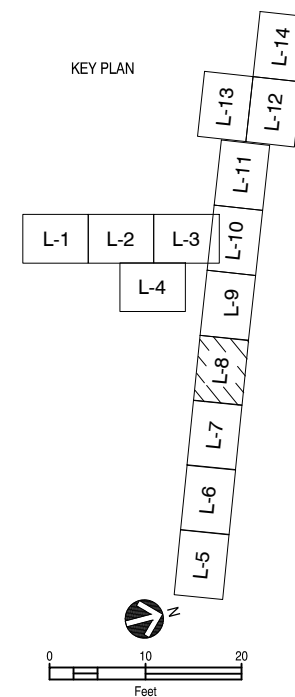
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PROJECT ID# 15-31886
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 WORTHINGTON/ODOT, FRANKLIN (049)

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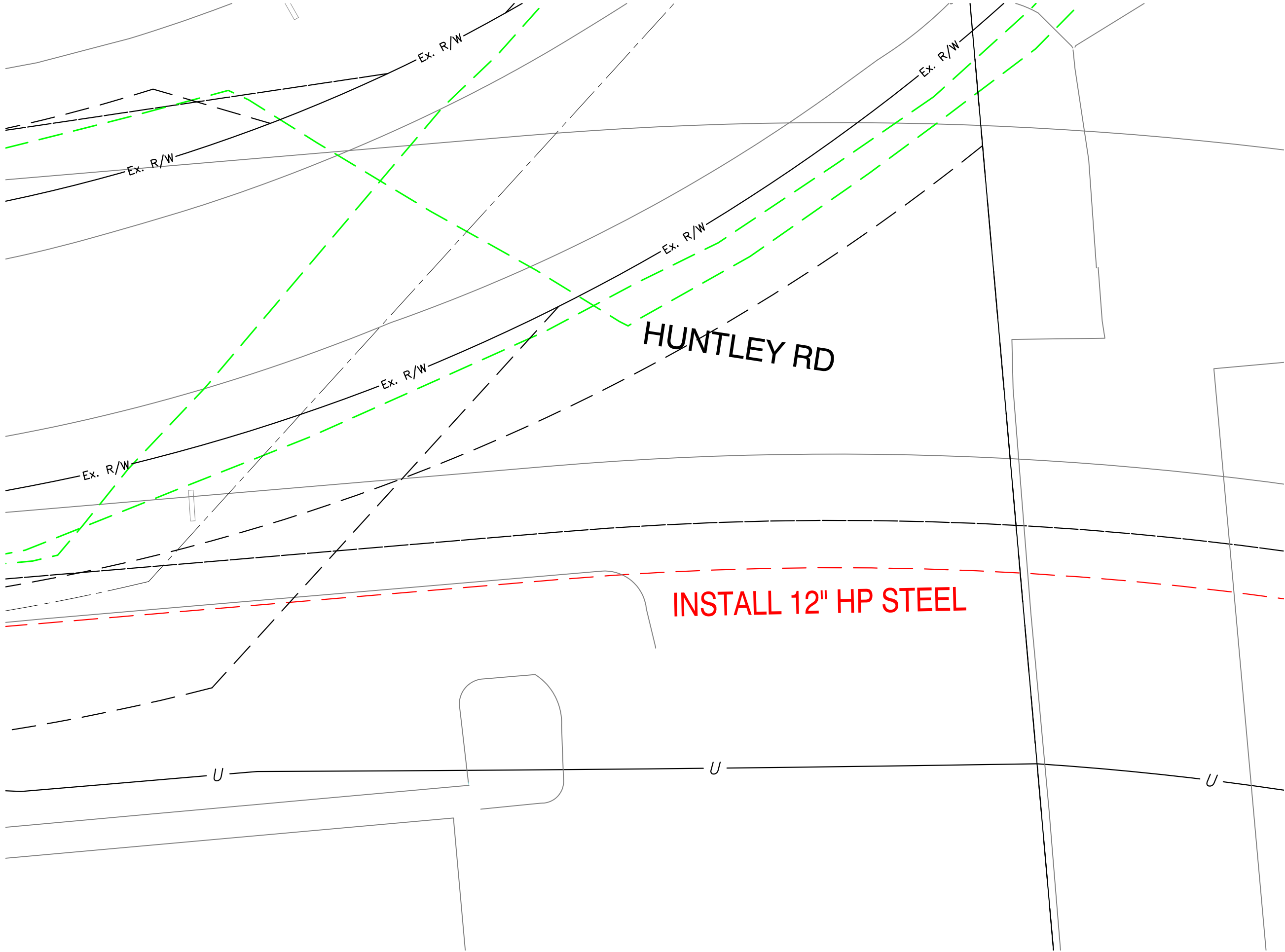
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HUNTLEY RD

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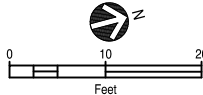
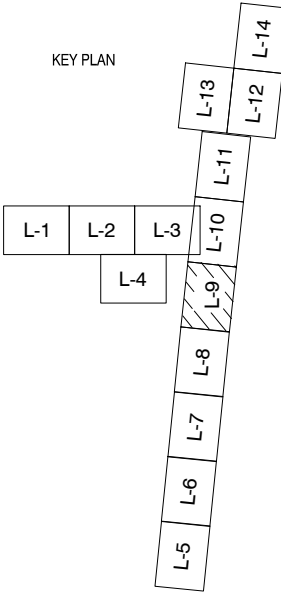
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KEY PLAN



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PROJECT ID# 15-31886
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WORTHINGTON/ODOT, FRANKLIN (049)

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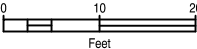
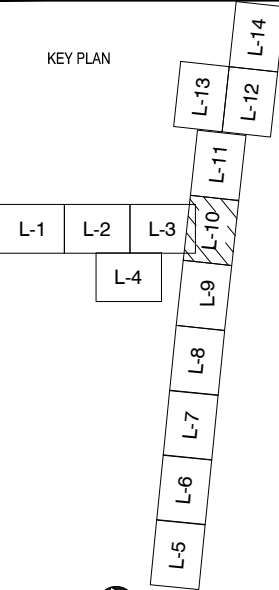
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KEY PLAN



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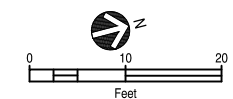
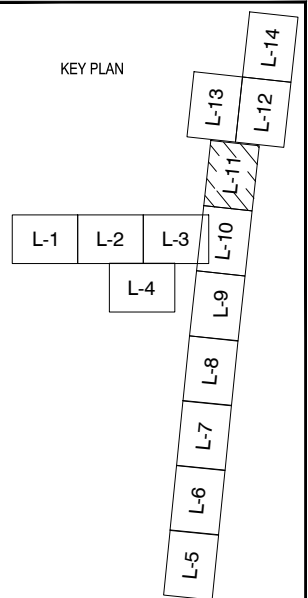
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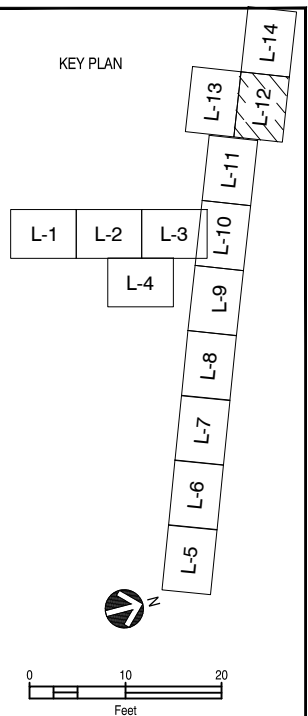
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HUNTLEY RD

INSTALL 12" HP STEEL

3/21/2017

**PROPOSED**

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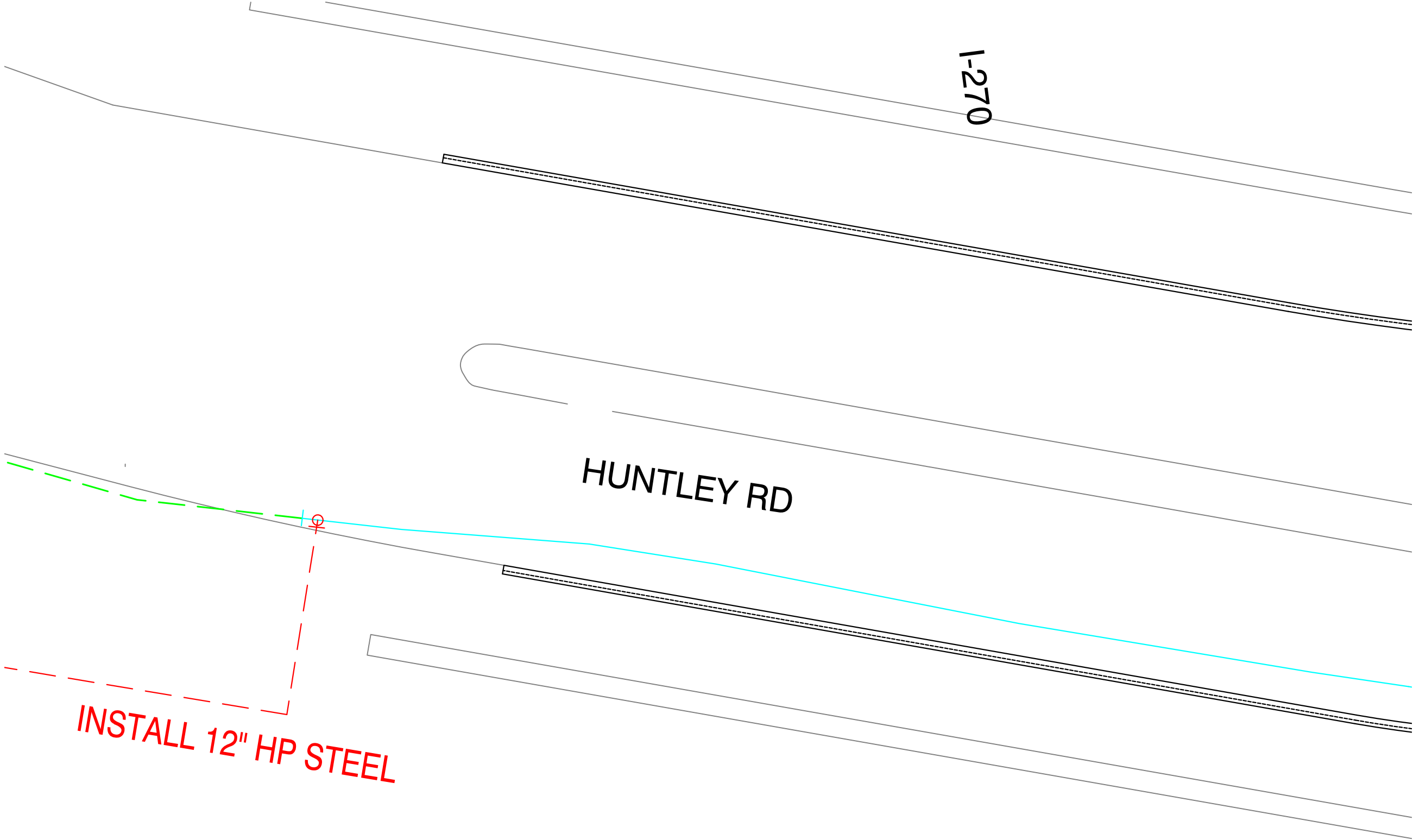
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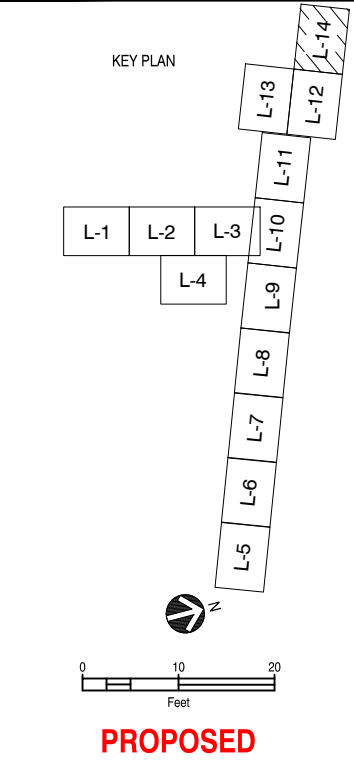
HUNTLEY RD

8" HP STEEL

INSTALL 12" HP STEEL



INSTALL 12" HP STEEL



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ABAN# 18-0089596-00
PROJECT ID# 15-31886

FRA CR 84-1.36 RELOCATION
WORTHINGTON/ODOT, FRANKLIN (049)

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APPENDIX B

MILLER PIPELINE LLC

**FRACTION MITIGATION
CONTINGENCY PLAN
FOR DIRECTIONAL DRILLING**

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FRAC-OUT CONTINGENCY PLAN (FCP)

1.0 Introduction and Purpose

Directional bore operations have a potential to release drilling fluids into the surface environment through frac-outs (A frac-out is the condition where drilling mud is released through fractured bedrock into the surrounding rock and sand and travels toward the surface.) Because drilling muds consist largely of a bentonite clay-water mixture, they are not classified as toxic or hazardous substances. However, if it is released into water bodies, bentonite has the potential to adversely impact fish and invertebrates.

While drilling fluid seepage associated with a frac-out is most likely to occur near the bore entry and exit points where the drill head is shallow, frac-outs can occur in any location along a directional bore. This Frac-Out Contingency Plan (FCP) establishes operational procedures and responsibilities for the prevention, containment, and cleanup of frac-outs associated with the proposed directional drilling utility project of **Miller Pipeline LLC. / Minnesota Limited LLC.** . All personnel and Sub-Contractors responsible for the work must adhere to this plan during the directional drilling process.

The specific objectives of this plan are to:

1. Minimize the potential for a frac-out associated with directional drilling activities;
2. Provide for the timely detection of frac-outs;
3. Protect the environmentally sensitive riverbed and associated riparian vegetation;
4. Ensure an organized, timely, and "minimum-impact" response in the event of a frac-out and release of drilling bentonite; and
5. Ensure that all appropriate notifications are made immediately to the customer, management and safety personnel.

2.0 Description of Work:

The proposed project consists of: *(Explain work task in detail to crew members.)*

Drilling operations will be halted by the drill rig operators immediately upon detection of a drop in drilling pressure or other evidence of a frac-out. The clean-up of all spills shall begin immediately. Management & safety department shall be notified immediately of any spills and shall be consulted regarding clean-up procedures. A spill kit shall be on-site and used if a frac-out occurs. A vacuum truck and containment materials, such as straw bales, shall also be on-site prior to and during all operations. The Site Supervisor will be immediately notified. In the event of a frac-out, the on-site foreman/supervisor will conduct an evaluation of the situation and direct recommended mitigation actions, based on the following guidelines:

- a. If the frac-out is minor, easily contained, has not reached the surface and is not threatening sensitive resources, drilling operations may resume after use of a leak stopping compound or redirection of the bore;

- b. If the frac-out has reached the surface, any material contaminated with Bentonite shall be removed by hand to a depth of 2-feet, contained and properly disposed of, as required by law. The drilling contractor shall be responsible for ensuring that the bentonite is either properly disposed of at an approved disposal facility or properly recycled in an approved manner. The Site Supervisor shall notify and take any necessary follow-up response actions in coordination with agency representatives. The Site Supervisor will coordinate the mobilization of equipment stored at off-site locations (e.g., vacuum trucks) on an as needed basis;

3.0 Site Supervisor/Foremen Responsibilities:

The Site Supervisor/Foremen has overall responsibility for implementing this FCP. The Site Supervisor/Foremen will ensure that all employees are trained prior to all drilling. The Site Supervisor/Foremen shall be notified immediately when a frac-out is detected. The Site Supervisor/Foremen will be responsible for ensuring that the safety department is aware of the frac-out, coordinating personnel, response, cleanup, regulatory agency notification and coordination to ensure proper clean-up, disposal of recovered material and timely reporting of the incident. The Site Supervisor/Foremen shall ensure all waste materials are properly containerized, labeled, and removed from the site to an approved disposal facility by personnel experienced in the removal, transport and disposal of drilling mud.

The Site Supervisor/Foremen shall be familiar with all aspects of the drilling activity, the contents of this Frac-out Contingency Plan and the conditions of approval under which the activity is permitted to take place. The Site Supervisor/Foremen shall have the authority to stop work and commit the resources (personnel and equipment) necessary to implement this plan. The Site Supervisor/Foremen shall assure that a copy of this plan is available (onsite) and accessible to all construction personnel. The Site Supervisor/Foremen shall ensure that all workers are properly trained and familiar with the necessary procedures for response to a frac-out, prior to commencement of drilling operations.

4.0 Equipment:

The Site Supervisor shall ensure that:

- All equipment and vehicles are be checked and maintained daily to prevent leaks of hazardous materials;
- Spill kits and spill containment materials are available on-site at all times and that the equipment is in good working order;
- Equipment required to contain and clean up a frac-out release will either be available at the work site or readily available at an offsite location within 15-minutes of the bore site; and
- If equipment is required to be operated near a riverbed, absorbent pads and plastic sheeting for placement beneath motorized equipment shall be used to protect the riverbed from engine fluids;

5.0 Training

Prior to the start of construction, the Site Supervisor/Foremen, shall ensure that the crew members receive training in the following:

- The provisions of the Frac-out Contingency Plan, equipment maintenance and site specific permit and monitoring requirements;
- Inspection procedures for release prevention and containment equipment and materials;
- Contractor/crew obligation to immediately stop the drilling operation upon first evidence of the occurrence of a frac-out and to immediately report any frac-out releases;
- Contractor/crew member responsibilities in the event of a release;
- Operation of release prevention and control equipment and the location of release control materials, as necessary and appropriate; and
- Protocols for communication with agency representatives who might be on-site during the clean-up effort.

6.0 Drilling Procedures

The following procedures shall be followed each day, prior to the start of work. The Frac-out Contingency Plan shall available on-site during **all** construction. The Site Supervisor/Foremen shall be on-site at any time that drilling is occurring or is planned to occur. The Site Supervisor/Foremen shall ensure that a Job Briefing meeting is held at the start of each day of drilling to review the appropriate procedures to be followed in case of a frac-out. Questions shall be answered and clarification given on any point over which the drilling crew or other project staff has concerns.

Drilling pressures shall be closely monitored so they do not exceed those needed to penetrate the formation. Pressure levels shall be monitored randomly by the operator. Pressure levels shall be set at a minimum level to prevent frac-outs. During the pilot bore, maintain the drilled annulus. Cutters and reamers will be pulled back into previously-drilled sections after each new joint of pipe is added.

Exit and entry pits shall be enclosed by silt fences and straw. A spill kit shall be on-site and used if a frac-out occurs. A vacuum truck shall be readily available on-site prior to and during all drilling operations. Containment materials (Straw, silt fencing, sand bags, frac-out spill kits, etc.) shall be staged on-site at location where they are readily available and easily mobilized for immediate use in the event of an accidental release of drilling mud (frac-out). If necessary, barriers (straw bales or sedimentation fences) between the bore site and the edge of the water source, shall be constructed, prior to drilling, to prevent released bentonite material from reaching the water.

Once the drill rig is in place, and drilling begins, the drill operator shall stop work whenever the pressure in the drill rig drops, or there is a lack of returns in the entrance pit. At this time the Site Supervisor/Foremen shall be informed of the potential frac-out. The Site Supervisor/Foremen and the drill rig operator(s) shall work to coordinate the likely location of the frac-out. The location of the frac-out shall be recorded and notes made on the location and measures taken to address the concern. The following subsections shall be adhered to when addressing a frac-out situation.

Water containing mud, silt, bentonite, or other pollutants from equipment washing or other activities, shall not be allowed to enter a lake, flowing stream or any other water source. The Bentonite used in the drilling process shall be either disposed of at an approved disposal facility or recycled in an approved manner. Other construction materials and wastes shall be recycled, or disposed of, as appropriate.

6.1 Vac-Truck:

A vacuum truck shall be staged at a location from which it can be mobilized and relocated so that any place along the drill shot, can be reached by the apparatus, within 10 minutes of a frac-out.

6.2 Field Response to Frac-out Occurrence:

The response of the field crew to a frac-out release shall be immediate and in accordance with procedures identified in this Plan. All appropriate emergency actions that do not pose additional threats to sensitive resources will be taken, as follows:

- a. Directional boring will stop immediately;
- b. The bore stem will be pulled back to relieve pressure on frac-out;
- c. The Site Supervisor/Foremen will be notified to ensure that management and the safety department is notified, adequate response actions are taken and notifications made;
- d. The Site Supervisor/Foremen shall evaluate the situation and recommend the type and level of response warranted, including the level of notification required;
- e. If the frac-out is minor, easily contained, has not reached the surface and is not threatening sensitive resources, a leak stopping compound shall be used to block the frac-out. If the use of leak stopping compound is not fully successful, the bore stem shall be redirected to a new location along the desired drill path where a frac-out has not occurred;
- f. If the frac-out has reached the surface, any material contaminated with Bentonite shall be removed by hand, to a depth of 2-feet, contained and properly disposed of, as required by law. A dike or berm may be constructed around the frac-out to entrap released drilling fluid, if necessary. Clean sand shall be placed and the area returned to pre-project contours; and
- g. If a frac-out occurs, reaches the surface and becomes widespread, the Site Supervisor/Foremen shall authorize a readily accessible vacuum truck and bulldozer stored off-site to be mobilized. The vacuum truck may be either positioned at either end of the line of the drill so that the frac-out can be reached by crews on foot, or may be pulled by a bulldozer, so that contaminated soils can be vacuumed up.

6.3 Response Close-out Procedures:

When the release has been contained and cleaned up, response closeout activities will be conducted at the direction of the Site Supervisor/Foremen and shall include the following:

- a. The recovered drilling fluid will either be recycled or hauled to an approved facility for disposal. No recovered drilling fluids will be discharged into streams, storm drains or any other water source;
- b. All frac-out excavation and clean-up sites will be returned to pre-project contours using clean fill, as necessary; and
- c. All containment measures (fiber rolls, straw bale, etc.) will be removed, unless otherwise specified by the Site Supervisor/Foremen.

6.4 Construction Re-start:

For small releases not requiring external notification, drilling may continue, if 100 percent containment is achieved through the use of a leak stopping compound or redirection of the bore and the clean-up crew remains at the frac-out location throughout the construction period.

For releases requiring external notification and/or other agencies, construction activities will not restart without prior approval from the safety department.

6.5 Bore Abandonment:

Abandonment of the bore will only be required when all efforts to control the frac-out within the existing directional bore have failed.

7.0 Notification:

In the event of a Frac-out that reaches a water source, the Site Supervisor/Foremen will notify safety department so they can notify the appropriate resource agencies. All agency notifications will occur within 24 hours and proper documentation will be accomplished in a timely and complete manner. The following information will be provided:

1. Name and telephone number of person reporting;
2. Location of the release;
3. Date and time of release;
4. Type and quantity, estimated size of release;
5. How the release occurred;
6. The type of activity that was occurring around the area of the frac-out;
7. Description of any sensitive areas, and their location in relation to the frac-out;
8. Description of the methods used to clean up or secure the site; and
9. Listing of the current permits obtained for the project.

7.1 Communicating with Regulatory Agency Personnel:

All employees and subcontractors will adhere to the following protocols when permitting Regulatory Agency Personnel arrive on site. Regulatory Agency Personnel will be required to comply with appropriate safety rules. Only the Site Supervisor/Foremen and the safety department are to coordinate communication with Regulatory Agency Personnel.

7.2 Documentation:

The Site Supervisor/Foremen shall record the frac-out event in his or her daily log. The log will include the following: Details on the release event, including an estimate of the amount of bentonite released, the location and time of release, the size of the area impacted, and the success of the clean-up action. The log report shall also include the: Name and telephone number of person reporting; Date, How the release occurred; The type of activity that was occurring around the area of the free-out: Description of any sensitive areas, and their location in relation to the frac-out: Description of the methods used to clean up or secure the site; and a listing of the current permits obtained for the project.

8.0 Project Completion and Clean up:

- a. All materials and any rubbish-construction debris shall be removed from the construction zone at the end of each workday;
- b. Sump pits at bore entry and exits will be filled and returned to natural grade; and
- c. All protective measures (fiber rolls, straw bale, silt fence, etc.) will be removed unless otherwise specified by the Site Supervisor/Foremen.

APPENDIX C



Ohio Department of Transportation

400 E. WILLIAM ST. • DELAWARE, OH 43015 • 614-995-7906

Environmental Document

for

FRA CR 84 1.360 PID 95516

Environmental Document Level: D1

Approved: August 2, 2017

Prepared by: Melissa Benoit

EMH AND T

Phone: 614-775-4514

e-mail:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.



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Project Type

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B

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General Project Information

Project, Cost Schedule and Work Limits

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PID	95516
Project Name	FRA CR 84 1.360
Project Sponsor	WORTHINGTON
ODOT District	6
Funding Source	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2016stipID0325RD CO
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering	\$1,000.00
Right of Way	\$2,927,563.00
Construction	\$10,833,851.00
Other	\$0.00
An Interchange Modification/Justification/Operations	No



Study (IMS/IJS/IOS) was completed

Project Description:

The City of Worthington, in coordination with the Ohio Department of Transportation (ODOT) District 6, is proposing to re-configure the Huntley/Wilson Bridge/Worthington-Galena Intersection in the City of Worthington, Franklin County, Ohio. The project is located at FRA-CR84-1.36 within a predominantly urban industrial and commercial area, which has some residential lots. The topography of project area is relatively flat. The study area is comprised of industrial and commercial warehouses, office buildings, private residences, one stream (Rush Run) with a narrow riparian corridor, paved roadway, and state-owned right-of-way.

The proposed project will realign the existing Huntley Road/Wilson Bridge Road/Worthington-Galena Road intersection to create a split-intersection. The existing Worthington-Galena Road/East Wilson Bridge Road intersection will be removed. The existing segment of East Wilson Bridge Road, south of Worthington Galena Road, will be terminated in a cul-de-sac. Within the project corridor, Worthington-Galena Road will be realigned to the west, and will intersect with East Wilson Bridge Road approximately 600 feet west of the existing alignment. The existing Huntley Road/Worthington Galena Road intersection will be realigned approximately 200 feet to the east of the current intersection.

The proposed project includes installation of new traffic signals at realigned intersections as well as at the intersection of Worthington Galena Road with Sancus Blvd and Lakeview Plaza Blvd, new pavement, pavement markings and roadway signs, new pedestrian facilities including sidewalks, shared-use paths and accessible curb ramps, new pedestrian crossing countdown timers and push buttons at the signalized intersections, and new street lighting. The project will also involve underground utility work including storm sewer improvements, street lighting conduit, sanitary sewer adjustments, and waterline/hydrant modifications. In addition, the project will require gas line relocations in order to situate the line outside the areas of proposed roadway. In addition, the project will restore the section of Rush Run channel located in the project area. This stream is degraded and is overloaded by sediment, thereby



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impairing its function to adequately conduct stream flows through the project area, causing flooding and backups into storm sewer pipes that outlet to the stream.

There are 38 ownerships in the project area accounting for 48 parcels. Approximately 3.6 acres of temporary right-of-way (ROW), 7.0 acres of permanent ROW, 0.020 acre in standard highway easements, 0.30 acre of Storm Easement, 0.043 acre of Slope Easement, and an unknown acreage of utility easements for AEP/Columbia Gas are needed for construction of the project. It is anticipated that one (1) residential property relocation and one (1) commercial property relocation will be required. Approximately 1,115 linear feet of stream impact is anticipated for execution of the proposed design. While approximately 0.89 acre of suitable wooded habitat will be removed, no potential roost trees or maternity roost trees for Indiana bats/northern long-eared bats were identified within the proposed construction limits.

The project will involve 80% federal and 20% local funding and is scheduled for start of construction in July 2019.

- Project location mapping and Stage 1 Design Plans can be found in the Project File under General/Project Information.

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Limits of Proposed Work

Worthington.
CR84/Worthington
-Galena Rd from
Wilson
Bridge/Huntley to
Sancus Blvd

Start (SLM):

1.13

End (SLM):

1.67

Total Work Length (Miles):

0.54

Roadway Character**Tab Number: CR00084****Functional Classification:** Collector (Urban)**Current Average Daily
Traffic:** 28930**Current Average Daily
Traffic Year:** 2016**Design Year Average Daily
Traffic:** 36870**Design Average Daily
Traffic Year:** 2036**Daily Hourly Volume:** 4040**Truck %:** 4**Setting:** Urban**Topography:** Level

	Existing	Proposed
Design Speed (MPH):	35	35

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Legal Speed (MPH):	35	35
Number of Lanes:	2	5
Type of Lanes:	Thru and Left Turn	Thru, Left and Rt Turn
Pavement Width (ft):	20	54
Shoulder Width (ft):	8	14
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	10

No bridge data for PIDs associated with this CE Form**Maintenance of Traffic During Construction**

A roadway, bridge or ramp closure is required	No
A temporary bridge or roadway is proposed	No
A detour is required for the proposed project	No
The proposed MOT substantially impacts sensitive environmental resources	No
Substantial controversy is associated with the proposed MOT	No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.	Yes

Remarks:

Phased construction will be employed in order to maintain a minimum of two-way, two-lane traffic (one lane in each direction) on all roadways at all times. In Phase 1: Traffic will be shifted to the south while new pavement is constructed along the north side of Wilson Bridge Road; Traffic will be shifted to the west while new pavement is constructed along the east side of Huntley Road; Traffic will be shifted to the west north of the Wilson Bridge Road and Huntley Road intersection while new pavement is



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constructed along the east side of Worthington Galena Road; and The realigned portions of Worthington Galena Road and Huntley Road will be constructed offline. In Phase 1a, traffic will be shifted to the new pavement on the relocated Huntley Road and Worthington Galena Road. In Phase 2: Traffic will be shifted to the north while new pavement is constructed along the south side of Wilson Bridge Road; Traffic will be shifted to the east while new pavement is constructed along the west side of Huntley Road; Traffic will be shifted to the east north of the Wilson Bridge Road and Huntley Road intersection while new pavement is constructed along the west side of Worthington Galena Road; and Phase 2a involves shifting traffic on Wilson Bridge Road to the outside lanes while a median is constructed between STA. 356+58 and STA. 360+00.

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Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 24

Number of parcels impacted by Temporary Right-of-Way: 29

Approximate acreage of Permanent Right-of-Way needed: 4.4

Approximate acreage of Temporary Right-of-Way needed: 4.7

Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area Yes

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area Yes

The existing private utility easement will be impacted by the project Yes

Coordination with identified utilities has been initiated and/or completed Yes

Remarks:

There are 38 ownerships in the project area, accounting for 48 parcels. Approximately 3.6 acres of temporary ROW is needed from 37 parcels (31 owners). Approximately 7.0 acres of permanent ROW is needed from 35 parcels (27 owners). One (1) commercial structure will be removed and will require relocation. One (1) residential parcel is anticipated to be a total acquisition and will require relocation.

There are 0.3 acre of storm easements anticipated. There is one slope easement at 0.043 acre. There are 25 private utility easements impacted on 30 parcels (20 ownerships) over a combined area of 1.83 acres.



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Utilities were informed of the project area in 2014. In August of 2015, a utility meeting was held that included AT&T, AEP, Columbia Gas, Charter Communications, Columbus Fibernet, and XO Communications. Utilities were updated with the Stage 1 plan submittal in December 2016.

Utility companies will continue to be coordinated with throughout the development and construction of the project.



Purpose & Need

Purpose & Need

Project History:

The City of Worthington is proposing improvements to the intersection of Worthington-Galena Road with East Wilson Bridge Road and Huntley Road in the City of Worthington and the City of Columbus, Franklin County, Ohio. Worthington-Galena Road extends southwest-to-northeast from US-23 to Sancus Boulevard and continues northeast into the City of Westerville. Worthington-Galena Road is the only roadway connecting the areas north and south of Interstate 270 (I-270) between US-23 and Interstate 71. The north leg of Worthington-Galena Road widens from three-lanes up to a four-lane divided section as it passes under I-270. The existing northbound lanes under I-270 are currently temporary pavement. Huntley Road is a north-south roadway extending from State Route 161 to Worthington-Galena Road. Huntley Road crosses a CSX railroad spur track at the south end of the project area. Wilson Bridge Road is an east-west connector extending from US-23 to Worthington-Galena Road. Wilson Bridge Road crosses both CSX and Norfolk Southern railroad tracks at the western end of the project area.

Worthington-Galena Road, Wilson Bridge Road, and Huntley Road are classified by the Ohio Department of Transportation (ODOT) as urban collectors and each have posted speed limits of 35 mph throughout the project area. Land use within the project study area is mostly industrial and office space. There are four single-family residential structures. The only pedestrian facility within the project area is a concrete sidewalk located north of Wilson Bridge Road, west of the railroad tracks.

Based on the City of Worthington's 2005 Comprehensive Plan Update, the project area is part of the Industrial Corridor, which is considered vital to the City of Worthington's economic vitality (Myers-Schmalenberger, 2005). The Plan states that, "to remain attractive as an industrial location it is critical to consistently maintain and improve the infrastructure to allow good roadway access for trucking between these industrial sites and the I-270 and I-71 corridors."



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The Plan also identifies the Freeway Commercial Area, which includes the portion of Wilson Bridge Road west of the railroad tracks, as a "vital economic engine for the City of Worthington." This area (including the portion of Wilson Bridge Road within the FRA-084-01.36 project area) has been the subject of recent planning efforts by the City of Worthington (Bird Houk, 2011). As one of the City's primary economic centers, the Wilson Bridge Road corridor presents significant opportunities for strategic redevelopment including new and redeveloped office, hotel, and medium density residential uses. This planned land use change is anticipated to increase future traffic volumes through the project area.

As shown in Table 1, the Mid-Ohio Regional Planning Council (MORPC) also has three (3) improvements listed in the 2012-2035 Metropolitan Transportation Plan that are planned within the project area, including modification of the intersection of Worthington-Galena Road at Wilson Bridge Road and Huntley Road (MORPC 2012).

Table 1. 2012-2035 Metropolitan Transportation Plan Improvements within Project Area

Project

Description

Bike/Pedestrian facilities

Wilson Bridge Rd from High Street to Schrock Road (via Huntley Ave.)

Roadway widening

Widen Worthington-Galena Rd. from Wilson Bridge Rd./Huntley Rd. to Sancus Blvd. from 2 lanes to 4 lanes both directions

Intersection modification



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Add/Modify turn lanes various approaches for Worthington-Galena Rd. at Wilson Bridge Rd./Huntley Rd.

Reducing congestion at the intersection of Worthington-Galena Road with Wilson Bridge Road and Huntley Road has been a priority for the City of Worthington for a number of years. In 2012, the City of Worthington successfully applied for funding through the MORPC Attributable Funds program and was awarded funding that will cover the right-of-way and construction phases of the project. In 2013, the City retained a consultant to identify transportation deficiencies and identify alternatives to improve the conditions. A traffic analysis and geometric design evaluation was conducted in October 2014; the results are documented in the *Huntley Road / Wilson Bridge Road / Worthington-Galena Road Intersection Improvements (FRA-CR084-1.36, PID 95516) FEASIBILITY STUDY* (EMH&T, 2015). The traffic analysis showed that the existing configuration of the intersection produces significant traffic queues, exceeding the length of existing turn lanes.

Purpose Statement:

The purpose of this project is to improve roadway capacity and geometric deficiencies at the intersection of Worthington-Galena Road with East Wilson Bridge Road and Huntley Road.

Need Element(s):

The need for transportation facility improvements is based on the documented roadway capacity issues and geometric deficiencies at the intersection of these three roadways.

Capacity- As shown in Table 2, based on the City of Worthington's land use projections, by 2036 the intersection is expected to experience an increase in average daily traffic (ADT) for all segments of the intersection.

Table 2. Current (2016) and Estimated (2036) Average Daily Traffic (ADT)



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Roadway Segment

2016 ADT

Estimated

2036 ADT

Worthington-Galena (north of intersection)

28,930

36,870

Worthington-Galena (south of intersection)

7,220

9,560

East Wilson Bridge Road

13,630

17,030

Huntley Road

19,120

21,940

The quality of the operating condition experienced by drivers at an intersection is measured in terms of Level of Service (LOS). Levels of Service can range from LOS A to LOS F. Level of Service ratings of A, B, and C represent increasingly higher levels of vehicle density and increasingly greater restrictions in the ability to maneuver freely, but are considered to be in the acceptable range of service with reasonable delays. At LOS D there is less freedom to maneuver, and few additional vehicles can be added to the



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system without causing significant delays. Levels of Service E and F are considered unacceptable. LOS E describes unstable flow conditions in which traffic slows and delays are evident, and sudden lane changes or braking maneuvers can cause undesirable ripple effects that cause safety concerns throughout the traffic stream. Lastly, LOS F describes a range of failing conditions, from stop and go, to gridlock. ODOT strives to maintain LOS D or better at peak travel periods in urban areas.

Intersection capacity analyses were performed for the current and future (2036) AM and PM Peak Hours for the existing intersection configuration utilizing Design Year 2036 Certified Traffic Volumes (EMH&T, 2014). The anticipated change in land use in the Wilson Bridge Corridor has been accounted for in the future traffic projections (year 2036) for this project. Based on the analyses, eight out of 16 intersection movements currently operate at LOS E or F during AM Peak Hours, while 13 out of 16 intersection movements currently operate at LOS E or F during PM Peak Hours. The future condition Design Year 2036 analysis indicates that 14 out of 16 intersection movements will operate at LOS E or F during both AM and PM Peak Hours (Tables 3 and 4) under No Build conditions.

Table 3. Current (2016) and Future (2036) LOS/Delay in seconds for AM Peak

AM Peak

Left Turn

Through

Right Turn

Approach

Worthington Galena SB

2016: D/40.0

2036: F/131.3

2016: E/58.1



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2036: F/193.0

2016: E/58.1

2036: F/193.0

2016: D/51.0

2036: F/170.9

Worthington Galena NB

2016: E/78.9

2036: F/85.8

2016: D/50.3

2036: E/70.6

2016: D/50.3

2036: E/70.6

2016: D/51.4

2036: E/71.0

Huntley Road WB

2016: D/54.7

2036: E/56.5

2016: F/111.3

2036: F/96.1

2016: F/117.7



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2036: F/157.2

2016: F/114.1

2036: F/141.1

Wilson Bridge EB

2016: F/112.2

2036: F/298.0

2016: C/34.6

2036: D/37.2

2016: C/34.6

2036: D/37.2

2016: F/85.3

2036: F/221.7

Table 4. Current (2016) and Future (2036)LOS/Delay in seconds for PM Peak

PM Peak

Left Turn

Through

Right Turn

Approach

Worthington Galena SB

2016: F/91.0



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2036: F/299.6

2016: F/59.4

2036: F/206.1

2016: F/59.4

2036: F/206.1

2016: D/51.0

2036: F/241.3

Worthington Galena NB

2016: E/79.3

2036: F/103.4

2016: F/103.3

2036: F/100.2

2016: F/103.3

2036: F/100.2

2016: F/102.6

2036: F/100.3

Huntley Road WB

2016: E/56.3

2036: E/55.9

2016: F/90.6



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2036: E/67.2

2016: F/137.1

2036: F/298.2

2016: F/127.6

2036: F/260.4

Wilson Bridge EB

2016: F/156.3

2036: F/406.4

2016: D/40.6

2036: D/42.1

2016: D/40.6

2036: D/42.1

2016: F/108.5

2036: F/281.6

As shown in Tables 3 and 4, the Design Year 2036 LOS is E or F during both the AM and PM Peak periods for all but two out of 16 possible movements in the NoBuild scenario. Overall, the existing intersection will perform at LOS F with an average delay of 162.4 seconds during the 2036 AM peak and an average delay of 236.8 seconds during the 2036 PM peak.

Geometrics- Proper horizontal alignment is a critical element of a safe roadway. Existing roadway alignments were analyzed per the ODOT Location and Design Manual, Volume 1 (July 2015). Per the current design standards, a 35 MPH urban roadway requires horizontal curves to have a minimum 500 foot radius for non-super elevated roadways.



The following existing horizontal curves within the project area do not satisfy current Normal Design Criteria (NDC):

- The Wilson Bridge Road curve, just west of the existing intersection, has a 300 foot radius. The speed limit on Wilson Bridge Road is 35 MPH, yet the design speed of the curve is 25 MPH.
- The Huntley Road curve, just east of the existing intersection, has a 400 foot radius. The speed limit on Huntley Road is 35 MPH, yet the design speed of the curve is 30 MPH.
- The Worthington-Galena Road curve, just north of IR-270, has a 300 foot approximate radius. The speed limit on Worthington-Galena Road is 35 MPH, yet the design speed of the curve is 25 MPH.

In addition, the westbound through lane on Huntley Road at Worthington-Galena Road is poorly aligned with the receiving lane on Wilson Bridge Road.

Goals and Objectives:

Improved access management and additional bicycle and pedestrian facilities are goals of the project.

Access Management - Based on the ODOT State Highway Access Management Manual (2001), the roadways in the project area are designated as Category IV, which consist of roadways intended to provide access and mobility at low to moderate speeds and volumes in urban areas for intercity, intra-city, and intra-community travel. Access management design standards for Category IV roadways permit one direct private access per parcel or contiguous parcels under common ownership. Within the project area, four parcels currently maintain more than one access point. The minimum distance for driveway spacing on Category IV roadways with a posted speed limit of 35 mph is a minimum of 250 linear feet between driveways. In the existing condition, there are six commercial full-access points within 200 feet of the Huntley Road/ Wilson Bridge Road/ Worthington-Galena Road intersection. These additional access points contribute to poor intersection operations. Therefore, a goal of the project is to reduce the number of access points within the project area to meet the ODOT Access Management design standard.

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Summary Statement:

The proposed project seeks to resolve transportation facility deficiencies at the intersection of Worthington-Galena Road with Wilson Bridge Road and Huntley Road in the City of Worthington and the City of Columbus, Franklin County, Ohio. The purpose of this project is improve roadway capacity and geometric deficiencies at the intersection of Worthington-Galena Road with Wilson Bridge Road and Huntley Road.

Based on intersection capacity analyses, the intersection will operate at LOS E or F during Design Year (2036) AM and PM peak periods for all but two out of 16 possible intersection movements under No Build conditions. The existing intersection will perform at an overall LOS F with an average delay of 162.4 seconds during the 2036 AM peak and an average delay of 236.8 seconds during the 2036 PM peak. Existing roadway alignments were analyzed and three existing horizontal curves within the project area do not satisfy current Normal Design Criteria for 35 mph design speed. In addition, the westbound through lane on Huntley Road at Worthington-Galena Road is poorly aligned with the receiving lane on Wilson Bridge Road.

Logical Termini and Independent Utility:

The transportation improvement limits are defined by the need to integrate proposed improvements with the existing transportation system. The terminus at the northern end of the project area results from the need to replace the temporary pavement on Worthington-Galena Road under IR-270. As such, the northern terminus is where the project will tie into the existing intersection of Worthington-Galena Road with Sancus Boulevard and Lakeview Plaza Boulevard. The western terminus on Wilson Bridge Road is west of where the road crosses the CSX and Norfolk Southern railroad tracks due to the need to tie the proposed pedestrian and bicycle facilities into the existing sidewalk and to reach the entrance to McCord Park. The Huntley Road terminus is where the road crosses the CSX railroad spur. This is due to the City of Worthington's desire to provide pedestrian and bicycle facilities across the railroad track where there is currently



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no constructed facilities. The southern terminus on Worthington-Galena Road is based on ODOT design criteria for required turn lane and taper lengths associated with potential project alternatives. The southern terminus on Worthington-Galena Road is approximately 1,500 feet southwest of the intersection with Huntley Road and Wilson Bridge Road.

These termini will allow for the project to physically address the identified needs and conform to ODOT's most recent design criteria, while not limiting the number of alternatives to be considered.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build Alternative would not address the existing capacity and geometric deficiencies associated with the intersection of Worthington-Galena Road with East Wilson Bridge Road and Huntley Road. Furthermore, the No-Build Alternative does not satisfy the Purpose & Need for the proposed project. Based on the existing and future conditions, with no improvements being made, the No-Build Alternative was eliminated from further evaluation and discussion.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

01/19/2016

Was an Alternative Evaluation Report (AER) completed?

No

Name	Description	Reason Dismissed	Preferred Alternative
Signalized Widening	This alternative would widen each leg of the intersection to add lanes and increase capacity. The alignment of the "legs" (roadway segments) would generally remain the same and the timing of the signal would be adjusted and optimized.	This alternative was found to improve congestion less than other alternatives and therefore was not recommended for further consideration.	No



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Widening and Roundabout	This alternative would widen all "legs" (roadway segments) of the intersection and replace the existing signalized intersection with a modern roundabout.	This alternative provides significant congestion improvement on the southbound and westbound approaches to the intersection; however, improvements are minimal for northbound and eastbound traffic. As such, this alternative does not solve all capacity issues at this intersection as fully as the preferred alternative. In addition, even to achieve these marginal results, a large roundabout would be required with up to three circulating lanes. A roundabout of this size would be uncommon to the area and may lead to driver confusion and less than ideal operations. Due to limited	No
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		improvements to congestion and the size of roundabout required, this alternative was not recommended for further consideration.	
Signalized Realignment #1	This alternative involves realigning the intersection's approach "legs" (roadway segments) to create a split-intersection design.	This design provides the best congestion improvement; however the location of the new alignment of Worthington-Galena Road would require four (4) relocations.	No
Signalized Realignment #2	This alternative involves realigning the intersection's approach "legs" (roadway segments) to create a split-intersection design.	This design provides the same improvement as the Signalized Realignment #1 Alternative with two (2) fewer relocations and was considered the most feasible and prudent option.	Yes



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Discuss Reasons Alternative Identified as Preferred was selected:

The selected preferred alternative is Signalized Realignment #2. This alignment is presented and discussed in the approved Feasibility Study for the project. Signalized Realignment #2 was selected as the preferred design as it provides the greatest improvement to congestion while minimizing property impacts (i.e. requires two (2) fewer relocations than Signalized Realignment #1). The Feasibility has been uploaded to the Project File under Alternatives/Reports/Feasibility Study.pdf.



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area	Yes
The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	Yes
Design Year ADT is	Yes
Quantitative MSAT prepared	Yes
OES Concurrence Date	02/22/2017
OEPA Approval Date	02/22/2017

Remarks:

A Qualitative Mobile Source Air Toxics (MSAT) report was prepared by Lawhon & Associates on January 23, 2017 and was submitted to the Ohio Environmental Protection Agency (OEPA) for review and approval. In correspondence dated February 22, 2017, the OEPA did not have additional comments and determined the proposed project qualified as a project of "Low Potential for Meaningful MSAT Effects" in accordance with the Federal Highway Administration's (FHWA) Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA (October 18, 2016).

- The MSAT report can be found in the Project File under Air/Reports/Qualitative MSAT Analysis.pdf.
- Coordination with OEPA can be found in the Project File under Air/Coordination/OEPA Approval - Qualitative MSAT.pdf.



Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area No

Remarks:

Franklin County is not located in a PM2.5 non-attainment area. As such, no PM2.5 analysis is required for this project.

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area Yes

The proposed project is listed on the TIP Yes

Remarks:

Franklin County is located within an ozone non-attainment area. However, the project is currently listed on the ODOT FY2016 - 2019 District 6STIP under 2016stipID0325FDCO. Therefore, ozone has been addressed.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	Yes
ODOT Approval Date	01/31/2017
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	No
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	No
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	Yes
All noise attenuation measures were considered and are consistent with existing policy	Yes

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Noise barriers proposed

No

The proposed project impacts identified NSAs

No

Remarks:

A Noise Analysis Report was prepared by Lawhon and Associates, dated January 23, 2017, based on the fact the proposed project will construct a roadway on a new location. Existing Year 2016 noise levels and noise levels for the Design Year 2036 build alternative were modeled using the FHWA Traffic Noise Model (TNM) Version 2.5 (FHWA, 1998). Traffic generated noise levels were predicted using FHWA TNM Version 2.5 at 4 noise sensitive receptor sites representing 2 residential dwelling units and community park and a restaurant with outdoor dining facilities. None of the receptor sites are predicted to experience a substantial increase (>10dB increase) in noise level in the design year condition. Based on correspondence from the Noise and Air Quality Coordinator of ODOT-OES, no further noise analysis or consideration of noise abatement is required for this project, unless there are major design changes or new NSAs are identified.

- The Noise Analysis Report can be found in the Project File under Noise/Reports/Noise Analysis.pdf.
- The noise approval email from ODOT-OES can be found in the Project File under Noise/Coordination/Noise Analysis Approval.pdf.

Environmental Commitments**Are there any environmental commitments?**

No

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ESA**ESA**

Does the project require any Permanent ROW or easement? Yes

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 01/03/2017

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
Site 24 - The Granite Guy	7029 Huntley Road	Yes	No	No
Site 28 - Wholesale Equipment Supplier	7200 Huntley Road	Yes	No	Yes
Site 25 - Atlas Industrial	6767 Huntley Road	Yes	No	No

Date of Phase 1 ESA IOC from OES: 03/02/2017

Remarks:

An Environmental Site Assessment (ESA) Screening was prepared by EMH&T in November 2016. In an email from ODOT-OES dated January 3, 2017, Phase I ESAs were recommended for Site 24, The Granite Guy, 7029 Huntley; Site 28, Wholesale Equipment Supplier, 7200 Huntley; and Site 35, Atlas Industrial, 6767 Huntley. A Phase I ESA report was prepared by EMH&T in February 2017. In an email from ODOT-OES dated March 2, 2017, ODOT-OES indicated that, based on the information in the Phase I, Site 28,



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Wholesale Equipment Supplier, 7200 Huntley, warrants plan notes for the removal of the oil/water separator and the underground hydraulic lifts in the site building during demolition. In addition, if deep excavation is required for these two areas then a plan note for petroleum contaminated soils should also be included in the plans. Site 35 Atlas Industrial, 6767 Huntley and Site 24, The Granite Guy, 7029 Huntley, do not warrant additional investigation or special material handling based on the proposed work. If plans change, further environmental site assessment may be needed.

In July of 2017, EMH&T prepared an addendum memo to the ESA Screening to address revised construction limits to include potential right-of-way (ROW) acquisitions at the northeast (NE) and northwest (NW) parcel corners of the Sancus Boulevard and Lakeview Plaza Boulevard. In an email dated July 20, 2017, ODOT-OES indicated that there are no changes to their recommendations based on the revised construction limits.

- The ESA Screening Report has been uploaded to the Project File under ESA/Reports/Screening.pdf.
- The ESA coordination email has been uploaded to the Project File under ESA/Coordination/Final Screening Coordination.pdf.
- The Phase I Report has been uploaded to the Project File under ESA/Reports/Phase I.pdf.
- The Phase I coordination email has been uploaded to the Project File under ESA/Coordination/OES Recommendations Phase I.pdf.
- The ESA Screening Addendum Memo has been uploaded to the Project File under ESA/Reports/ESA Screening Addendum Memo.pdf.
- The ESA Screening Addendum Memo coordination email has been uploaded to the Project File under ESA/Coordination/ESA Screening Addendum.pdf.



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According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? Yes

Environmental Commitments, ESA

1. Plan notes will be included for the removal of the oil/water separator and the underground hydraulic lifts in the Wholesale Equipment Supplier (7200 Huntley Road) building during demolition.
2. A plan note for petroleum contaminated soils must be included for deep excavation in the vicinity of the following properties: The Granite Guy (7029 Huntley Road) and Wholesale Equipment Supplier (7200 Huntley Road).



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

To determine the presence of known or inventoried architectural and/or archaeological resources within the project area, a literature search was completed. A Cultural Resources Section 106 Scoping Request was prepared by EMH&T and submitted to the ODOT Office of Environmental Services (OES) on September 26, 2016. Per ODOT's request, a Phase I Archaeological survey was conducted by EMH&T on the minimally disturbed areas within the project study area, and a report prepared by EMH&T in January 2017.

- The Section 106 Scoping Request has been uploaded to the Project File under Cultural Resources/Project Information/Section 106 Request for Review.pdf.
- The Phase I has been uploaded to the Project File under Cultural Resources/Reports/Phase I Archaeology.pdf.

Based on the letter or IOC you received from OES, is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

No

OES/OSHPO Concurrence Date:

03/03/2017

Remarks:

In accordance with Stipulation 4B of the Section 106 Programmatic Agreement approved on November 30, 2011 (Agreement No. 16734), the ODOT-OES Cultural Resources Staff determined, that "no historic properties affected" is applicable to the proposed project based on the following:

1. No significant archaeological resource occurs within the Area of Potential Effects (APE); and
2. No significant history/architecture resource occurs within the APE.



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Therefore, the Section 106 review is complete and no further cultural resource investigations are necessary unless the project scope changes.

- The email coordination with SHPO (dated March 3, 2017) is included in the Project File under Cultural Resources/Coordination/OES Approval No Historic Properties Affected.pdf.

What is the Section 106 effect determination in the OES letter or IOC?

No Historic
Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Environmental Commitments

Are there any Environmental Commitments?

No



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Ecological

ESR

Has an ESR been completed?

Yes

Date ESR was completed:

06/27/2017

Wetlands

Are Wetlands Present?

No

Remarks:

EMH&T completed an ecological field investigation on 9/8/2016 and prepared a Level 1 Ecological Survey Report. Based on the Jurisdictional Determination (JD) site visit conducted by the US Army Corps of Engineers on June 19, 2017, it was determined that no wetlands are located within the project study area. The Level 1 Ecological Survey Report was updated per this preliminary JD review.

- The revised Level 1 ESR (dated 6/26/2017) can be found in the Project File under Ecological/Reports/2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf
- A copy of the Preliminary JD letter is located in the Project File under Ecological/Coordination/USACE Preliminary Jurisdictional Determination.pdf

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Streams & Rivers

	Present	Impacted
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Rush Run	1150	41	Class II PHWH

Total Linear feet Impacted

1150

Remarks:

Based on the ecological assessment performed by EMH&T on 9/8/2016, Rush Run received an HHEI score of 41, indicating that the stream is a provisional Class II Primary Headwater Habitat Stream which has been modified. This designation is consistent with the Ohio EPA designation of Rush Run as Warmwater Habitat. The stream is impounded at the northern project area boundary. Impacts to approximately 1,150 LF of Rush Run are anticipated as a part of this project as detailed below. Note that the anticipated impacts were updated per preliminary Stage 2 design plans and are slightly different than those estimated in the revised Level 1 ESR document (which indicated 1,115 LF of stream impacts). Work Area 1: Culvert Extension (73 linear feet impact to Rush Run): The existing culvert under E Wilson Bridge Road will be extended to the north and south with a 9'x4' concrete 4-sided box culvert and RCP will be installed at the inlet and outlet.



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Work Area 2: New Culvert Installation (141 linear feet impact to Rush Run): A new 7' x 5' concrete 4-sided box culvert and RCP will be installed just northwest of the existing culvert that carries Rush Run under Worthington-Galena Road. The culvert is needed to accommodate the realigned roadway. The existing culvert that carries Rush Run under Worthington-Galena Road will be removed to daylight the stream in this area, and will be restored as described under Work Area 4.

Work Area 3: Culvert Replacement (92 linear feet impact to Rush Run): A new 7' x 5' concrete 4-sided box culvert and RCP will replace the existing 60" concrete pipe culvert under a private asphalt driveway that provides access to businesses southeast of Worthington-Galena Road.

Work Area 4: Restoration (844 linear feet impact to Rush Run): Excess silt and muck will be dredged from the stream and a two-stage channel will be constructed in order to better transport sediment along Rush Run.

- The Level 1 ESR can be found in the Project File under Ecological/Reports/2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf.
- Preliminary Stage 2 design plans are located in the Project File under General/Project Information/Stage 2 Design.pdf

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Other Surface Waters

	Present	Impacted
Reservoirs:	No	
Lakes:	No	
Ponds:	Yes	No
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

Remarks:

Based on the ecological assessment performed by EMH&T on 9/8/2016, Pond 1 is a non-isolated pond that is on-line with Rush Run. This pond was presumably constructed to retain stormwater associated with surrounding development. Based on the construction limits from the preliminary Stage 2 design, there will be no impacts to Pond 1 associated with this project.

The Level 1 ESR can be found in the Project File under Ecological/Reports/2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf.

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Terrestrial Habitat

	Present	Impacted
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

The project is located within an urban, developed area in the City of Worthington. Vegetation impacts anticipated for construction of the project include primarily maintained landscapes. Approximately 0.89 acre of impact to suitable wooded habitat (SWH) located along the wooded Rush Run corridor are proposed as a part of this project, approximately 0.83 acre within 100 feet of edge of pavement (EOP) and 0.06 acre beyond 100 feet EOP.

- The Level 1 ESR can be found in the Project File under Ecological/Reports/2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf.

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Threatened or Endangered Species

	Present	Impacted
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	Yes	Yes
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	Yes	Yes

Remarks:

The following Federally listed species are known to occur in Franklin County:

- *Myotis sodalis* (Indiana Bat) - Endangered
- *Myotis septentrionalis* (Northern Long-eared Bat) - Threatened
- *Haliaeetus leucocephalus* (Bald Eagle) - Species of Concern
- *Pleurobema clava* (Clubshell) - Endangered
- *Epioblasma rangiana* (Northern Riffleshell) - Endangered
- *Villosa fabalis* (Ragged Bean) - Endangered
- *Trifolium stoloniferum* (Running buffalo clover) - Endangered
- *Noturus trautmani* (Scioto Madtom) - Endangered
- *Epioblasma triquetra* (Snuffbox) - Endangered
- *Quadrula cylindrica* (Rabbitfoot) - Threatened

In response to the Ecological Coordination - Grouped Consultation Notification sent by ODOT-OES in February 2017, the USFWS concurred that the project May Effect, but is Not Likely to Adversely Affect the Indiana bat or the northern long-eared bat. The USFWS indicated there would be No Effect on the remaining federally-listed species. The USFWS was provided an opportunity to comment upon the revised Level 1 ESR and had no additional comments. More details on this coordination effort is provided under Agency Coordination.

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The following State listed species are known to occur in Franklin County:

Bartramia longicauda (Upland Sandpiper) - Endangered

ODOT-OES reviewed the Level 1 Ecological Survey Report (ESR) prepared by EMH&T in February 2017 and determined that the project is Not Likely to Impact the upland sandpiper. Based on subsequent re-coordination of the revised Level 1 ESR, ODNR concurred that the project is not likely to impact the upland sandpiper. Agency coordination is discussed further in the Agency Coordination section.

The revised Level 1 ESR can be found in the Project File under Ecological/Reports/2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf.

Agency Coordination

	Coordination Required	Comments Received Date
Ohio Department of Natural Resources (ODNR):	Yes	06/29/2017
United States Fish and Wildlife Service (USFWS):	Yes	06/14/2017
Ohio Environmental Protection Agency (OEPA):	Yes	07/12/2017
United States Army Corps of Engineers (USACE):	Yes	07/10/2017
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

The project was originally coordinated in the February 2017 Ecological Coordination- Grouped Consultation Notification sent by ODOT-OES on February 28, 2017 as a Non-Notifying Project type.

- A copy of the Ecological Coordination - Grouped Consultation Notification sent by ODOT-OES on February 28, 2017 has been uploaded to the project file under Ecological/Coordination/Coordination with USFWS.pdf.

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On 3/27/2017, the USFWS concurred that the project May Effect, but is Not Likely to Adversely Affect the Indiana bat or the northern long-eared bat.

- The USFWS Project Summary Consultation Form has been uploaded to the Project File under Ecological/Coordination/ConsultForm FRA-84-1.36 PID 95516.pdf.

Due to changes in the project scope, a revised Level 1 ESR was prepared and this report was re-coordinated with the USFWS, as well as ODNR, OhioEPA, and USACE on June 12, 2017. The USFWS had no additions to the original comments. ODNR had no additional comments regarding federally-listed species. ODNR concurred that the project is not likely to impact the upland sandpiper. The Ohio EPA did not respond within the 30 day response window. The USACE provided a Preliminary Jurisdictional Determination (Pre-JD) for Rush Run on July 10, 2017.

- A copy of the re-coordination email has been uploaded to the Project File under Ecological/Coordination/Four Agency Ecological Coordination of Revised ESR.pdf.
- A copy of the USFWS response has been uploaded to the Project File under Ecological/Coordination/USFWS Comments.pdf.
- A copy of the ODNR response has been uploaded to the Project File under Ecological/Coordination/ODNR Comments.pdf.
- A copy of the USACE Pre-JD has been uploaded to the Project File under Ecological/Coordination/USACE Preliminary Jurisdictional Determination.pdf.

Are there any environmental commitments?

Yes

Environmental Commitments, Agency Coordination

1. The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. No trees shall be removed under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

2. .



Other Resources

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. No further coordination is required.

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Are there any environmental commitments?

No

Drinking Water**The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer**

No

	Present
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No

Coordination with the Local Public Water Administrator is required

No

	Present	Impacted
Residential Wells are present	Yes	No

Remarks:

The OEPA Source Water Assessment and Protection Program (SWAP) website was consulted regarding the location of known public water systems, Water Source Protection Areas, or other drinking water resources within or adjacent to the proposed project area. Per the SWAP map, no public water system wells or intakes are located within 2,000 feet of the proposed project area. Furthermore, the project area is not located within a federally-designated sole source aquifer.

The OEPA SWAP map can be found in the Project File under Other Resources/Drinking Water/Water Source Protection Area Map.pdf.



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Based on review of ODNR's Division of Water Resources Water Well Map, four (4) wells are located within the project study area. The wells are located at the following coordinates:

Well Number

Lat/Long

Address (based on coordinates)

37425

40.106499, -83.002337

6969 Worthington Galena Road

158280

40.108230, -82.999722

7069 Worthington Galena Road

202252

40.108677, -83.002496

387 Wilson Bridge Road

202265/202282

40.108721, -82.999236

445 Wilson Bridge Road

No impacts to these wells are anticipated as a result of the proposed project.

- ODNR Water Well mapping can be found in the Project File under Other Resources/Drinking Water/Water Well Map.pdf.
- ODNR Water Well Log and Drilling Reports can be found in the Project File under Other Resources/Drinking Water/Well Log Data.pdf.

Are there any environmental commitments?

No

**Environmental Document Level: D1**

PID 95516 FRA CR 84 1.360

Approved: August 2, 2017

Section 4(f)**Section 4(f) Determination**

Section 4(f) properties are within and/or adjacent to the proposed project area Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? No

Date concurrence received: 05/16/2017

	Present	Impacted
Publicly owned Park(s):	Yes	Yes
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	No	

Identified Section 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
McCord Park	Publicly owned Park	0.05	0.1	De Minimis	07/20/2017

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Remarks:

McCord Park is a 25-acre athletic complex used for various children and adult sports leagues and activities. These fields are owned by the City of Worthington Parks and are open to and actively used by the public. In addition, McCord Park is located just north of the City of Worthington's Community Center. Access to the park and the Community Center are provided at the north end of the complex from E. Wilson Bridge Road and at the south end of the complex from Highland Avenue. Public parking areas for McCord Park are located just east of the park and south of Wilson Bridge Road. The project will include construction of new pedestrian and bicycle facilities including a new shared-use path (SUP) to connect McCord Park to Huntley Road. In order to construct the new SUP, minor impacts to McCord Park are proposed. It is anticipated approximately 0.05 acre of permanent right-of-way (ROW) and 0.1 acre of temporary easement will be needed to construct the project. The easternmost vehicular entrance to the park may be temporarily restricted. However, vehicular access to the park and the Community Center from E. Wilson Bridge Road will be maintained throughout construction. Upon the completion of the project, the easternmost parking area for McCord Park will be connected to Huntley Road via a ten-foot wide SUP. A paved path will connect the parking area to the SUP. No permanent impact to the size of the parking areas, the number of parking spaces, or to the usage of the park will occur as a result of the project.

A Determination Request Form (DRF) for Recreational Properties was submitted to ODOT-OES on July 3, 2017. In correspondence dated July 20, 2017, ODOT-OES Policy Staff determined that a Section 4(f) *de minimis* finding is applicable.

- The Determination Request Form has been uploaded to the Project File under Section 4(f)/Reports/Determination Request Form for Recreational Properties.pdf.
- The ODOT-OES determination document has been uploaded to the Project File under Section 4(f)/Coordination/OES Recreational 4(f) Determination.pdf.



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Are there any environmental commitments?

Yes

Environmental Commitments, Identified Section 4(f) Properties

1. Access to McCord Park will be maintained at all times during construction activities.
2. Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
3. Appropriate signage will be installed to alert users of short term closures and to direct users to additional access points.
4. Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not take place outside proposed construction limits, within the Section 4(f) property boundaries.
5. The contractor will be required to closely coordinate the construction schedule with ODOT and the City of Worthington.



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Approved: August 2, 2017

Section 6(f)

Section 6(f) Determination

	Present
6(f) Properties:	No

Remarks:

Based on a review of the National Park Service (NPS) State Listing of Land and Water Conservation Fund (LWCF) properties, no Section 6(f) properties were identified within and/or adjacent to the proposed project area. No additional coordination is required.

Are there any environmental commitments?

No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

Based on the City of Worthington's 2005 Comprehensive Plan Update, the project area is part of the Industrial Corridor, which is considered vital to the City of Worthington's economic vitality (Myers-Schmalenberger, 2005). The Plan states that, "to remain attractive as an industrial location it is critical to consistently maintain and improve the infrastructure to allow good roadway access for trucking between these industrial sites and the I-270 and I-71 corridors." The improvements proposed by this project support the City's Plan to support this industrial area. In addition, the proposed project is listed in the Ohio Statewide Transportation Improvement Plan (STIP) for State Fiscal Years 2016-2019 under reference number 2016stipID0325RDCO. As such, the proposed project will comply with local/regional development patterns for the area.

- A copy of the STIP listing for this project is located in the Project File under General/Project Information/STIP Listing.pdf.

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

Land use within the project study area is mostly industrial and office space. Based on the City of Worthington's 2005 Comprehensive Plan Update, the project area is part of the Industrial Corridor. There are four single-family residential structures. The only existing pedestrian facility within the project area is a concrete sidewalk located north of Wilson Bridge Road, west of the railroad tracks. Pedestrian facilities added as a part of the project may improve overall community interconnection.

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Access to all adjacent properties will be maintained during and after project construction except for the two (2) relocations at 431 Wilson Bridge Road and 7200 Huntley Road. No changes to existing land use are proposed to occur as a result of this project except for the two (2) relocation properties listed previously. Therefore, the proposed project is not expected to negatively impact regional, community, or neighborhood factors, or result in substantial negative impacts to community cohesion.

Will the proposed action result in indirect or cumulative impacts?

No

Remarks:

The proposed project is listed in the Ohio Statewide Transportation Improvement Plan (STIP) for State Fiscal Years 2016-2019. The project is not expected to negatively impact regional, community, or neighborhood factors, or result in substantial negative impacts to community cohesion. Improvements in pedestrian connectivity may result in improved community cohesion. With the exception of the two (2) relocation properties, no changes to remaining land use are proposed to occur as a result of this project. The roadway realignment is expected to improve traffic flow through the area, and support the existing industrial and commercial uses of the surrounding but there is no anticipated change in vehicle mix. Therefore, no reasonably foreseeable indirect or cumulative impacts are anticipated.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities?

Yes

Remarks:

Construction of the project will not permanently impact routes of transit for public services. The proposed project will not result in negative impacts to health and educational facilities, public utilities, fire, police, emergency, religious institutions, public transportation, or pedestrian and bicycle facilities. The project will result in additional pedestrian and bicycle facilities throughout the project area. Improved capacity is expected to improve emergency response times as it will decrease vehicle queues and



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reduce the associated travel delay times caused by congestion. No roadway detours will be necessary during construction. The City's emergency service departments and the Department of Education have been included in the public involvement efforts to date. The City of Worthington will continue to engage the appropriate public services throughout project development and construction.

Will the proposed action displace residents, businesses, institutions or farms?

Yes

Number of Displacements

Residences:

1

Businesses:

1

Institutions:

0

Farms:

0

Remarks:

One (1) residential property, located at 431 Wilson Bridge Road, will be acquired as a total acquisition for the project. The relocated section of Worthington Galena Road will intersect Wilson Bridge Road at the location of the existing residential structure. One (1) commercial property will require demolition of the existing structure for project in order to accommodate the relocated section of Huntley Road. The business, OH10 Auto Group, is located at 7200 Huntley Road. Huntley Road will be realigned through this property. Owners of both properties have been engaged throughout the project development project, including public and supplemental meetings, and are aware of the proposed impacts to their respective properties.

The owners of the displaced properties will receive offers from the City of Worthington for the full fair market value for the property to be acquired, in compliance with Federal and State laws. All acquisition and relocation will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Displaced persons may be eligible for moving expenses, transportation, storage, supplemental housing payments, and advisory services. When the acquisition process begins, a City of Worthington or ODOT Realty Specialist will contact the owner and occupants to provide information and assistance throughout the acquisition process.



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Are there any Environmental Commitments?

Yes

Environmental Commitments, Community Impacts

1. The City of Worthington will notify the appropriate public services prior to the start of construction activities.



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Environmental Justice

Environmental Justice

Census Block Group #	% Minority	% Low Income
390490099001	71	64
390490070471	38	22
390490070481	33	20
390490067221	3	9

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Are EJ populations located within and/or adjacent to the proposed project area?	Yes
Are there any relocations?	Yes
Are there residential relocation(s)?	Yes
Is Housing of Last Resort anticipated?	No
Are there business relocations?	Yes
Will any businesses listed on the Small Business Administration List be relocated?	No
Will any businesses primarily serving an EJ population be relocated as part of the proposed project?	No
Will there be any job loss for an EJ Population as a result of the business relocation?	No
Will there be changes to access?	No
Were any EJ issues that could result in a disproportionately high and adverse effect raised during public involvement?	No
Are there any other unique factors of the proposed project that could pose a disproportionately high and adverse impact on an EJ population?	No
Will the proposed project result in negative health and/or environmental impacts such as noise, air, water, vibration, community character, etc.?	No
Will the proposed project result in secondary or cumulative negative impacts?	No

Remarks:

A review of the ODOT Transportation Information Mapping System (TIMS) indicated underserved populations (UP) within the proposed project area. There is one (1) residential total property acquisition, located at 431 Wilson Bridge Road, required for construction of the new Worthington Galen roadway. No Housing of Last resort is anticipated. There is one commercial property that will require demolition of the existing



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structure for realignment of Huntley Road. The business, OH10 Auto Group located at 7200 Huntley Road, sells used vehicles. None of the businesses in the project area are listed in the SBA Dynamic Small Business Database.

Per the Columbus HUD office, there is no Section 8 or HUD housing in or adjacent to the project area. No obvious indicators of persons with disabilities was observed within the project area, nor were any issues regarding persons with disabilities raised during public involvement. There are no negative health or environmental impacts anticipated with the project. There are no negative secondary or cumulative impacts associated with the project. There will be no changes in access due to construction of the project. No UP issues were raised as a result of public involvement activities conducted as part of the proposed project.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings an UPIAR is not required.

- Census mapping can be found in the Project File under Environmental Justice/Project Information/Census Mapping.pdf.



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- A copy of the HUD email response has been saved in the Project File under Environmental Justice/Project Information/Correspondence with HUD.pdf.

Are there any Environmental Commitments?

No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

On Tuesday, November 10, 2015, an Open House Public Involvement (PI) Meeting was conducted by the City of Worthington and the Ohio Department of Transportation (ODOT) District 6 to present and discuss the proposed FRA-CR84-1.36 (PID 95516), Huntley Road/Wilson Bridge Road/Worthington-Galena Road improvement project, with local residents, business owners, public officials and the general public. The meeting was held from 5:30 pm to 7:30 pm at the Worthington Education Center located at 200 East Wilson Bridge Road, Worthington, Ohio, 43085. The meeting presented the four (4) feasible alternatives, an Alternatives Comparison Matrix, a typical roadway section, and the Environmental Resources Summary in an open house format where attendees could review large format display boards and ask questions of the City of Worthington, ODOT District 6, and EMH&T (the Project Team). The purpose of the meeting was to solicit comments from the public about the social, environmental, and economic impacts of this proposed project.

A news release was printed in the Worthington This Week publication on October 22, 2015 and October 29, 2015 to announce the meeting date, time, location, and purpose. Additionally, an electronic advertisement requesting public participation at the meeting was posted on the City of Worthington website. Public meeting notification letters, dated October 23, 2015, were mailed to 59 property owners, emailed to the Franklin County Engineer's Office, the City of Columbus, and the Worthington School District, and hand delivered to 149 locations within and adjacent to the project area.

Written and oral comments were solicited during the meeting, and written comments could be provided by mail or email prior to the end of the formal comment period on December 8, 2015. No substantial public opposition to the project was voiced at the meeting.



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In advance of the public meeting, EMH&T and staff from the City of Worthington held small-group sessions with Worthington City Council members to update them on the project and to preview the public meeting materials. Two small-group sessions were held on October 20, 2015 and one small-group session was held on October 23rd, 2015. During these sessions, council members were briefed on project goals, work performed to date, process for selection of the preferred alternative, schedule, costs, and next steps.

On December 8, 2015, a follow-up meeting was held by the City of Worthington, ODOT, and EMH&T with the Columbo Cautela family, who were unable to attend the PI Open House. All information from the November 10, 2015 PI open house meeting was presented at the follow-up meeting with the Cautela's and their representatives.

Following the end of the formal comment period, several property owners on Wilson Bridge Road whose property may be affected by right-of-way acquisition had not submitted comments regarding the project. A letter, dated December 22, 2015, was sent via certified mail to ensure these individuals were aware of the project and had the opportunity to comment during the alternatives analysis phase of the project.

Additional public notification letters were sent to property owners on April 27, 2016 in order to gather additional field information.

On May 23, 2016, a meeting was held with the City of Worthington Bike & Pedestrian Advisory Board that was open to the public. The meeting included a review of the project, including pedestrian and bicycle facilities.

- A copy of all public involvement materials are uploaded to the Project File under Public Involvement.



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Was Public Involvement conducted in compliance with Title VI requirements? Yes

Is there any substantial environmental controversy on environmental grounds? No

Please summarize the Public Involvement responses received.

In general, the written and oral comments received as a result of Public Involvement efforts have indicated the following common concerns and opinions:

Impacts to residences and businesses;
Concern that the railroad is a cause of the traffic congestion;
Concern for pedestrian and bicycle facilities; and
Preference for the Signalized Widening alternative.

A Public Involvement (PI) Summary and Response to Comments was completed on January 13, 2016 and a copy of the report was provided to all individuals that attended the meeting attendees and/or provided comments. A cover letter was included with the PI Summary document. In addition, a follow-up letter was mailed to all property owners who did not attend the PI Meeting, to summarize the meeting and provide direction on how to obtain the PI Summary document and who to contact with project questions.

Continuing involvement with interested citizens has been ongoing throughout the project development process. The engineering project manager and the City have fielded questions throughout the process, and have documented these exchanges via emails to the project file.

Are there any Environmental Commitments? Yes

Environmental Commitments, Public Involvement

1. The City of Worthington will maintain regular contact with and provide updates to EMS and public service offices (including schools) throughout the design and construction of the project.



Permits

Waterway Permits

Are Waterway Permits required? Yes

Is the Waterway Permits Determination Complete? No

Army Corps of Engineers

Regional General Permit (RGP): No

Nationwide Permit (NWP): Yes

Section 404 Individual Permit: Yes

Section 10 Permit: No

Ohio EPA

Section 401 Water Quality Certification: Yes

Level 1 General Isolated Wetland Permit: No

Level 2 Individual Isolated Wetland Permit: No

Level 3 individual Isolated Wetland Permit: No

US Coast Guard

Section 9 Coordination: No

Section 9 Bridge Permit: No

ODNR

Shore Structure Permit : No

Remarks:

Per preliminary Stage 2 design plans, permanent impacts are anticipated to occur to approximately 1,150 linear feet (0.275 acre) of Rush Run. Impacts to this stream are required in order to accommodate one (1) culvert extension, one (1) new culvert installation, one (1) culvert removal, one (1) culvert replacement, and restoration of the remainder of Rush Run within the project area. A waterway permit from the US

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Army Corps of Engineers and, potentially, the Ohio Environmental Protection Agency, will be required in order perform the proposed work within the Rush Run channel. The type of permit will be determined once the Waterway Permit Determination request has been processed by ODOT. It is anticipated that the applicable permit(s) will be either a Nationwide Permit or an Individual 404 Permit/401 Water Quality Certification. ODOT will obtain all necessary waterway permits prior to project construction.

Are there any environmental commitments?

Yes

Environmental Commitments, Waterway Permits

1. The Ohio Department of Transportation will obtain all necessary waterway permits prior to project construction.

Storm Water Permits**NPDES Construction General Permit for Stormwater (NOI):**

Yes

Watershed Specific NPDES Construction General Permit for Stormwater (NOI):

No

Remarks:

The proposed project requires a National Pollutant Discharge Elimination System (NPDES) permit. A Notice of Intent (NOI) will be submitted to the Ohio EPA prior to plan file. In accordance with ODOT Supplemental Specification 832, a Storm Water Pollution Prevention Plan (SWPPP) will be developed by the contractor and a NPDES permit will be finalized/acquired by the contractor prior starting any earth disturbing construction activities.

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Are there any environmental commitments?

Yes

Environmental Commitments, Storm Water Permits

1. A National Pollutant Discharge Elimination System (NPDES) permit will be finalized/acquired by the contractor prior starting any earth disturbing construction activities.

Floodplains**The proposed project involves encroachment within a
Special Flood Hazard Area (SFHA)**

No

Remarks:

The project is not located within a flood hazard area. No floodplain coordination is required.

- A copy of the FEMA Flood Insurance Rate Map (FIRM) has been uploaded to the Project File under Permits/Floodplains/FEMA FIRM.pdf.

Are there any environmental commitments?

No

Landfills**Is a 2713 Permit required?**

No

Remarks:

Based on the field review and the ESA Screening Report, no landfills were identified or known to exist within and/or adjacent to the proposed project area. Therefore, an OEPA 2713 Permit is not required.

Are there any environmental commitments?

No



Environmental Commitments

ESA

Commitments

1. Plan notes will be included for the removal of the oil/water separator and the underground hydraulic lifts in the Wholesale Equipment Supplier (7200 Huntley Road) building during demolition.
2. A plan note for petroleum contaminated soils must be included for deep excavation in the vicinity of the following properties: The Granite Guy (7029 Huntley Road) and Wholesale Equipment Supplier (7200 Huntley Road).

Ecological, Agency Coordination

Commitments

1. The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. No trees shall be removed under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
2. .



Section 4f, Identified Section 4(f) Properties

Commitments

1. Access to McCord Park will be maintained at all times during construction activities.
2. Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
3. Appropriate signage will be installed to alert users of short term closures and to direct users to additional access points.
4. Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not take place outside proposed construction limits, within the Section 4(f) property boundaries.
5. The contractor will be required to closely coordinate the construction schedule with ODOT and the City of Worthington.

Community Impacts, Community Impacts

Commitments

1. The City of Worthington will notify the appropriate public services prior to the start of construction activities.

Public Involvement, Public Involvement

Commitments

1. The City of Worthington will maintain regular contact with and provide updates to EMS and public service offices (including schools) throughout the design and construction of the project.

Permits, Waterway Permits

Commitments

1. The Ohio Department of Transportation will obtain all necessary waterway permits prior to project construction.



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Permits, Storm Water Permits

Commitments

1. A National Pollutant Discharge Elimination System (NPDES) permit will be finalized/acquired by the contractor prior starting any earth disturbing construction activities.



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Preparers & Approvals

Form Preparer(s)

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**Supporting Form
Preparer(s)**

Christy Pirkle

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Eric Sainey PROGRAM ADMIN 3	August 2, 2017
Eric Sainey PROGRAM ADMIN 3	August 2, 2017



Appendix

Uploaded Files by Report Section

Air

Qualitative MSAT Analysis.pdf

OEPA Approval - Qualitative MSAT.pdf

Noise

Noise Analysis.pdf

Noise Analysis Approval.pdf

Section 4(f)

Determination Request Form for Recreational Properties.pdf

OES Recreational 4(f) Determination.pdf

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

STIP Listing.pdf

Stage 1 Design.pdf

Purpose and Need

Purpose and Need.pdf

Alternatives

Feasibility Study.pdf

Alternatives Mapping.pdf

ESA

Screening.pdf

Former Worthington Garage Phase I ESA.PDF



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Former Worthington Garage Phase II ESA.pdf

11-30-2016 E-mail for RR Sites.pdf

Screening Requested Revision.pdf

OES Recommendations - Screening.pdf

Final Screening Coordination.pdf

Phase I .pdf

OES Recommendations - Phase I.pdf

ESA Screening Addendum Memo.pdf

ESA Screening Addendum.pdf

Cultural Resources

Section 106 Request for Review.pdf

Phase I Archaeology .pdf

OES Approval - No Historic Properties Affected.pdf

Ecological

Level 1 ESR FRA-84-1.36 PID 95516.pdf

Coordination with USFWS.pdf

Consult Form FRA-84-1.36 PID 95516.pdf

Revised Level 1 ESR FRA-CR84-1.36 PID 95516.pdf

Four Agency Ecological Coordination of revised ESR.pdf

2nd Revision Level 1 ESR FRA-CR84-1.36 PID 95516.pdf

USFWS Comments.pdf

ODNR Comments.pdf

Notification of revised ESR per JD field review.pdf

USACE Comments.pdf

USACE Preliminary Jurisdictional Determination.pdf

Other Resources



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Water Source Protection Area Map.pdf

Water Well Map.pdf

Well Log Data.pdf

Environmental Justice

Census Mapping.pdf

Correspondence with HUD.pdf

Public Involvement

Survey Notification Letters.pdf

Property Owner Notification Letter.pdf

Response to Public Comments.pdf

Public Meeting Handouts.pdf

Public Meeting Exhibits.pdf

Public Meeting Sign In Sheet.pdf

Press Release.pdf

Notification Mailing List.pdf

Public Comments Received.pdf

2016 Property Owner Notification.pdf

Stakeholder Meeting Minutes or Notes.pdf

Arch Phase I Prop Owner Notification Ltr.pdf

Permits

FEMA FIRM.pdf

Permit Determination Request.pdf

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Case No(s). 19-1640-GA-BNR

Summary: Notice - Construction Notice Application electronically filed by Cheryl A MacDonald on behalf of Columbia Gas of Ohio, Inc.