SUMMARY OF FLOODPLAIN IMPACTS

Date: *June 10, 2016*

Project ID: **FRA-Tuttle Crossing Blvd Extension (PID: 99815)**

Floodplain Affected: **Cramer Ditch**

**Description of Project:**

The project proposes extending Tuttle Crossing Boulevard approximately 2,500 feet from Wilcox Road to Avery Road, and reconstructing Avery Road to a 4-lane boulevard section from the City of Columbus corporation limits north approximately 2,800 feet to the Cramer Ditch bridge just north of Rings Road/Cara Road. The centerline of Avery Road will be shifted 50 feet to the west of the current alignment to avoid impacts to residences and businesses located on the east side of the road. Roundabouts will be constructed at the intersections of Tuttle Crossing Boulevard and Avery Road, Tuttle Crossing Boulevard and Wilcox Road, and Avery Road and Rings Road/Cara Road. The roadway work will extend onto Wilcox Road, Rings Road, and Cara Road to connect the roundabouts to the existing roadways. Bicycle and pedestrian facilities will be constructed along both sides of Tuttle Crossing Boulevard and Avery Road, while a shared use underpass will be constructed just north of the Tuttle Crossing Boulevard and Avery Road roundabout.

Additionally, a new sanitary sewer trunk line will be tied into the existing sanitary system along the east side of Avery Road, and the sanitary line will be extended along Tuttle Crossing Boulevard. Approximately 95 feet of the proposed sanitary sewer trunk line will occur within the 100-year floodplain of Cramer Ditch.

**Why must this project be located in the Floodplain?**

The project must be located in a floodplain to tie the new sanitary sewer trunk line into the existing sanitary system. To do this it is necessary to cross Cramer Ditch which flows west to east beneath Avery Road.

**What alternative sites were considered, if any?**

One alternative that was considered was crossing on the west side of Avery Road. However, this would necessitate a longer length, and thus additional vertical drop would be required to drain the system. This additional drop would result in the need for another lift station resulting in greater right-of-way requirements, additional costs, and greater environmental impacts.

By crossing on the east side of bridge, the work avoids the existing water line that crosses on the west side of the bridge. In addition, the east side crossing allows for a shorter total length of pipe to reach the extents of the new system.
Were any mitigation measures utilized on this project? If so, please describe.

Floodplain management mitigation measures adhered to the City of Dublin’s code, specifically Chapter 151 – Flood Control. The following mitigation measures were utilized on this project to reduce impact to the floodplain:

- The sanitary sewer will be jack and bored under the waterway utilizing a casing pipe.
- Any restoration work at the bore and receiving pits will be done to original grades and with vegetation that meets what currently exists.
- This construction will be performed according to the City of Columbus Construction and Material Specifications and any applicable standard drawings.
- A Special Flood Harzard Area Permit will be filed with the City Engineer with the site plans for this work.

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

Print Name: __Paul A. Hammersmith, PE______  
Signature: ~[Signature]~ 7.9.2010

Title: ___City of Dublin, Director of Engineering/City Engineer____