SUMMARY OF FLOODPLAIN IMPACTS

Date: 1/14/2019

Project ID: FRA-CR17-4.96 (Morse Road) PID 106390

Floodplain Affected: Big Walnut Creek

Description of Project:

The proposed project involves the widening and resurfacing of Morse Road and the Interstate Route (IR) 270 interchange ramps in the City of Columbus, Franklin County. The proposed widening begins at Transit Drive/Seward Street and extends eastward to approximately 800 feet west of Stygler Road, and then resumes at Stygler Road and extends approximately 280 feet east. The project will add additional turn lanes and through lanes. A shared use path is proposed on the south side of Morse Road from the western project limits to the existing concrete walk east of Express Drive. The project also includes the replacement/modification of traffic signals at five existing intersections within the project corridor and the installation of street lighting to accommodate pavement widening. Storm sewer, water mains, sludge line, and sanitary sewers will be adjusted as needed to accommodate additional lanes of pavement.

Why must this project be located in the Floodplain?

The purpose of the project is to address safety concerns related to traffic congestion along Morse Road. A different location would not achieve the purpose and need of the project.

What alternative sites were considered, if any?

There were no feasible alternative actions for this project. The roadway improvements were designed to minimize fill in the floodplain to the maximum extent possible and mitigation measures were used as described below to ensure no rise in base flood elevations.

Were any mitigation measures utilized on this project? If so, please describe.

City of Columbus will minimize, restore, and preserve impacts to lives and property by ensuring there is no rise in base flood elevation using compensatory storage. The volume of fill placed in the floodplain will be offset with an equal or greater volume of excavation. Additionally, the construction footprint and area of disturbance will be limited to the minimum necessary to complete the project, and BMPs will be used to limit sedimentation, erosion, and stormwater runoff. After construction is complete, all disturbed areas will be revegetated. No encroachment was proposed with the FEMA regulatory floodway, which is the area of highest velocity and flow rate. The improvements were also within the hydraulic shadow of the existing bridge structure and thus located in an ineffective flow area where any fill or obstruction placed in that area have no impact on floodplain elevations.

To the best of my knowledge, this project has complied with all applicable Local, State, and Federal Floodplain protection standards.

Print Name: Doug Turney

Signature: Doug Turney

Title: Project Manager