reconstruction in Project 6. The reconstruction of the Morse Road ramps and the widening of Morse Road can be expedited if the ramps to Morse are closed and traffic is detoured to the New Crossroad.

Project 3 will complete a section of the C/D system from Sunbury to McCutcheon. The existing bridges on I-270 over Morse Road can then be lengthened as part of Project 6 while traffic is placed on the three-lane C/D system. This eliminates the need for temporary crossovers of I-270 traffic, allows both bridges to be reconstructed simultaneously and maintains the capacity of this existing I-270 link.

PROJECT 4 Widen Morse Road from 2600 feet west of Sunbury Road to 200 feet east of relocated Stelzer Road

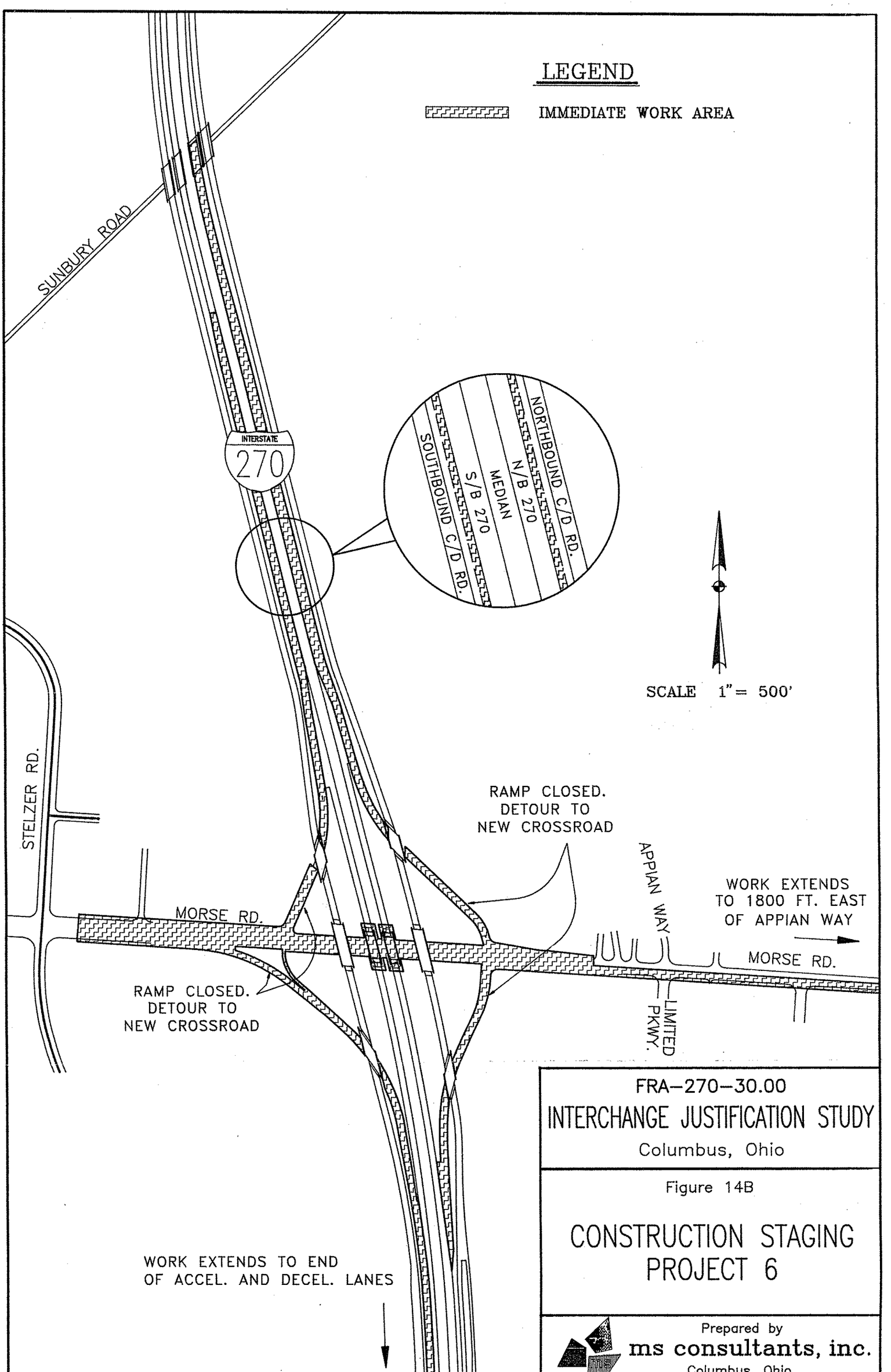
PROJECT 5 Extend Stelzer Road north from Morse Road to intersect with Sunbury Road including Sunbury Road intersection widening.

PROJECT 6 - (see **Figure 14B**)

Lengthen I-270 bridges over Morse Road, widen Morse Road from 200 feet east of relocated Stelzer Road to Stygler Road, and reconstruct/widen all I-270 & Morse Road ramps including the widening of the northbound I-270 bridge over Sunbury Road to accommodate the northbound ramp lane from Morse Road.

All I-270 mainline traffic will be diverted to the newly constructed three-lane C/D roads between Sunbury Road and McCutcheon Road in order to simultaneously lengthen the I-270 bridges over Morse Road. The New Crossroad will be used in lieu of the Morse Road interchange during reconstruction/widening of the Morse Road ramps.

Upon completion of Project 6 the C/D system will be open south of Sunbury Road. In this configuration, however, the C/D system will only



FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14B

CONSTRUCTION STAGING PROJECT 6

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Columbus, Ohio

10009\14–B #9 11/3/92

serve the New Crossroad. SR 161 traffic will not be directed to the C/D system because the C/D system will not serve the SR 161 interchange until Project 11 is partially constructed. Therefore, it is proposed that the C/D system, at the northern completion point (from Project 6) near Sunbury Road, be introduced to I-270 via one-lane temporary ramps. Southbound the one-lane ramp would open to the three-lane C/D and continue south. Northbound the C/D would be channelized to one lane before being introduced to I-270 as a one-lane ramp. This further implies that the two-lane Morse Road ramps north of Morse Road would need to be channelized to one lane while Project 10 and portions of Project 11 are constructed.

PROJECT 7 Extend New Crossroad connector road west to Sunbury Road.

PROJECT 8 Widen Stelzer Road from just south of McCutcheon Road to I-670.

PROJECT 9 Construct Loop Road "A" - a new facility extending south from Morse Road (east of Sunbury Road), intersecting with the Stelzer/Sunbury Connector, and tying into Stelzer Road north of McCutcheon Road. The southern portion of Loop Road "A" is complete.

PROJECT 10

Reconfiguration of the SR 161 & Sunbury Road Interchange.

PROJECT 10 - STAGE A (see **Figure 14C**):

- Close west half of Sunbury Road, maintain 2-way, 2-lane traffic on east half of Sunbury Road.
- Construct Ramps "C" and "D"
- Construct eastbound and westbound SR 161 collector/distributor roads west of Sunbury Road (Sta. 852+00 to Sunbury Road)

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14C

CONSTRUCTION STAGING PROJECT 10 STAGE A

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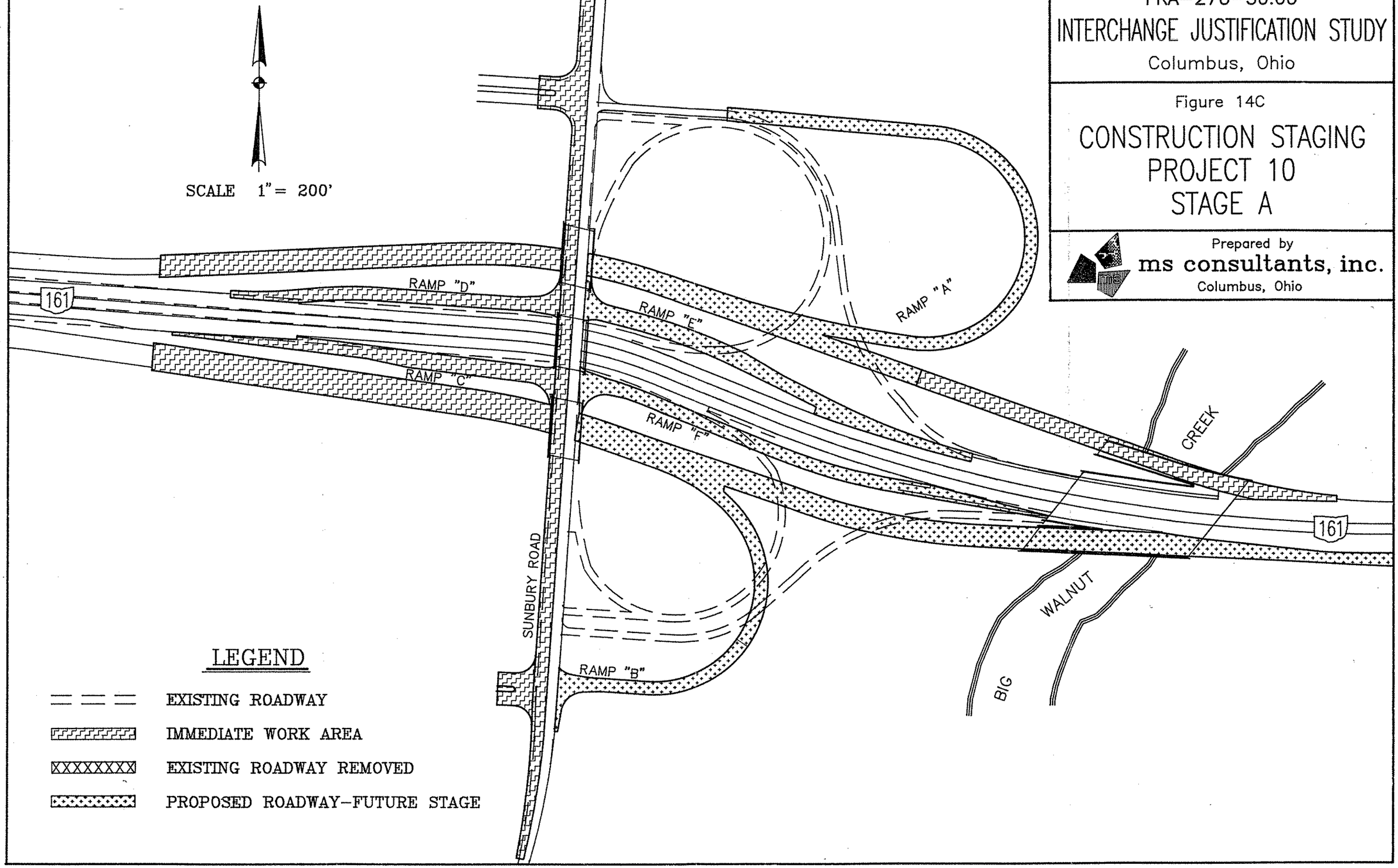
SCALE 1" = 200'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

- Construct west half of Sunbury Road bridges over future eastbound and westbound collector/distributor roads
- Widen west half of existing Sunbury Road bridge over SR 161.
- Modify north side of existing SR 161 bridge over Big Walnut Creek and construct adjacent portion of C/D roadway.
- Widen west half of Sunbury Road

PROJECT 10 - STAGE B (see **Figure 14D**):

- Close east half of Sunbury Road, maintain 2-way, 2-lane traffic on newly constructed west half of Sunbury Road.
- Open Ramp "C" (E/B off-ramp) and Ramp "D" (W/B on-ramp). Close and remove existing E/B off- and W/B on-ramps.
- Construct Ramps "E" and "F"
- Construct majority of eastbound and westbound SR 161 C/D roads east of Sunbury Road.
- Construct east half of Sunbury Road bridges over future eastbound and westbound C/D roads
- Widen east half of existing Sunbury Road bridge over SR 161.
- Modify south side of existing SR 161 bridge over Big Walnut Creek.
- Widen eastbound SR 161 roadway (south side) from Big Walnut Creek to approximately 1000 feet east of Little Turtle Way.
- Construct eastern portion of Ramp "A".
- Widen east half of Sunbury Road.

PROJECT 10 - STAGE C (see **Figure 14E**):

- Open all lanes of newly widened Sunbury Road to traffic.
- Open Ramp "E" (W/B off-ramp) and Ramp "F" (E/B on-ramp). Close existing W/B off- and E/B on-ramps.
- Complete the construction of Ramps "A" and "B" and the SR 161 eastbound and westbound C/D roads east of Sunbury Road.

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INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14D

CONSTRUCTION STAGING PROJECT 10 STAGE B

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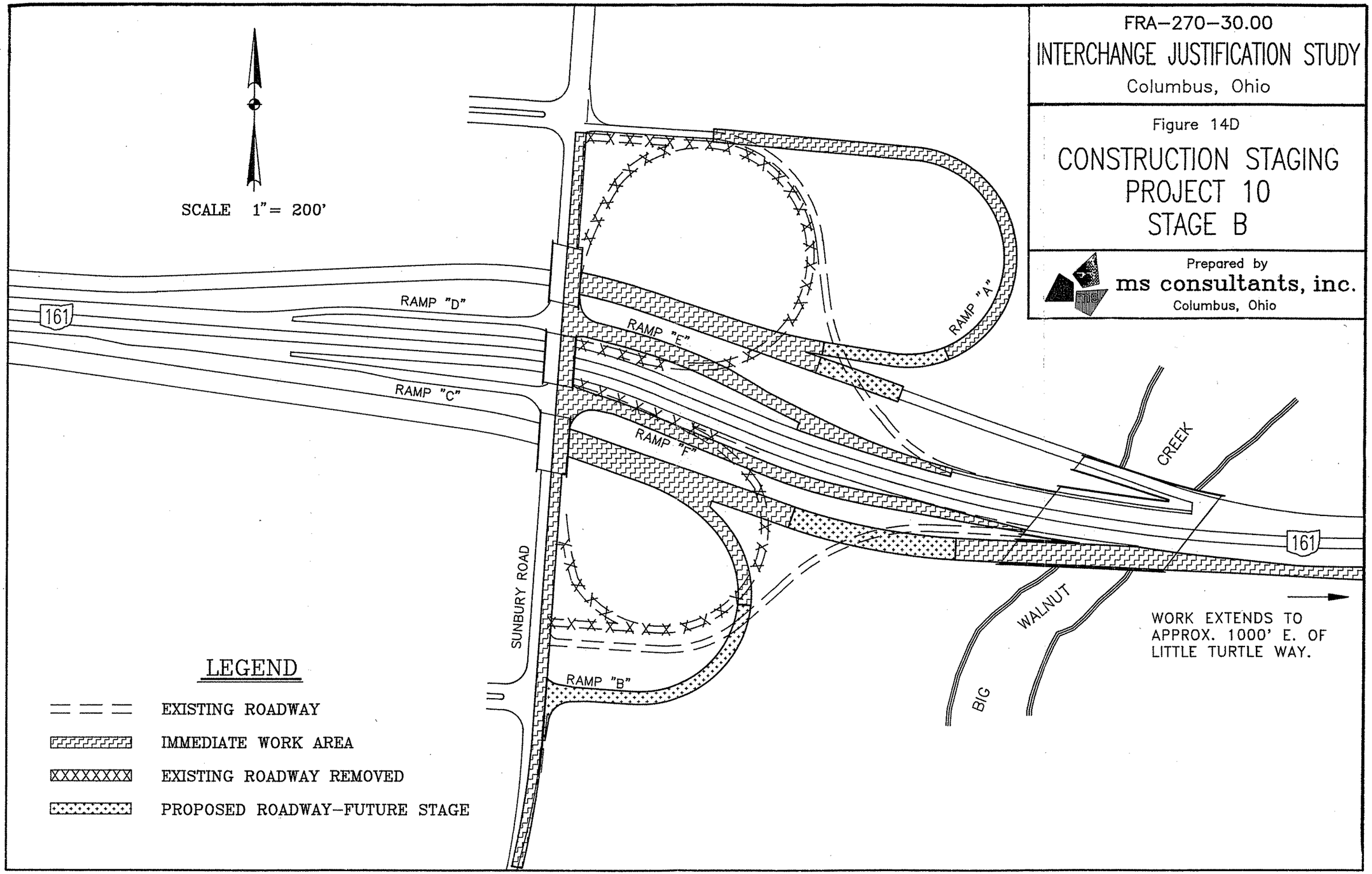
SCALE 1" = 200'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

10009\10–B #9 1/4/93

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14E

CONSTRUCTION STAGING PROJECT 10 STAGE C

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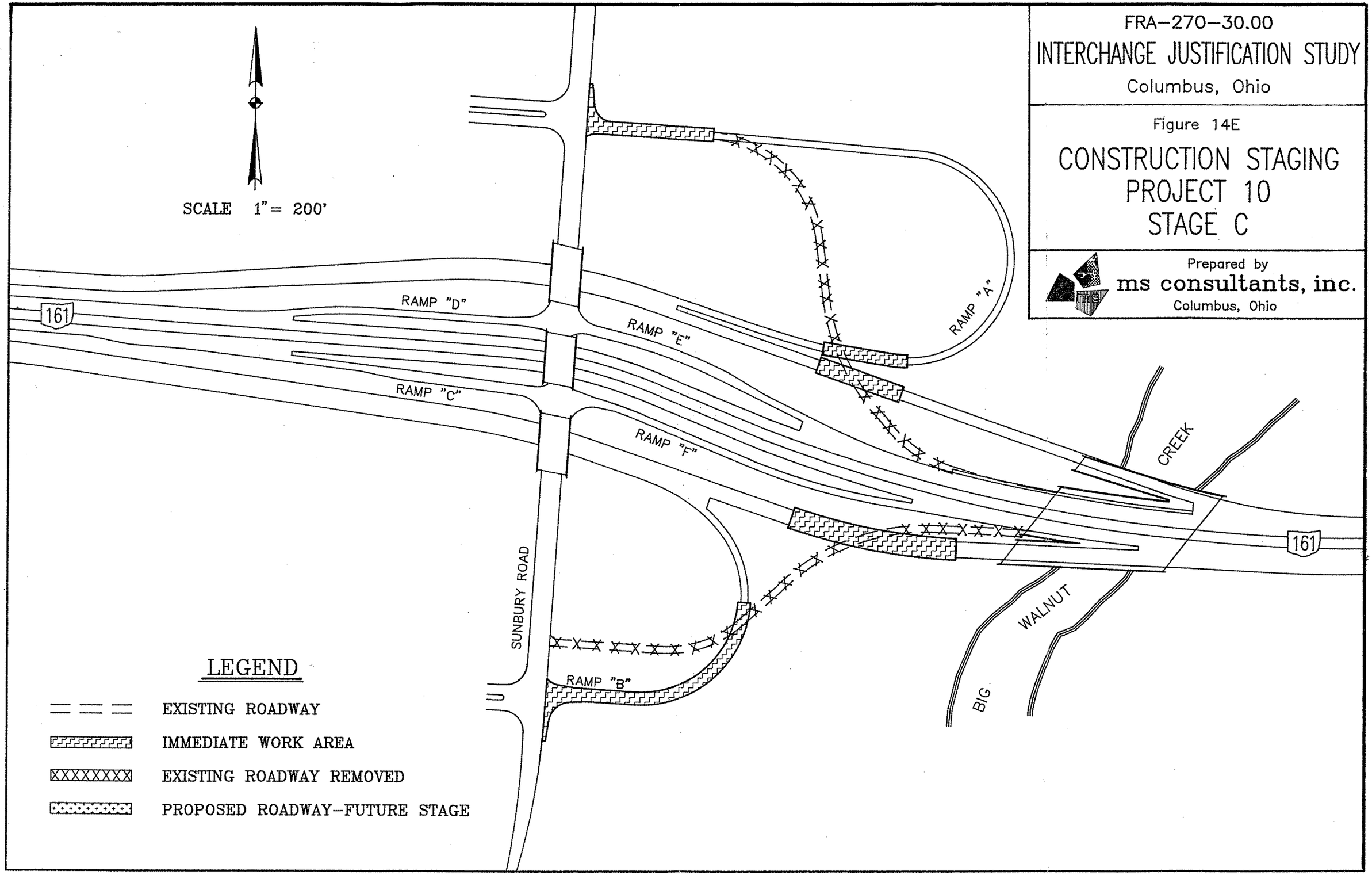
SCALE 1" = 200'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

10009\10–C #9 1/4/93

PROJECT 11:

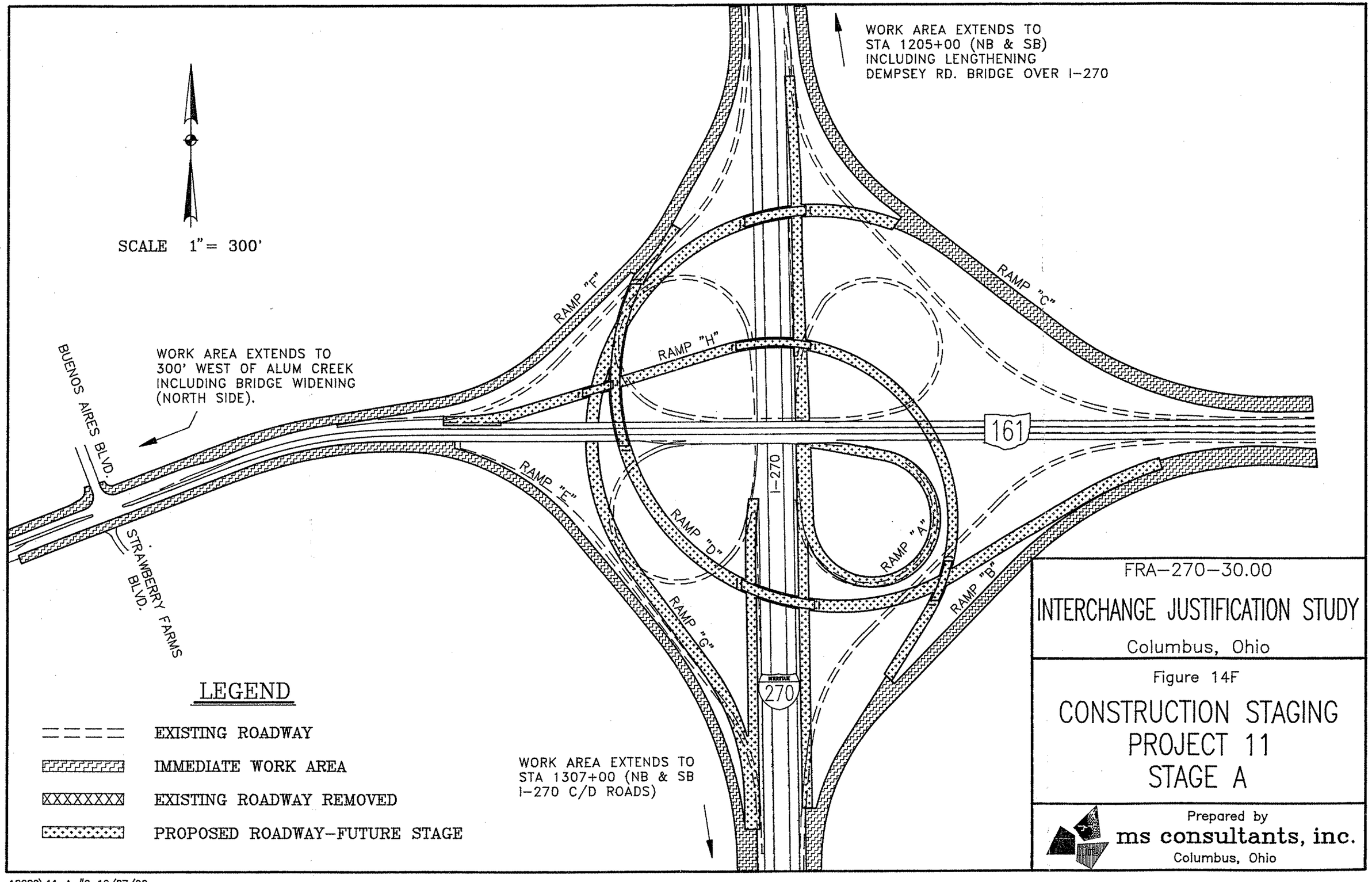
Reconstruction of I-270 & SR 161 interchange including related work on SR 161 west to Alum Creek and on I-270 to just north of Dempsey Road.

PROJECT 11 - STAGE A (see **Figure 14F**):

- Construct northbound and southbound I-270 C/D roads between SR 161 and Sunbury Road (Sta. 1280+00 to Sta. 1307+00).
- Construct Ramps "B", "C", "E", and "F" including the acceleration and deceleration lanes for Ramps "C" and "F" to just north of Dempsey Road.
- Lengthen Dempsey Road bridge
- Widen north side of westbound SR 161 from 300 feet west of Alum Creek to 800 feet east of Buenos Aires Boulevard (Sta. 815+00 ±) including widening of westbound SR 161 bridge over Alum Creek.
- Widen south side of eastbound SR 161 from the east end of Alum Creek Bridge to 700 feet east of Buenos Aires Boulevard.

PROJECT 11 - STAGE B (see **Figure 14G**):

- Open new ramps "B", "C", "E", and "F" and SR 161 C/D roads east of I-270 to traffic and close existing "outside" ramps at I-270 & SR 161.
- Close and remove the existing loop ramp in the northwest quadrant, detour the ramp traffic to the SR 161 & SR 3 interchange, and construct the following sections of ramps:
  - Ramp "G" from Sta. 1243+00 to Sta. 1261+00 including the Ramp "G" bridge over I-270; Ramp "G" from Sta. 1270+00 to Sta. 1277+00.
  - Ramp "H" from Sta. 1238+00 to Sta. 1251+00 including the Ramp "H" structure over Ramp "G"; Ramp "H" from Sta. 1264+00 to Sta. 1273 including the structure over Ramp "D" in the southeast quadrant.
  - Ramp "D" from Sta. 1257+00 to Sta. 1264+00 including the two



FRA-270-30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14F

CONSTRUCTION STAGING PROJECT 11 STAGE A

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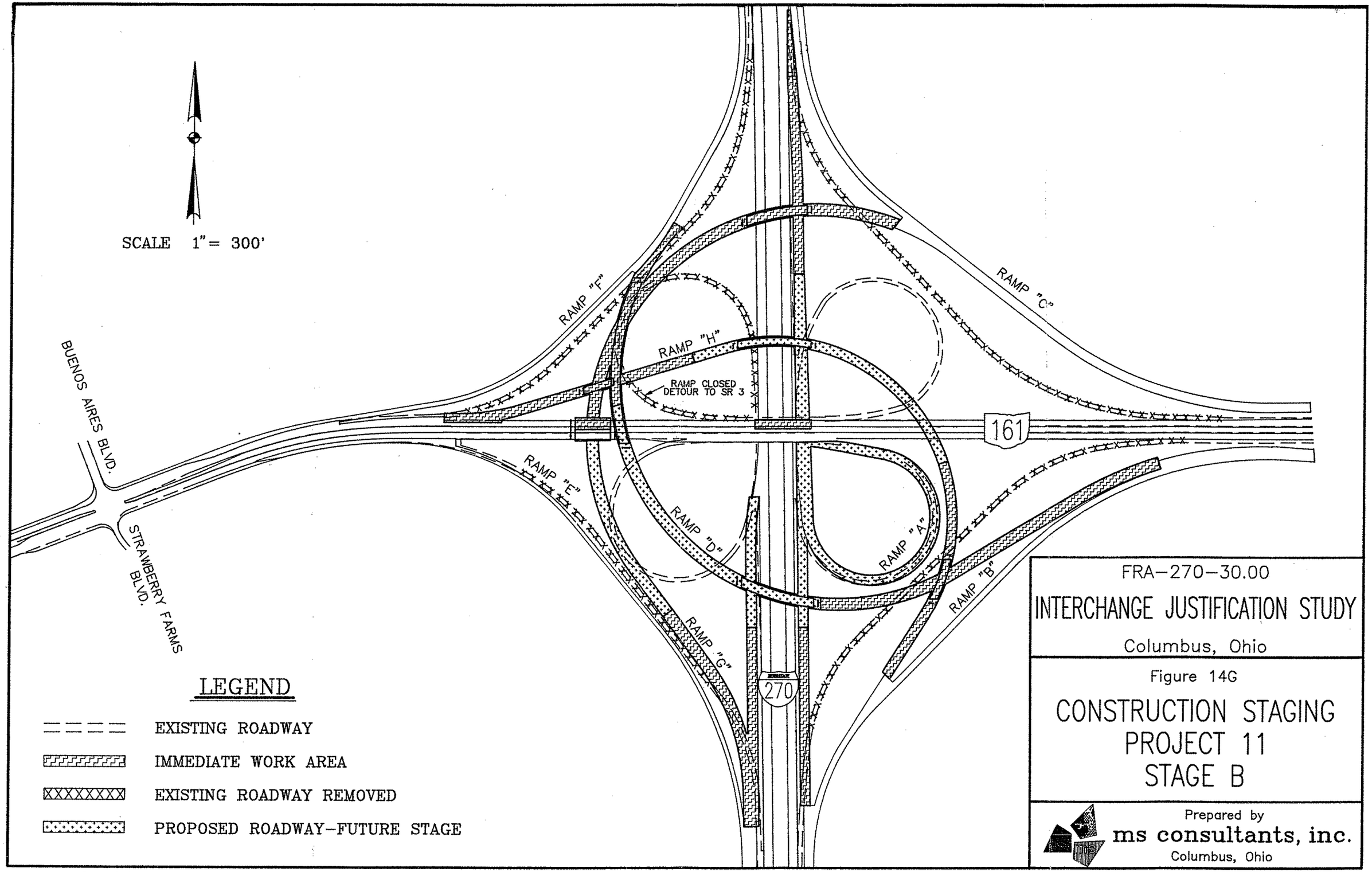
10009\11-A #9 10/27/92

SCALE 1"= 300'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14G

CONSTRUCTION STAGING PROJECT 11 STAGE B

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10009\11–C #9 11/3/92

structures over Ramp "G" and Ramp "H"; Ramp "D" from Sta. 1277+00 to Sta. 1290+00.

- Construct the northbound I-270 C/D road from Sta. 1240+00 to Sta. 1258+00 and from Sta. 1272+00 to Sta. 1280+00.

- Construct the southbound I-270 C/D road from Sta. 1271+00 to Sta. 1280+00.

- Using crossovers, maintain two-way two-lane traffic in the eastbound lanes of SR 161 between Sta. 825+00± and Sta. 835+00±. Close westbound lanes and construct north half of SR 161 structure over Ramp "G" and lengthen the westbound SR 161 structure over I-270.

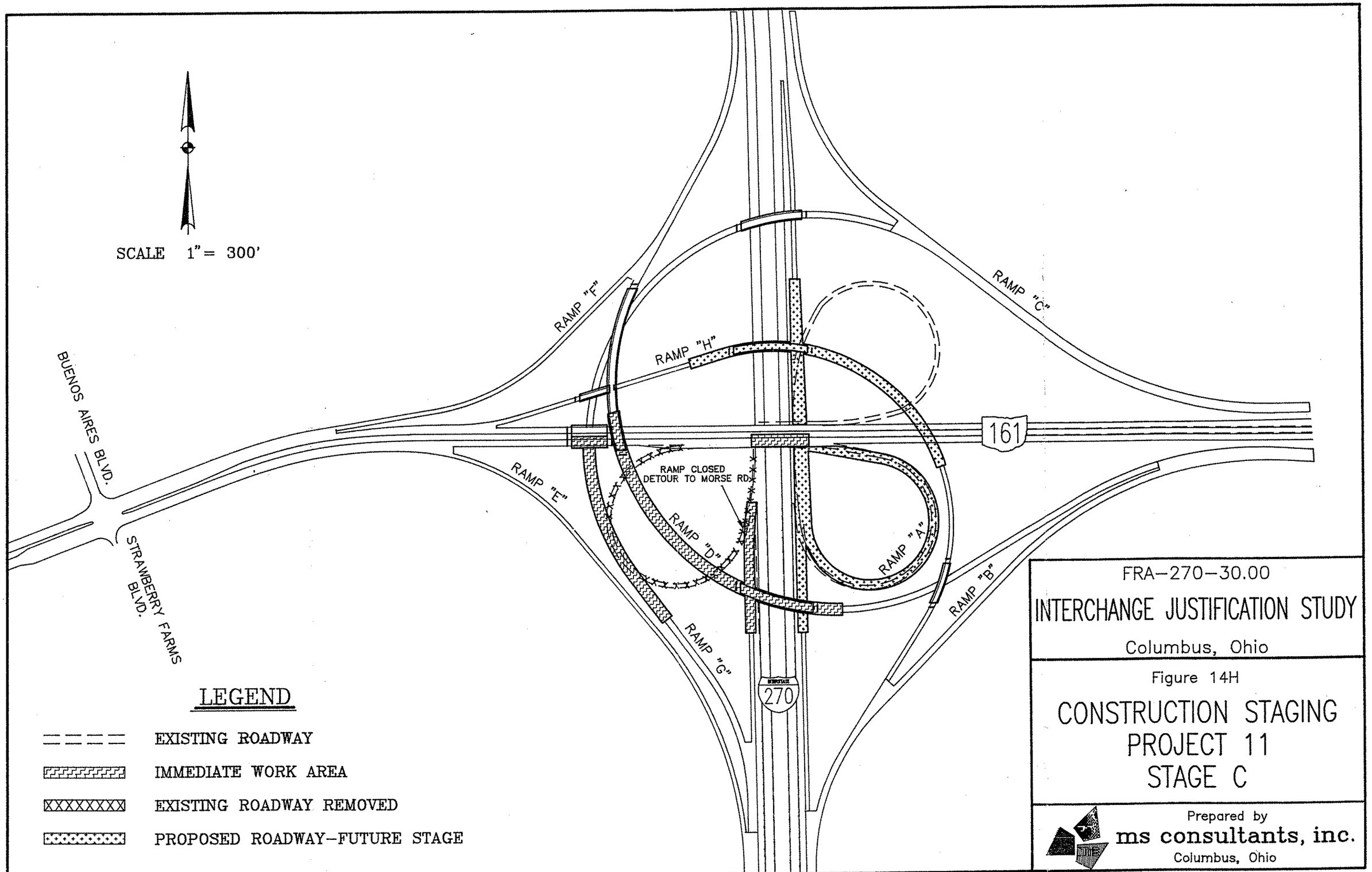
PROJECT 11 - STAGE C (see **Figure 14H**):

- Close and remove the existing loop ramp in the southwest quadrant, detour the ramp traffic to the I-270 & Morse Road interchange, and construct the following sections of ramps:
  - Ramp "D" from Sta. 1264+00 to Sta. 1277+00 including the two structures over SR 161 and I-270.
  - Ramp "G" from Sta. 1261+00 to Sta. 1270+00
- Construct the southbound I-270 C/D road from Sta. 1264+00 to Sta. 1271+00.
- Using crossovers, maintain two-way two-lane traffic in the westbound lanes of SR 161 between Sta. 825+00± and 835+00±. Close eastbound lanes and construct the south half of the SR 161 structure over Ramp "G" and lengthen the westbound SR 161 structure over I-270.

PROJECT 11 - STAGE D (see **Figure 14I**):

- Open new Ramps "D" and "G" and eliminate detours to SR 3 and Morse Road.

SCALE 1" = 300'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14H

CONSTRUCTION STAGING PROJECT 11 STAGE C

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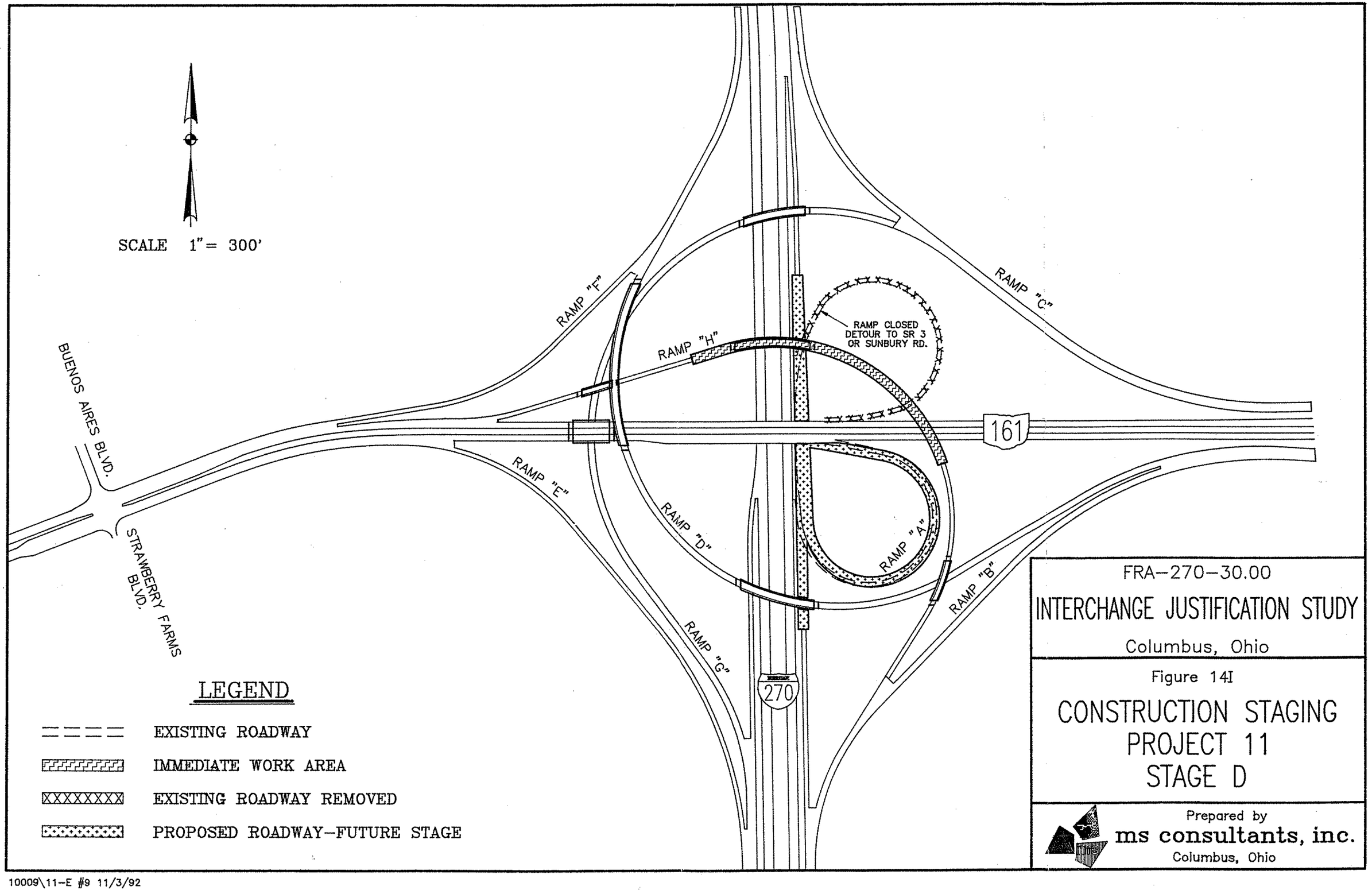
10009\11–D #9 11/3/92

SCALE 1"= 300'



LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14I

CONSTRUCTION STAGING PROJECT 11 STAGE D

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- Close and remove the existing ramp in the northeast quadrant, detour the ramp traffic to the SR 161 & Sunbury Road interchange, and construct Ramp "H" from Sta. 1251+00 to Sta. 1264+00 including the two new structures over I-270 and SR 161.

PROJECT 11 - STAGE E (see **Figure 14J**):

- Open new Ramp "H"
- Close and reconstruct Loop Ramp "A" in the southeast quadrant and detour the ramp traffic to the SR 161 & Sunbury Road interchange.
- Construct the remaining section of the northbound I-270 C/D road from Sta. 1258+00 to Sta. 1272+00.

ms consultants anticipates that the overall project will be completed in an uninterrupted manner that will result in the opening of individual projects as the project is completed. Shown in **Table 4** is the anticipated project schedule. If work proceeds uninterrupted, the proposed improvements will be completed by the end of the year 2002. Projects 1 - 9, which are located south of Sunbury Road, are expected to be completed and open to the public in late 1996. The project schedule shows a logical progression of the design and construction of the needed improvements. Some projects, or stages within a project, must be completed sequentially. Other projects can be completed concurrently or sequentially depending on the particular circumstances.

Projects 10 and 11 are scheduled to be constructed after Projects 1-9 are complete. This schedule is proposed for a number of reasons. Funding appropriations and local matching commitments are expected to govern the start of the respective projects. This is especially true of Projects 10 and 11 which combined are expected to amount to nearly half of the cost of the proposed improvements as detailed in the next section. Right-of-way acquisition for Projects 10 and 11 are also expected to control the construction start date. It is anticipated that the rights-of-way and relocation procedures within these project limits will be performed while Projects 1-9 are constructed. The developer is currently acquiring right-of-way for Projects 1-9. Futhermore, constructing

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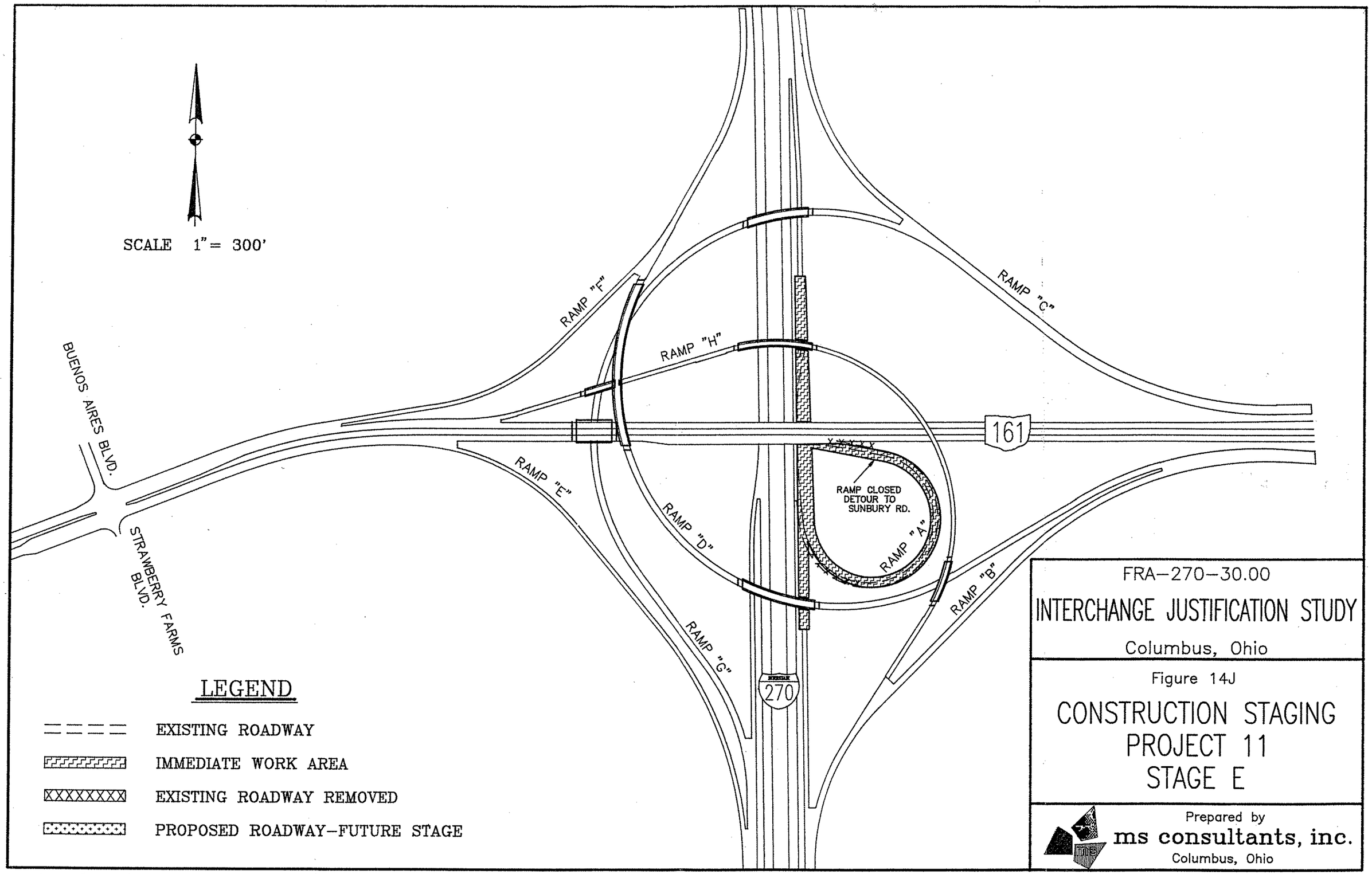

LEGEND

- EXISTING ROADWAY
- IMMEDIATE WORK AREA
- EXISTING ROADWAY REMOVED
- PROPOSED ROADWAY–FUTURE STAGE

FRA–270–30.00

INTERCHANGE JUSTIFICATION STUDY

Columbus, Ohio

Figure 14J

CONSTRUCTION STAGING PROJECT 11 STAGE E

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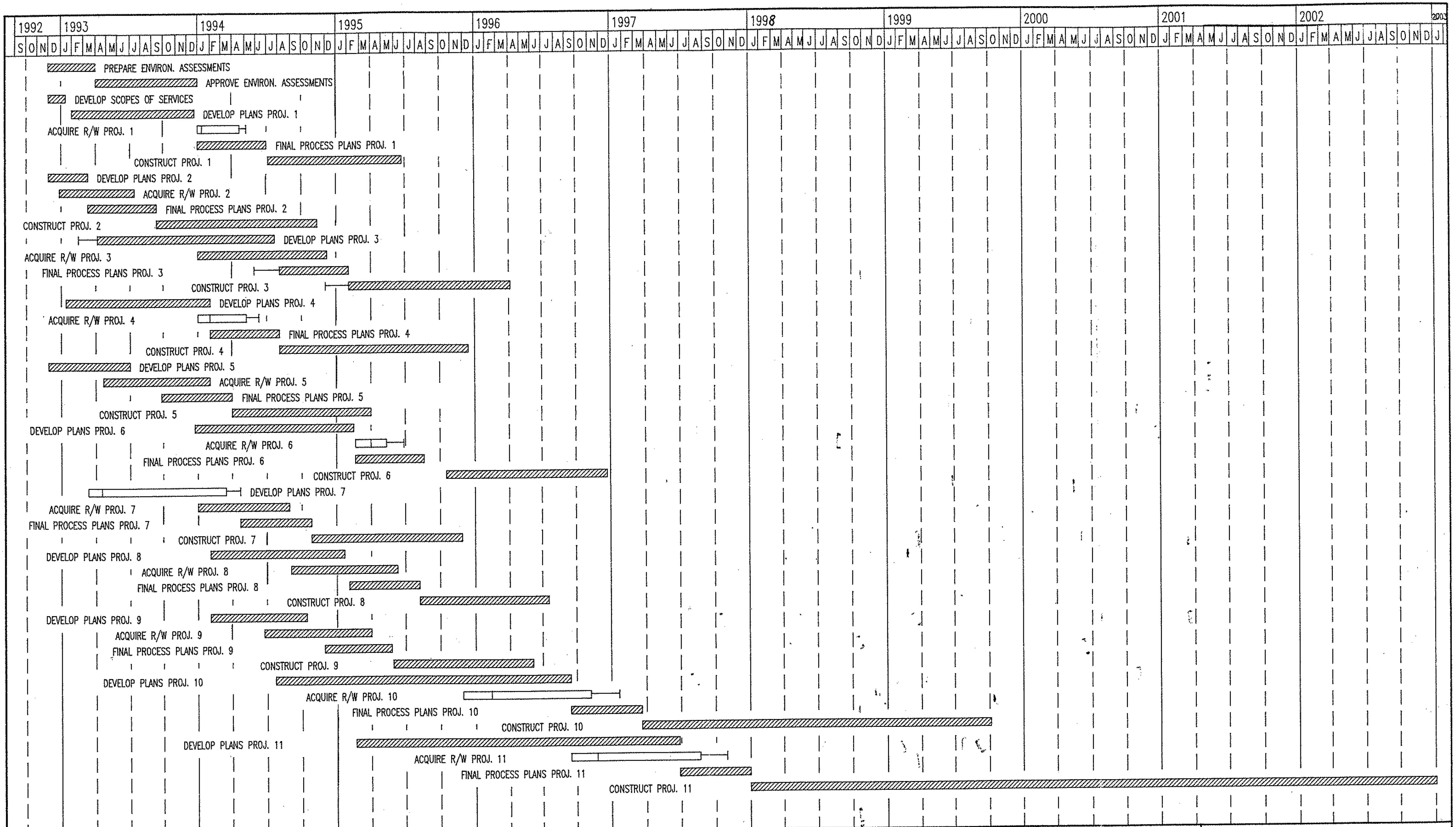

LS FLOAT DESC

MILESTONE

CRITICAL

PLANNED

TABLE 4
PROJECT SCHEDULE

RUN DATE 14JAN93
START DATE 01DEC92
DATA DATE 01DEC92
FINISH DATE 02JAN03

SURETRAK

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CONSULTING ENGINEERS & PLANNERS

Projects 10 and 11 after Morse Road is improved (Project 6) will mean that only one major east-west route is under construction at any given time.

Cost Estimates

Project costs and responsibilities are currently being finalized for each of the eleven construction sections identified previously in this Interchange Justification Study. **Table 5** identifies the estimated cost in 1992 dollars of construction and inspection for each of the eleven projects; these estimated costs total $195,184,000. Table 5 also identifies the year when the construction contract is expected to be awarded and the year in which each individual project should open to traffic. Costs of environmental work, design engineering and right-of-way are not currently included in Table 5.

Work is presently on-going to identify final cost estimates for all aspects of each project. The public agency or private sector entity responsible for each element of each project will also be identified along with the overall Chief Administrator for each project. Funding sources and cost-sharing strategies for each project will be determined and forwarded to all affected agencies in tabular format upon completion. Such data will serve to supplement this Interchange Justification Study.

- TABLE 5 -

ESTIMATED CONSTRUCTION COSTS

PROJECT	ESTIMATED COST	AWARD YEAR	YEAR OPEN
PROJECT 1	$27,199	1994	1995
PROJECT 2	5,940	1993	1994
PROJECT 3	40,271	1994	1996
PROJECT 4	6,800	1994	1995
PROJECT 5	1,400	1993	1994
PROJECT 6	11,762	1995	1996
PROJECT 7	2,300	1994	1995
PROJECT 8	5,290	1995	1996
PROJECT 9	2,760	1995	1996
PROJECT 10	26,208	1997	1999
PROJECT 11	65,254	1997	2002
TOTAL	**$195,184**		

NOTE: Costs shown are in thousands of dollars

- CHAPTER VII -

ENVIRONMENTAL OVERVIEW

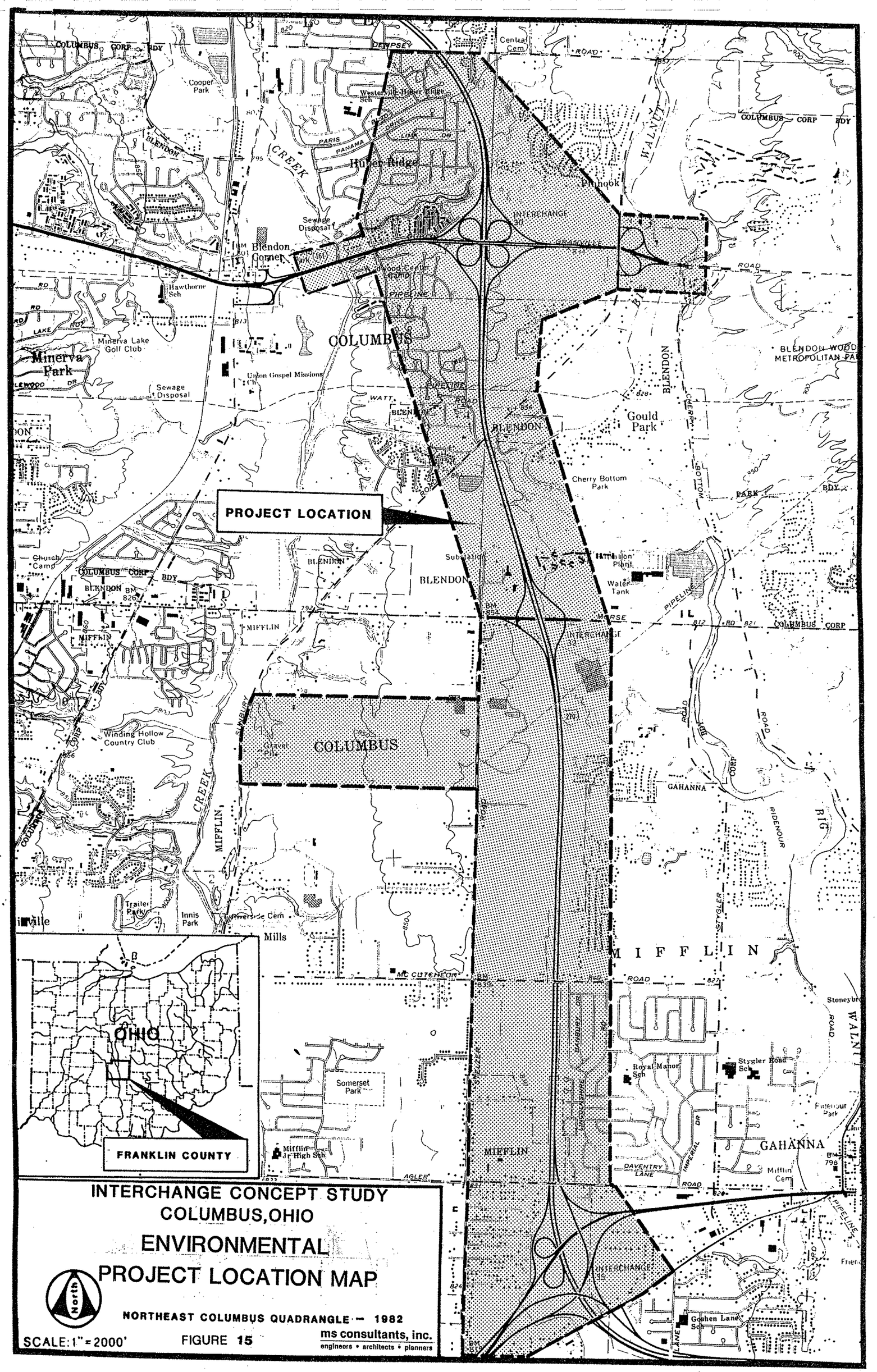
ENVIRONMENTAL OVERVIEW

Summary of Findings

The Environmental Overview represents a basic inventory of relevant social, economic, and environmental features of the study area. As the first phase of the environmental evaluation of preliminary project elements, its objective is the identification of possible constraints and opportunities that should be considered as the project is more fully developed. This evaluation is qualitative and based primarily upon secondary sources, literature reviews, and limited field investigations.

The primary study area for the Environmental Overview is shown in **Figure 15.** The Environmental Overview will focus on the identification of constraints associated with proposed improvements to the I-270 main line and modifications of the SR 161 and Morse Road interchanges. The proposed Morse Road interchange improvements include a connection to Stelzer and Sunbury Roads. As the project was developed, various other interchange configurations and highway improvements were proposed and evaluated. During this process, critical environmental factors were considered. These factors included potential involvement with Section 106/4(f) sites, hazardous waste sites, and ecologically sensitive areas such as wetlands. Impacts related to land use activities, extensive displacements and noise sensitive receptors, were also considered. Potentially greater environmental impacts associated with a particular alternative are described elsewhere in the justification report. Preliminary alternatives which did not provide acceptable design solutions were discarded because of overriding engineering or traffic factors, however, and were not evaluated further in terms of their potential environmental impacts. The discussions in this Environmental Overview will be primarily limited to the various elements included in the proposed action as it is currently envisioned.

The potential impacts of the various program elements were determined utilizing available inventory information. The Environmental Overview has identified a number of physical, social, and environmental factors which may be affected by one or more of the proposed project elements. Based upon this initial evaluation, none of these factors (extensive involvement with wetlands, National Register Sites, Section 4(f) lands, etc.)



INTERCHANGE CONCEPT STUDY
COLUMBUS, OHIO
ENVIRONMENTAL
PROJECT LOCATION MAP

North

NORTHEAST COLUMBUS QUADRANGLE — 1982

SCALE: 1" = 2000'

FIGURE 15

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appear to present overriding constraints to the further development of any program element. However, as with any project of this magnitude, there are certain environmental considerations which should be taken into account as the project is developed.

General observations which can be made concerning the project elements are:

1. Ecological resources do not appear, at this time, to be a major constraint. None of the program elements appear to impact significant areas of critical terrestrial or aquatic habitats. There are wetlands in the general area of the ramp connection to Stelzer and Sunbury, and the location of the wetlands should be considered as the final alignment is developed. Additional field investigation and conclusive delineation of critical identified habitats will be undertaken during the environmental documentation process.

2. No structures that are listed on the National Register of Historic Sites and Places are anticipated to be impacted by the various project elements. Initial studies indicate the entire area to be archaeologically sensitive, although no known sites are affected. Further investigation of Cultural Resources is warranted and Level II Cultural Resource investigations are underway for sites and properties potentially affected by right-of-way acquisition.

3. The Preliminary Hazardous Waste Screening indicates that specific areas of concern are primarily commercial uses and gasoline service stations located adjacent to existing rights-of-way.

4. A preliminary noise analysis has been conducted using the STAMINA 2.0 model. The model indicates that noise levels already exceed the FHWA Noise Abatement Criteria of 67 dBA for many receiver locations within 1,000 feet of the existing roadway. With the proposed improvements, these levels will increase slightly (1.2 to 2.1 dBA) by the Design Year of 2015. These increases are attributable to greater traffic volumes, lane additions, and new

ramp locations. Preliminary studies indicate that noise barriers could provide effective noise abatement for many of the impacted areas. Receptors located within approximately 400 feet of the roadway would receive the greatest benefit from these abatement measures.

Cultural Resources

In December, 1991, a Phase I literature review was conducted for proposed road improvements and interchange construction along I-270. This literature review also considered areas along the nearby arterial system, including Morse, Stelzer, and Sunbury Roads.

The project area is located in Blendon and Mifflin Townships, Franklin County, Ohio. The topography of the area is gently rolling uplands between the deeply entrenched Big Walnut and Alum Creeks. The literature review identified 33 previously inventoried prehistoric sites within the general study area. Although no temporal affiliations could be determined for most of the previously recorded sites, those that did produce diagnostics ranged from Early Archaic to Late Woodland. This relatively high number of sites indicates that the area encompassed by the project corridors is archaeologically sensitive.

One previously inventoried site, 33 Fr 777, is located along I-270 north of Sunbury Road and may be partially within the area potentially impacted by the addition of lanes to I-270. There are no inventoried sites in the area of the proposed Morse Road interchange improvements that are considered eligible for the National Register.

The literature review for architectural structures or structural complexes concentrated upon the main roads of Agler, McCutcheon, Morse, Sunbury, and Stygler. Early county atlases and USGS topographic maps (both 15' and 7.5') indicated numerous structures near the project area (**Figure 16**). The Ohio Historic Inventory Forms listed ten structures either within or near the project area. Three structures that are particularly near the project area were identified. Of these, two structures (FRA-1799-12, 3638 Sunbury Road and FRA-2602-12, 2422 Sunbury Road) are houses, and one structure is the Divinity

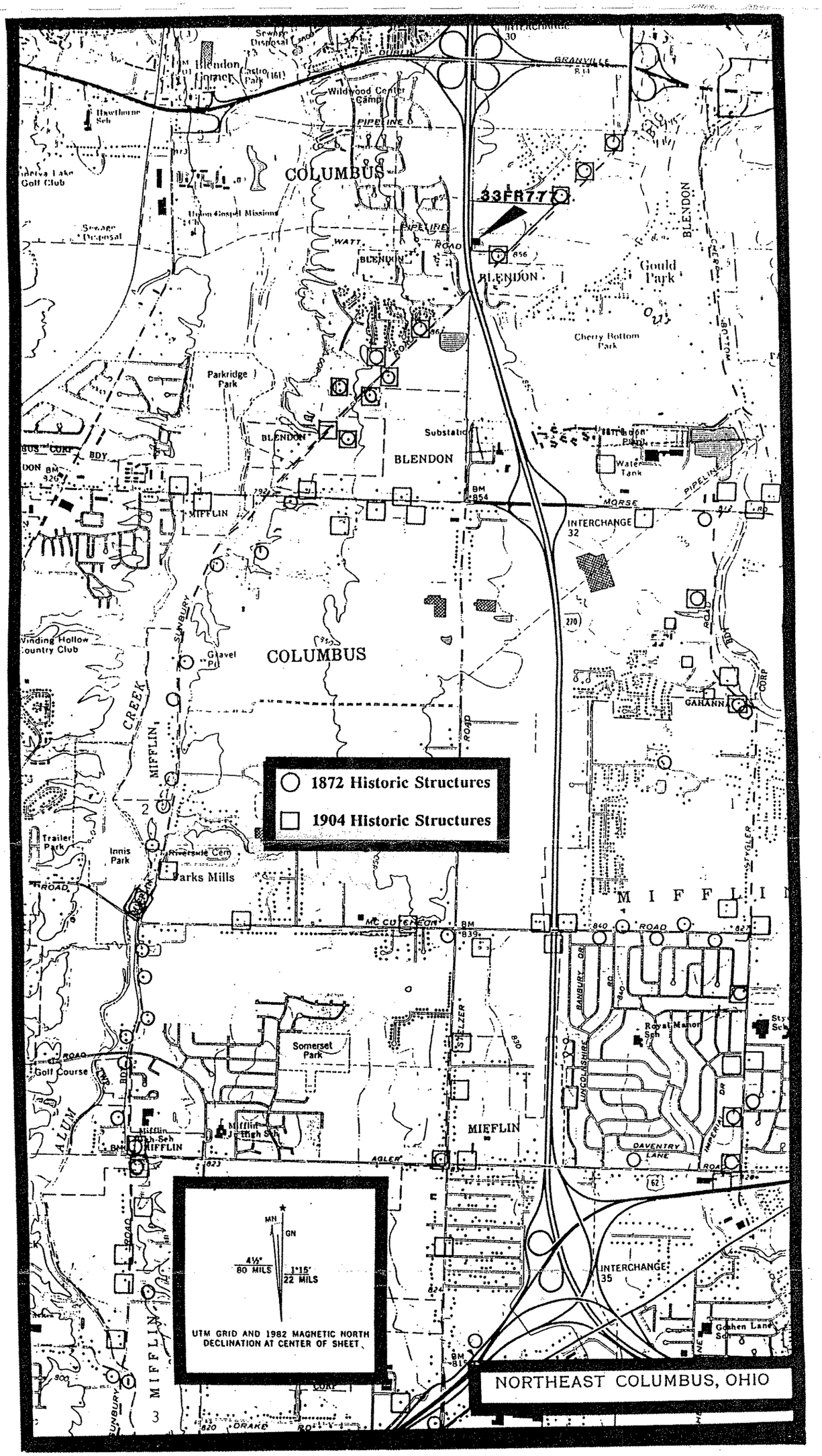


FIGURE 16

SOURCE: ARCHAEOLOGICAL SERVICES CONSULTANTS, INC.

Lutheran Conference Hall (FRA-1778-12, 3209 McCutcheon Road). The seven remaining structures are outside the project area but are in close proximity.

The National Register of Historic Places listed one structure near the project area. The Agler-LaFollete House is located at 2621 Sunbury Road, south of Agler Road. This site is not directly impacted by any project element.

The historic bridge inventory indicated that one bridge has been inventoried in the vicinity. The Agler Road Bridge, at Agler and Sunbury, would not be impacted by the proposed improvements.

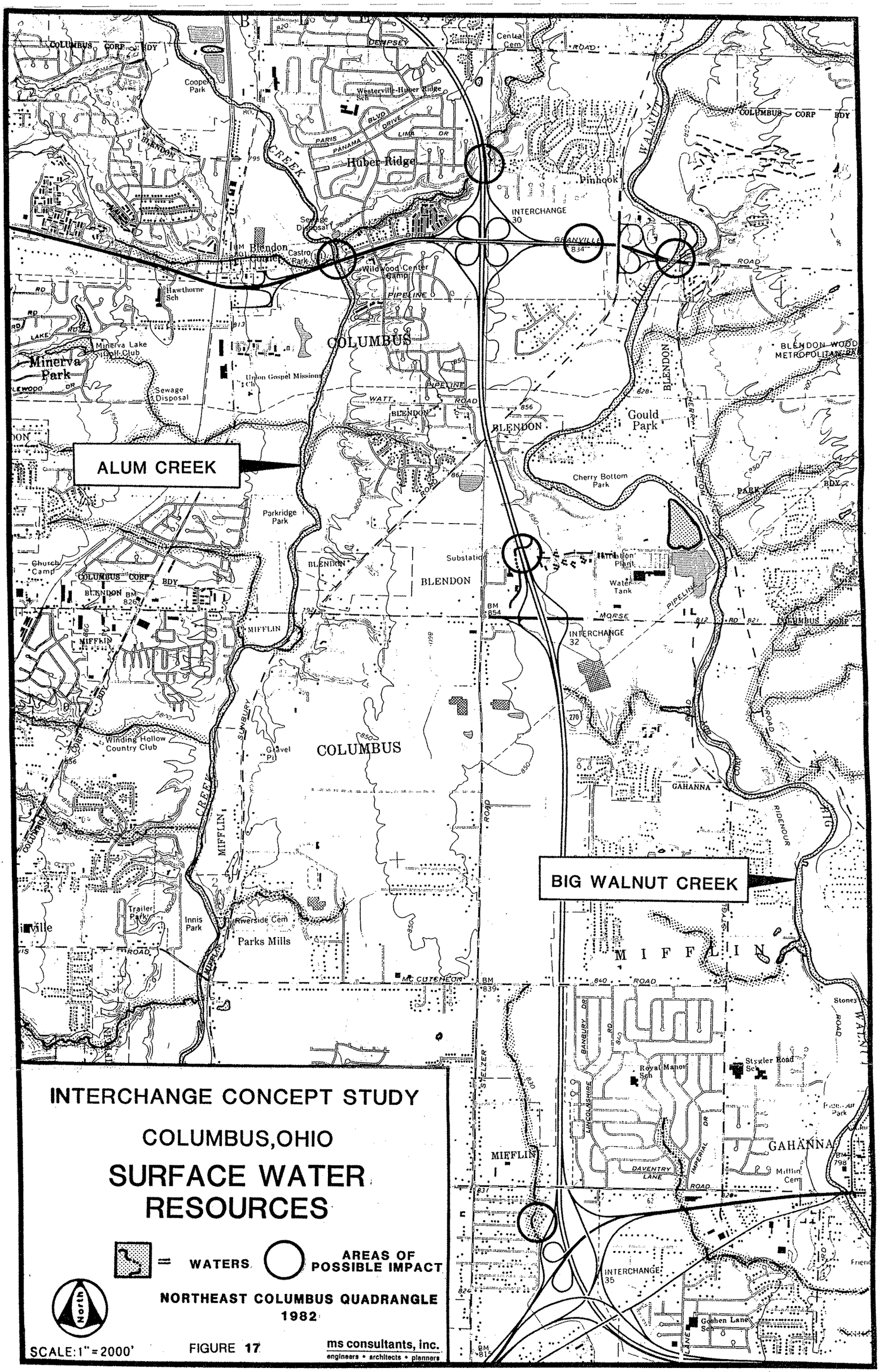
Site specific studies of archaeologic and historic resources (Level II Reconnaissance Survey) will be performed for areas potentially affected by proposed right-of-way acquisition.

Ecological Factors

The predominant land cover in the project area is cultivated field, found throughout the study area, followed by old field, located primarily east of Sunbury Road. In the wooded areas, the most common growth is deciduous, including oak, birch, maple, hickory, and sassafras trees. These are found in large stands around the perimeter of the study area. Combined deciduous and coniferous growth can be found in the area between Stelzer Road and I-270.

After reviewing its records, the Ohio Department of Natural Resources (ODNR) has confirmed that it has no records of "rare and endangered species" in the project area (Appendix E). However, ODNR also stated that "...a lack of records for any particular area is not a statement that special plant or animal species are lacking...". More detailed ecological investigations will be accomplished for areas directly affected by feasible project alternatives.

The surface water resources in the project area are shown in **Figure 17**. Alum Creek and Big Walnut Creek, the principal streams in the area, are major tributaries to the Scioto River. Several tributaries of these streams are potentially impacted by project elements. In particular, the widening of the mainline of I-270 north of S.R. 161 will involve a crossing of an unnamed tributary of Alum Creek. Ecological studies of this stream



INTERCHANGE CONCEPT STUDY

COLUMBUS, OHIO

SURFACE WATER RESOURCES

= WATERS

AREAS OF POSSIBLE IMPACT

NORTHEAST COLUMBUS QUADRANGLE
1982

North

SCALE: 1" = 2000'

FIGURE 17

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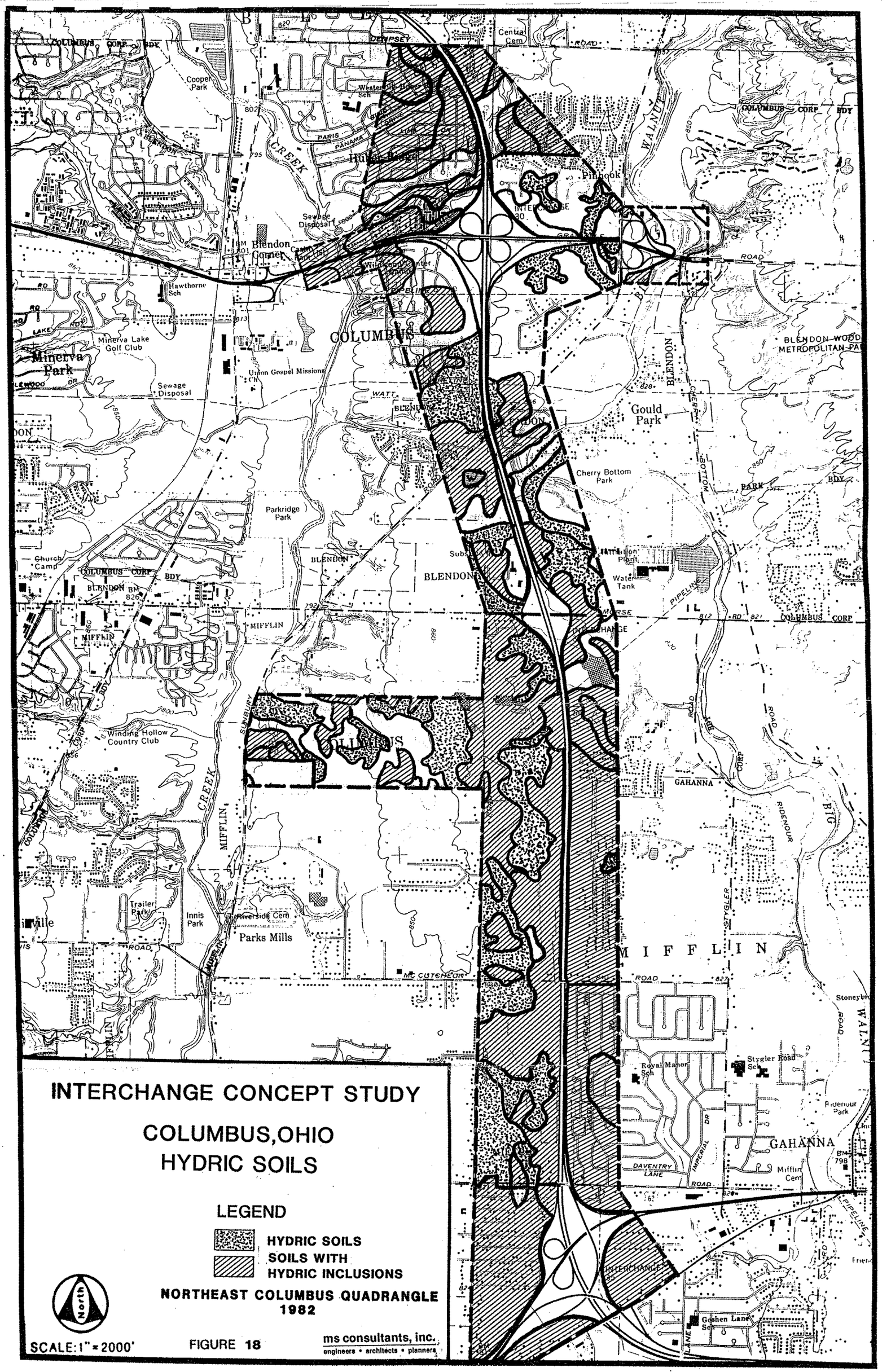
should be undertaken. Based on consultation with OEPA, there is no published water quality or biological data available for this stream. Three minor intermittent streams are also located in the project area. All appear to have been channelized. Both Big Walnut Creek and Alum Creek may be impacted by work on S.R. 161. A substantial amount of chemical and biological data for these streams have been provided by OEPA and will be included in future environmental documentation. The data indicates that the Big Walnut Creek has a diverse biological community (fish and benthic) that includes species intolerant of pollution. The biological community of Alum Creek is less diverse and shows some impact from pollution. Detailed ecological studies as required will be undertaken for these streams.

The presence of jurisdictional wetlands can be an important factor influencing the selection of design alternatives for highway projects. An evaluation of the soils map and of aerial photographs of the study area indicates that there is some possibility of wetlands involvement, particularly as a result of the Morse Road interchange development project. The presence of "hydric soils" is considered to be a major indicator of the potential presence of wetlands. A map of the study area that shows hydric soils, as well as soils that may have hydric inclusions, is shown as **Figure 18**. A complete listing of hydric soils, and non-hydric soils with hydric components, common to the area is contained in Appendix E.

The hydric soils found in the area are Condit silt loam (Cn), Pewamo silty clay loam (Pm), and Sloan silt loam (So). The Condit soils are nearly level, deep, poorly drained soils commonly found in slight depressions. The Pewamo soils are nearly level, deep, very poorly drained soils found in depressions and along drainageways. The Sloan soils are nearly level, deep, very poorly drained soils commonly found in depressions near slope breaks and in narrow swales of high water channels on wide flood plains.

The extensive hydric soils and the presence of pin oaks and similar trees in the remaining woodlots indicate that most of the area, prior to human modification, was composed of wooded wetlands. The presence of pin oaks suggests that these lands were wet in the Spring, but dried out in the Summer months.



INTERCHANGE CONCEPT STUDY

COLUMBUS, OHIO
HYDRIC SOILS

LEGEND

HYDRIC SOILS

SOILS WITH HYDRIC INCLUSIONS

NORTHEAST COLUMBUS QUADRANGLE 1982

North

SCALE: 1" = 2000'

FIGURE 18

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Human activities, including agricultural drainage, residential development, and road construction, have effectively drained most of the study area. Based upon aerial photography and field observation, most of the area is no longer wetland. There are, however, a few remaining pockets of wetlands, primarily in woodlots, along ditches and streams, and in small poorly drained areas.

The development of a New Crossroad and the connector to Stelzer and Sunbury Roads could have some potential for impacting jurisdictional wetlands. Based on preliminary reviews of soils maps and aerial photography, it appears that there may be pockets of wetlands in this vicinity. The amount of wetlands impacted will be dependent upon the specific alignment for this roadway. Wetlands locations will be evaluated during project development. Future ecological studies shall include detailed delineations of potential wetland areas.

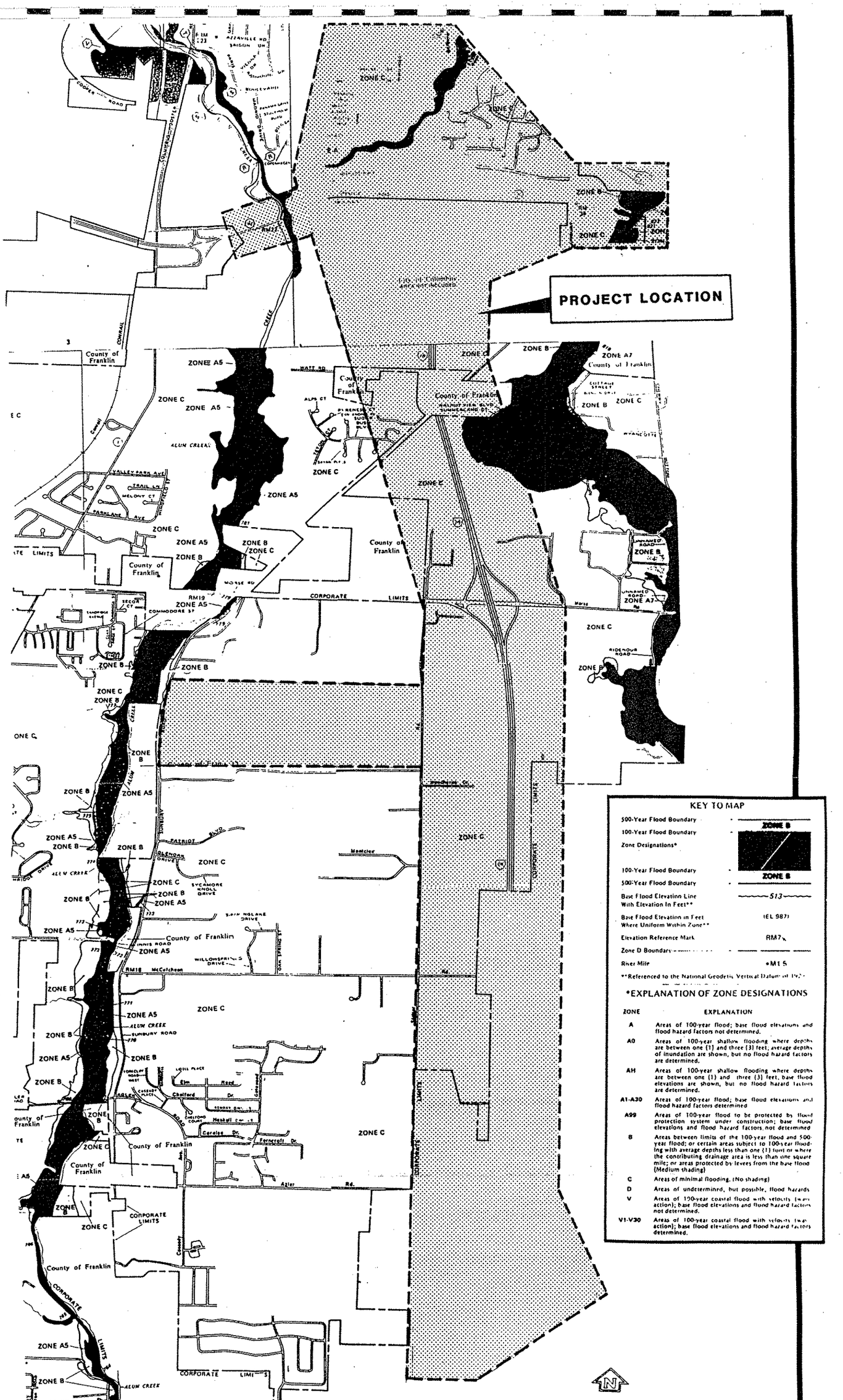
To date, the U.S. Fish and Wildlife Service has not developed a National Wetland Inventory (NWI) map for the project area.

Flood Hazards

A Flood Boundary and Floodway Map for a portion of the City of Columbus (National Flood Insurance Program, Map #390170 0045) is provided as **Figure 19**. This map identifies the extent of the 500 and 100-year flood boundary as it relates to the study area.

Land Use and Development

The study area adjacent to the I-270 beltway is composed primarily of established residential neighborhoods and undeveloped land. Beyond the beltway lies Gahanna and New Albany. Gahanna is composed primarily of newer residential neighborhoods expanding from I-270 to the north and east, south of the planned residential developments in New Albany. A map of the Political Jurisdictions within the study area is shown as **Figure 20**. Existing land uses in the area are shown on **Figure 21**, and current zoning (City of Columbus) is shown on **Figures 22A and 22B**. Zoning in the



INTERCHANGE CONCEPT STUDY
COLUMBUS,OHIO

APPROXIMATE SCALE
2000 0 2000 feet

FLOOD BOUNDARY AND FLOODWAY MAP

FIGURE **19**

SOURCE: FEMA,CITY OF COLUMBUS,OHIO

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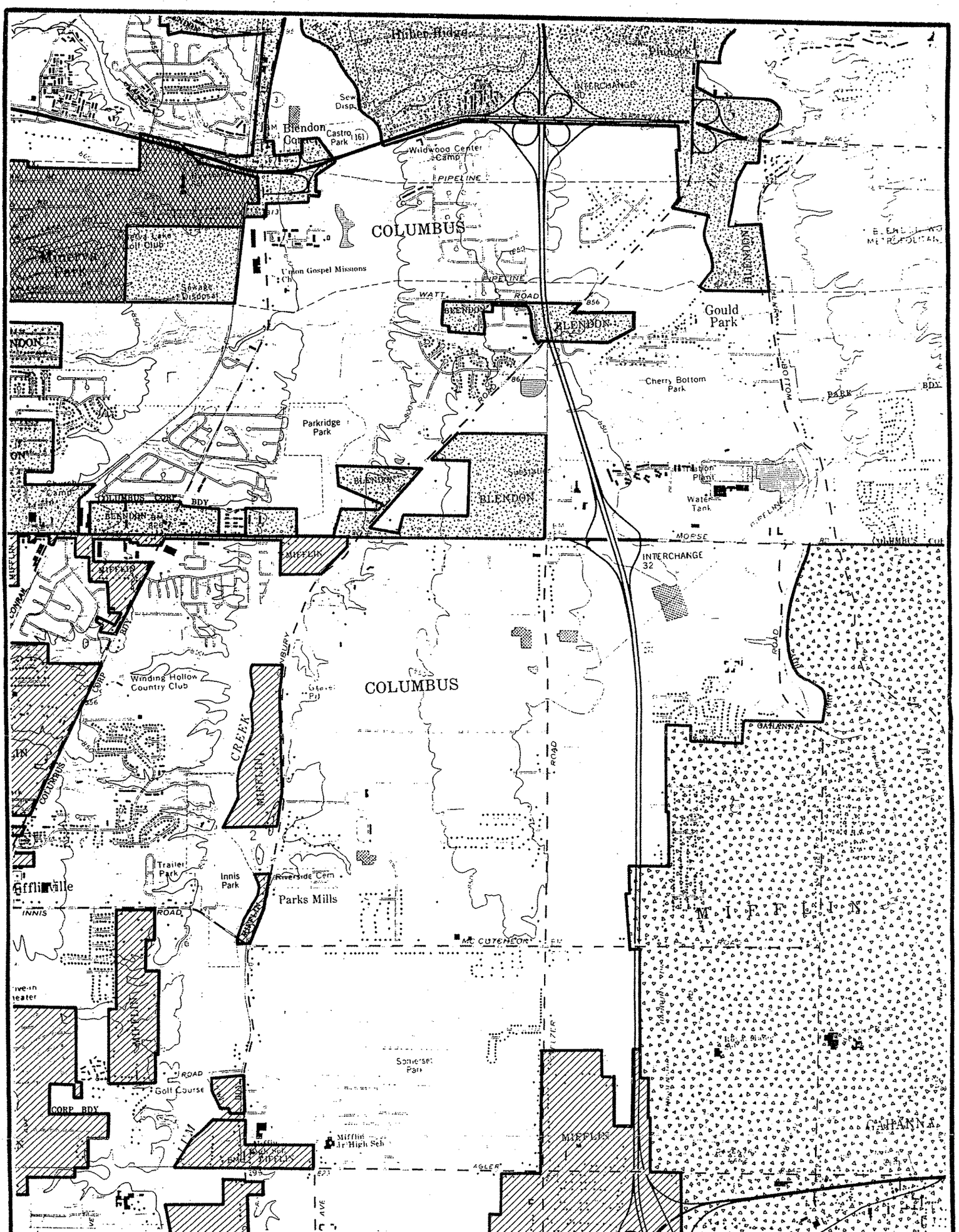

FIGURE 20

INTERCHANGE CONCEPT STUDY I-270 – COLUMBUS, OHIO

POLITICAL JURISDICTIONS

NORTHEAST COLUMBUS QUADRANGLE 1982

- COLUMBUS
- BLENDON TWP.
- MINERVA PARK
- MIFFLIN TWP.
- GAHANNA

North

SCALE:1"=2000'

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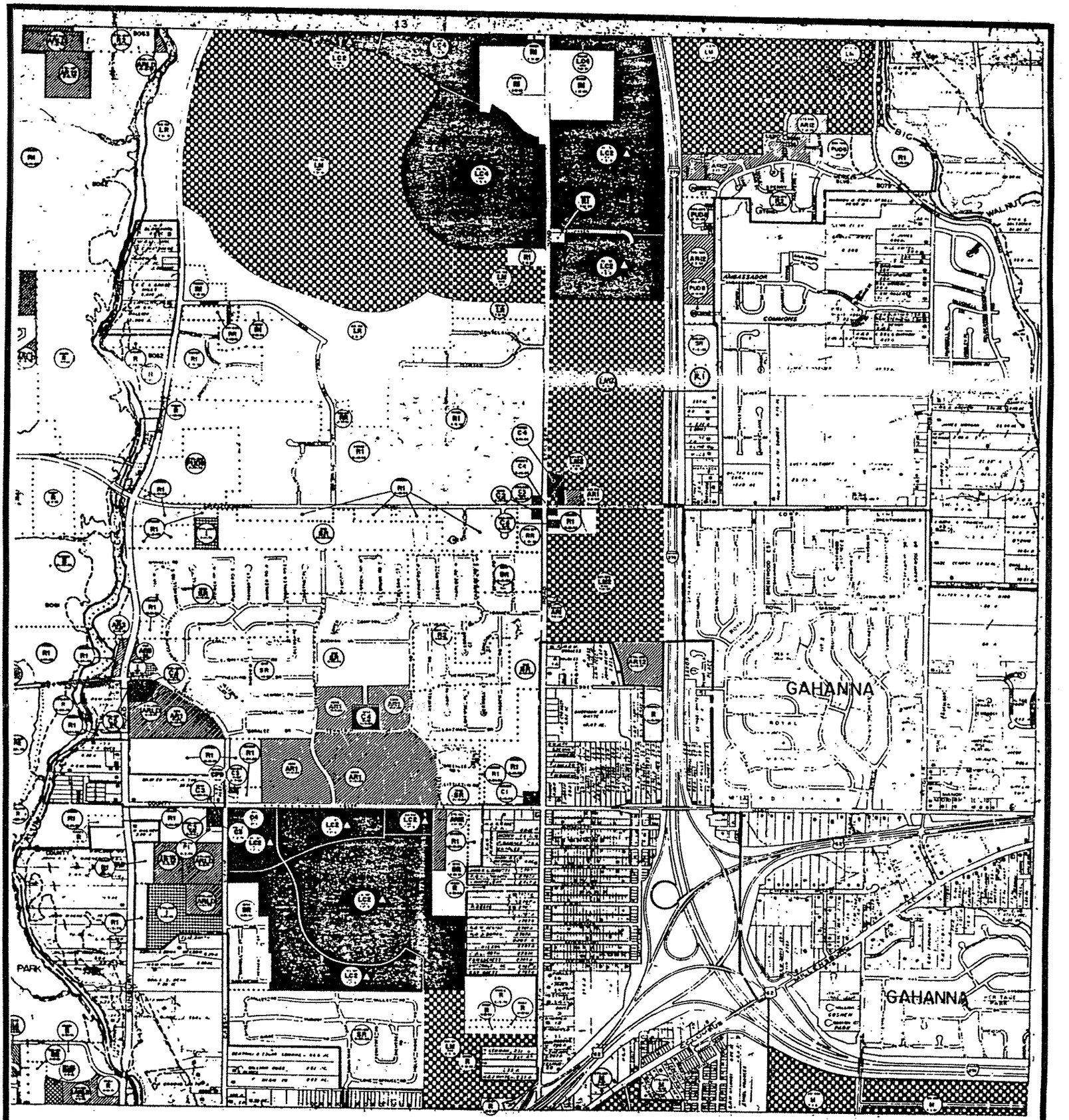

INTERCHANGE CONCEPT STUDY

COLUMBUS, OHIO

GENERALIZED ZONING MAP

NORTHEAST COLUMBUS QUADRANGLE

1982

NO SCALE

FIGURE 22a

ms consultants, inc.
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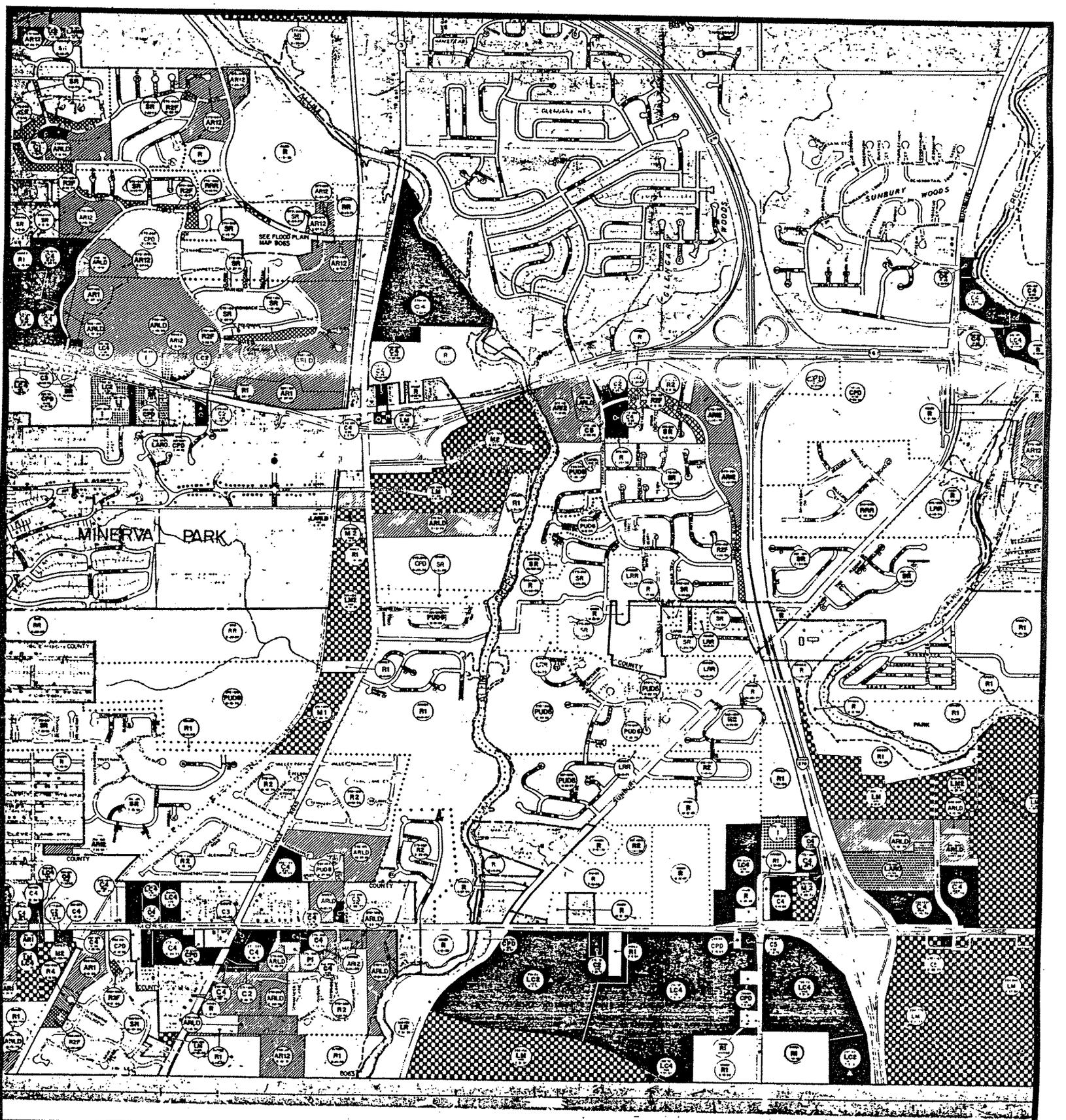
LEGEND

- LRR, RRR, RR, SR, R1, R2, R3-Residential
- R2F-Residential
- R4-Residential
- PUD-Planned Urban Development
- AR12, ARLD, AR1, AR2, AR3, AR4-Apartment Residential
- ARO-Apartment Office
- MHP-Mobile Home Park
- PC-Planned Community
- I-Institutional
- P1-Private Parking
- P2-Public Parking
- C1-Commercial
- C2-Commercial
- C3-Commercial
- C4, C5-Commercial
- CB-Central Business
- CC-Civic Center
- M, M1, M2-Manufacturing
- EQ-Extraction and Quarrying
- FP-Flood Plain



INTERCHANGE CONCEPT STUDY

COLUMBUS, OHIO

GENERALIZED ZONING MAP

NORTHEAST COLUMBUS QUADRANGLE

1982

NO SCALE

FIGURE **22b**

ms consultants, inc.
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LEGEND

- LRR, RRR, RR, SR, R1, R2, R3 - Residential
- R2F - Residential
- R4 - Residential
- PUD - Planned Urban Development
- AR12, ARLD, AR1, AR2, AR3, AR4 - Apartment Residential
- ARO - Apartment Office
- MHP - Mobile Home Park
- PC - Planned Community
- I - Institutional
- P1 - Private Parking
- P2 - Public Parking
- C1 - Commercial
- C2 - Commercial
- C3 - Commercial
- C4, C5 - Commercial
- CB - Central Business
- CC - Civic Center
- M, M1, M2 - Manufacturing
- EQ - Extraction and Quarrying
- FP - Flood Plain

study area is also administered by the City of Gahanna and Blendon, and Mifflin Townships.

Commercial establishments supported by these residential areas are located along Cleveland Avenue, S.R. 3, and Morse Road, west of the study area. U.S. 62 through Gahanna has numerous commercial establishments geared toward that City's needs. Located throughout these areas are recreational and institutional uses such as parks and schools commonly found in residential neighborhoods. Some commercial establishments are located in the I-270 and Morse Road interchange area. These are primarily highway oriented uses. A corporate office and distribution center complex (The Limited) is located in the southeast quadrant of I-270 and Morse Road and extends southward to the residential neighborhoods in Gahanna. Development west of the S.R. 161 interchange is generally residential. East of the interchange, commercial development and areas zoned for commercial use, but currently vacant, adjoin S.R. 161.

Much of the study area to the south and west of the New Crossroad and interchange, extending to Sunbury Road consists of vacant land which has been rezoned for its intended use. Extensive development of this area, generally bounded by Morse and Sunbury Roads and I-270, is currently underway. Development will include a mixture of office, light manufacturing, distribution, and hotel facilities. Also proposed for the area between Stelzer and Sunbury is a retail mall. Development between Morse and McCutcheon Roads, east of Stelzer Road, includes Ross Park, under phased construction, and proposals for corporate office buildings, commercial service, and retail facilities.

Major highway facilities in the vicinity of the proposed project and the physical and operational characteristics of the existing roadway network are discussed in greater detail elsewhere in the interchange justification report.

Other than roads, the other major transportation facility in the northeast Columbus area is the Port Columbus International Airport. Port Columbus is located southeast of the I-670/U.S. 62/I-270 interchange. Access is via Stelzer Road and International Gateway south of the project area.

A number of studies of the Morse-Stelzer area have been produced by agencies and affected municipalities that play important roles in improving access within this region. These plans address projected increases in traffic in and around the study area, and generally agree on ways to best manipulate the growth.

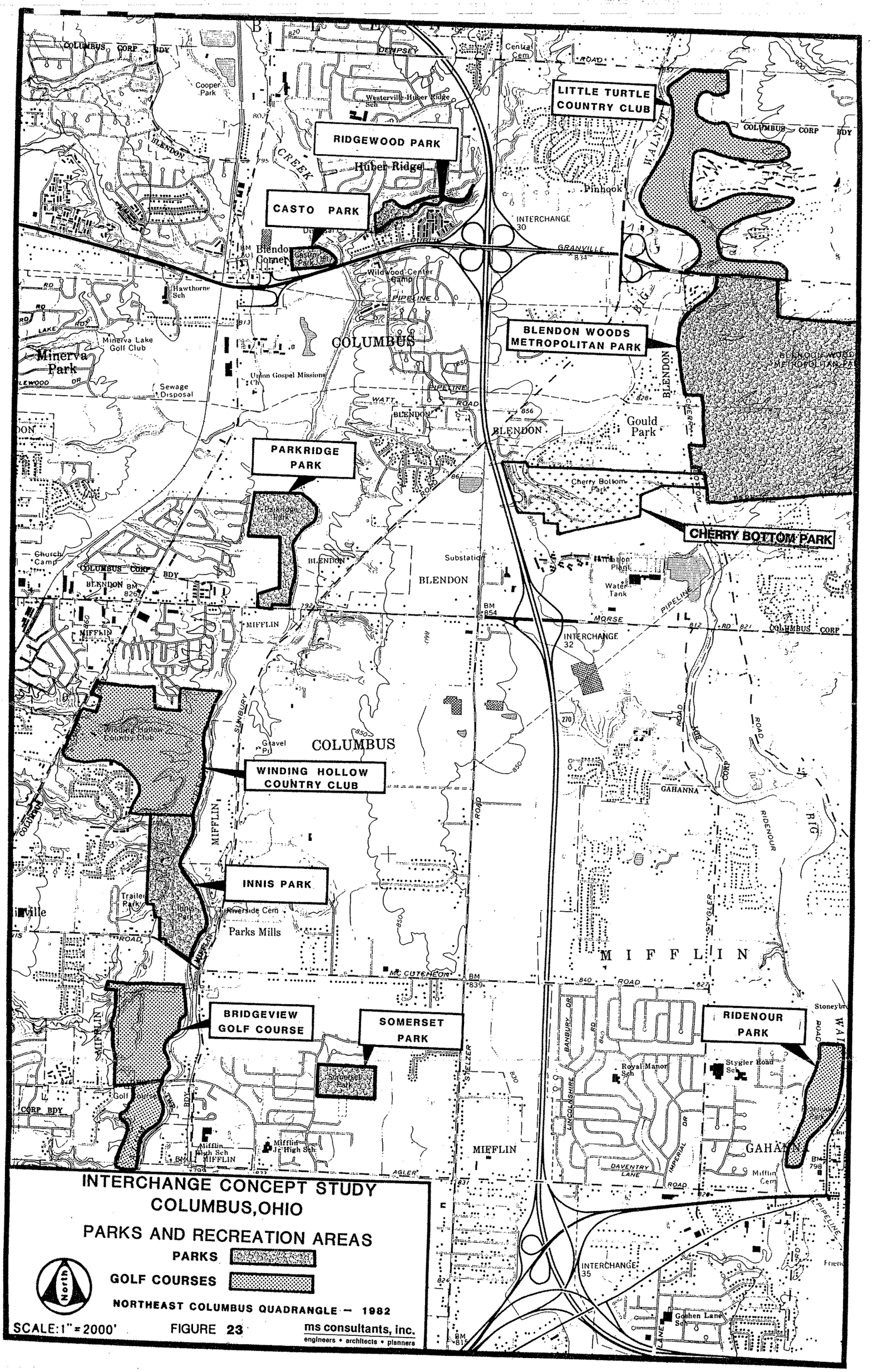
The City of Gahanna's 1988 Thoroughfare Plan supports the concept of an interchange with I-270 north of McCutcheon Road. Complementing Gahanna's interchange preference is the City of Columbus' 1981 Thoroughfare Plan, which calls for the widening of Stelzer Road from 2 to 4 lanes, plus the extension of Stelzer, north of Morse Road to Sunbury Road. A comprehensive review of existing thoroughfare plans and future transportation system proposals is presented elsewhere.

The study area lies largely within the City of Columbus, and is served by its police and fire departments. The major portion of the study area lies within the Columbus City School District. The Northeast Career Center lies on the west side of Stelzer Road, south of Morse Road. The Career Center is within the immediate vicinity of the proposed ramp and, depending on the final alignment, could be impacted.

Utility services are generally available in the study area and are being extended as required to service development. Most services are currently in place for the areas north of Morse Road and south of McCutcheon Road. Sanitary (8", 10", 12" and 15") and storm (12") sewer lines service the developed parcels in the southwest quadrant of the Morse Road/I-270 interchange. A 2" natural gas line extends south from Morse along Stelzer Road.

Section 4(f) Lands and Private Recreation Areas

A number of parks, and public and private golf courses are located in the northeast Columbus area, as shown in **Figure 23**. None of these areas would be affected by the proposed transportation system improvements. The I-270 right-of-way abuts the east property line of Ridgewood Park, located north of SR 161. Preliminary sections developed for improvements in this area indicate no encroachment on park property.



INTERCHANGE CONCEPT STUDY
COLUMBUS, OHIO

PARKS AND RECREATION AREAS

PARKS

GOLF COURSES

NORTHEAST COLUMBUS QUADRANGLE — 1982

SCALE: 1" = 2000'

FIGURE 23

ms consultants, inc.
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Farmlands

Evaluation of historic aerial photography illustrates the rapid conversion of agricultural lands in the area to other non-agricultural uses, particularly over the last decade. This trend is certainly expected to continue as development pressures and growth continue in the northeast Columbus area. Virtually the entire development area is currently zoned for non-agricultural uses, the latest rezoning having occurred in the central portion of the area (I-270/Stelzer Road corridor between Morse and McCutcheon Roads). In mid-1991, the City of Columbus rezoned large portions of the area between Sunbury and I-270 south of Morse Road to light manufacturing and commercial. On the basis of current zoning, and resultant private development, prime or unique farmlands (Farmland Protection Policy Act) will not be affected by the proposed interchange improvements or other project elements. A Farmland Protection Policy Act Project Screening Sheet is included in Appendix E.

Soils and Geology

The bedrock within the project area is classified as sedimentary. The rock units are dolomitic limestone, shale, and sandstones. Ages range from early Devonian on the west to early Mississippian to the east. Specific members include the Columbus and Delaware Limestones and the Ohio and Olentangy Shales for the Devonian Age. The Mississippian Age formations include the Bedford Shale, Berea Sandstone, Sunbury Shale, and the Cuyahoga Sandstone. These formations generally occur as alternating beds of shale and sandstone. The bedrock is generally in a north-south strike and has an eastern dip of 20' to 30' per mile.

Glacial processes formed the nearly flat to gently undulating terrain. This topography is generally referred to as "swell and swale". The project area has been formed by at least two glacial episodes, the Illinoian and Wisconsin glacial advances. The Illinoian glacial advance deposited a large volume of glacial till. This glacial till or drift filled many of the existing erosion valleys with a fine, well-sorted sand.

The surface deposits are mostly ground moraines. Within these moraine areas, kames and eskers are features. These structures are hummucky hills or ridges above the surrounding till plain. The till thickness is generally around 50' overlying the bedrock.

The soils in the project area are almost entirely of the Bennington-Pewamo Association. These soils occur on relatively broad flats, depressions, low knolls, and ridges. In general, Bennington soils are deep, nearly level and gently sloping, somewhat poorly drained soils that have slow permeability. The majority of the project area soils are Bennington silt loam, occurring on slope at 0-6%. The surface layer is a dark grayish-brown, friable silt loam with a depth between 20 and 23 cm. The subsoil is yellowish-brown, mottled, silty clay loam and clay loam, about 90 cm thick, and lies above a substratum of glacial till. The second largest soil component is Pewamo silty clay loam, which occurs in depressions and concave parts of the landscape. Pewamo silty clay loam is deep, very poorly drained, and subject to ponding. The surface layer has a depth of approximately 20 cm and is very dark gray, friable silty clay loam. The subsoil is dark gray, mottled, very firm clay and silty clay. It is about 94 cm thick and overlies a substratum of glacial till.

A very small portion of the project area, adjacent to Big Walnut Creek, has soils in the Medway-Genessee-Sloan Association. These soils occur on floodplains, terraces, and outwash plains and are formed in moderately coarse to moderately fine-textured recent alluvium.

Air Quality

Potential impacts to air quality of the project alternatives are being analyzed. The results of these analyses will be summarized in the environmental document.

Noise

Highway generated noise levels resulting from the proposed improvement were estimated using the FHWA-approved predictive model for highway noise, STAMINA 2.0. Noise levels were predicted at representative receiver groups for both existing and

proposed roadway configurations. Predicted levels were compared to the FHWA Noise Abatement Criteria for Category B activities of 67 dBA Leq(H) (see **Table 6**).

Noise levels were predicted at nine representative receiver groups of three receivers each, at 500, 1000, and 1,500 feet from the near lane centerline. The results of this preliminary analysis indicated that noise levels currently exceed the FHWA Noise Abatement Criteria for many receiver locations within 1,000 feet of the near lane. These levels were predicted to increase slightly (1.2 to 2.1 dBA) with the proposed improvement by the Design Year of 2015. These increases are attributable to greater traffic volumes, lane additions, and/or ramps at locations closer to the receivers than at present. Existing[1] predicted Leq(H)'s ranged from 77.2 dBA at 100 feet from the centerline of the near lane to 66.4 dBA at 1000 feet. The 67 dBA level occurs at approximately 900 feet. Future[2] (2015) predicted Leq(H)'s ranged from 78.4 dBA at 100 feet to 67.7 dBA at 1,000 feet. These data are shown in **Table 7**.

In addition to the numerous residential structures affected by the project, the Northeast Career Center located on Stelzer Road is predicted to experience an Leq(H) of 68.6 dBA by the Design Year. This is 1.6 dBA over the FHWA Noise Abatement Criteria and represents an increase of approximately 2.4 dBA over existing conditions.

Noise mitigation for properties adversely affected by highway-generated noise from the proposed improvement will be evaluated in detail during the project's Final Design Phase. Receptors located within approximately 400 feet of the roadway can be expected to receive the greatest benefit from these abatement measures.

Preliminary Hazardous Waste Screening

A Preliminary Environmental Site Assessment was completed in October, 1992, for the general project area in accordance with the most recent Ohio Department of

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[1]Existing levels predicted using maximum 1991 peak hourly traffic volumes and present mainline 6-lane configuration.

[2]Future levels predicted using maximum 2015 (Design Year) Design Hour traffic volumes and proposed mainline 12-lane configuration.

TABLE 6
STAMINA2.0 PREDICTED NOISE LEVELS (dBA)

RECEIVER*	EXISTING YEAR (1991)	DESIGN YEAR (2015)
1.1	65.8	67.4
1.2	68.0	69.5
1.3	71.4	72.8
2.1	67.2	69.4
2.2	68.7	70.7
2.3	71.5	73.3
3.1	65.6	67.4
3.2	67.5	69.3
3.3	70.3	72.1
4.1	67.7	69.8
4.2	68.7	70.6
4.3	71.8	73.5
5.1	66.2	68.6
5.2	67.3	69.6
5.3	68.0	70.1
5.4	70.8	72.6
6.1	66.2	68.1
6.2	68.2	70.0
6.3	71.3	73.0
8.1	66.4	68.3
8.2	68.4	70.2
8.3	71.8	73.5
10.1	65.7	67.7
10.2	68.0	70.0
10.3	71.5	73.5
12.1	65.1	67.2
12.2	67.4	69.4
12.3	70.9	72.9

***Approximate distance of receivers (except Receiver 5.n) to centerline of "equivalent" I-270 near lane:**

Receiver n.1 =	**1500'**	**(5.1 =**	**2000)**
Receiver n.2 =	**1000'**	**(5.2 =**	**1500)**
Receiver n.3 =	**500'**	**(5.3 =**	**1000)**
		(5.4 =	**500)**

NOTE: No adjustments for barriers, shielding, or grades.

TABLE 7

PREDICTED NOISE LEVELS

DISTANCE TO CENTERLINE NEAR LANE	Leq(H)(dBA)		
	1991	2015	INCREASE
100'	77.2	78.4	1.2
200'	74.4	75.6	1.1
300'	72.7	73.9	1.2
400'	71.3	72.6	1.3
500'	70.3	71.5	1.2
600'	69.3	70.6	1.3
700'	68.5	69.8	1.3
800'	67.7	69.0	1.3
900'	67.0	68.3	1.3
1000'	66.4	67.7	1.3

Transportation (ODOT) procedures. This phase of the Environmental Site Assessment represents a screening process to identify whether parcels within the project limits which by virtue of past or present land use, visual evidence, or proximity to areas known or suspected to be contaminated, may be reasonably judged to be free of contamination by regulated or hazardous substances.

Based on preliminary findings from examination of State and Federal databases, historical aerial photographs and limited observations made during a walkover survey, there appears to be a potential for either regulated or hazardous substances to be present on those properties within the project limits. A brief summary of findings is presented below.

The Stelzer Road Connector in its current alignment will impact the parcel operated by the Northeast Career Center which is believed to contain UST's and hazardous substances. On the western end of the connector is an area which appears to have had some excavation activities dating back to the early 1950's. Phase I ESA's should be performed on these parcels in order to clarify the activities which have taken place.

Properties west of the I-270 corridor are vacant land with historical agricultural land use and no structures being present. Land use between I-270 and Hines Road was rural and agricultural until some time after 1979, when multi-family apartments were constructed. The potential for the use of asbestos containing materials (ACMs) as part of the construction of these units is minimal due to their age.

Improvements in the area of the existing interchange at Morse Road and I-270 have the potential for encountering regulated substances. The B.P. Oil and Dairy Mart gasoline service stations have both reported spills associated with their underground storage tanks. In addition, commercial and governmental entities located adjacent to the interchange hold USEPA permit numbers for facilities which store, use, generate, transport or dispose of regulated and/or hazardous substances. The property occupied by Spa Warehouse will be impacted by the current interchange alignment and contains at least (2) two UST's. Phase I ESA's are recommended to be performed on this property and the gasoline service stations that will be affected by interchange improvement alignments.

The assessment study area includes properties around the I-270/SR 161 interchange and SR 161 extended to Sunbury Road. Two (2) properties east of I-270 and north of SR 161 were identified as sources for potential problems. The first parcel is occupied by UNISYS Company and is located adjacent to the SR 161/I-270 northbound ramp. The second parcel, is east of Sunbury Road and north of SR 161, and appears to have been a single-family residence which has been converted into a commercial building. Both of these parcels have the potential for asbestos-containing materials and underground storage tanks. Two single-family residences on the south side of SR 161 east of Sunbury Road will be affected by current interchange improvements. These residences have the potential for UST's and ACM's to be present. Phase I ESA's are recommended for these parcels in order to identify any potential problems associated with the properties.

- CHAPTER VIII -

SUMMARY AND RECOMMENDATIONS

- CHAPTER IX -

LETTERS OF COMMITMENT

SUMMARY AND RECOMMENDATIONS

Several factors are contributing to the growth and development in the northeast sector of Columbus and Franklin County. General population growth, the availability of undeveloped land, and the addition of the I-670 link from the Columbus CBD to the northeast sector all contribute to extensive construction and planned developments. The area is composed primarily of residential neighborhoods and undeveloped land. Developers intend to build additional residential areas and a mixture of office, distribution and commercial areas.

An examination of the existing roadway and traffic conditions within the study area revealed a highway network that is operating at a Level of Service E and an arterial network operating at a Level of Service C/D in the peak hours. The developments, both planned and under construction, are expected to have a tremendous impact on the existing road network. The thoroughfare plans for both Columbus and Gahanna indicate that local acknowledgement of missing links and widening improvements has been made. While plans are underway to improve the regional arterial system, interstate improvements will be required to provide proper balance in the transportation network. The combination of the current levels of service, planned developments and local acknowledgement and action to improve the arterial system, have led to this study of various transportation network improvements that will be capable of accommodating projected traffic levels on the northeast outerbelt and adjacent arterial facilities.

An interchange evaluation process was established to review numerous interchange and network alternatives. Five preliminary alternatives were evaluated. None of these alternatives was deemed acceptable due largely to the creation of additional access points on the interstate system. Further study evaluated alternatives that would link interchanges via C/D roads and not result in the creation of additional access points on the interstate. The I-270 & SR 161 and SR 161 & Sunbury Road Interchanges were incorporated into the study and the New Crossroad/SR 161 Access Plan was developed.

The conceptual geometrics of this multi-interchange, collector/distributor-type facility were shown in Figure 6. This plan incorporates a New Crossroad over I-270 south

of Morse Road, a C/D system which links this crossroad to the SR 161 interchange, and a secondary C/D system which ties in the New Albany By-pass and SR 161 & Sunbury Road interchanges. This plan served as the basis for more detailed evaluation and analysis at the four interchanges encompassed in this study.

The analyses of these interchanges resulted in the selection of a "tee" interchange at the New Crossroad. The existing diamond interchange configuration at Morse Road is to remain although all ramps will become 2-lane ramps rather than single-lane ramps. The C/D roads will bridge both the on- and off-ramps plus Morse Road in this configuration. A "one loop" alternative was selected for the I-270 & SR 161 interchange. The lowest volume movement is handled by this loop ramp while all other ramps are directional ramps. The level of service analyses performed at the SR 161 & Sunbury interchange concluded that a compressed diamond interchange with loop ramps to/from I-270 would best serve the traffic volumes. This solution is also geometrically compatible with the interchanges at I-270 and Little Turtle.

Preliminary geometrics for the sections of I-270, SR 161, and Morse Road, that will require improvement were shown in Figures 10A - 10R. These geometrics are proposed in order to provide acceptable levels of service in the 2015 design hours or improved levels of service over that which could be expected if no, or minor, improvements were made.

The three existing I-270 mainline lanes per direction will remain and continue to serve interstate traffic and provide access to Morse Road. A system of collector/distributor roads (three lanes per direction) will be constructed to the outside of the existing lanes and provide access to the New Crossroad and SR 161. Single-lane ramps will provide access from the C/D road to the New Crossroad. Dual lane ramps will be provided for all ramps at the Morse Road interchange while a mixture of single and dual lane ramps are designed for the I-270 & SR 161 interchange. Traffic will not be able to access Morse Road from either the New Crossroad interchange or the SR 161 interchange. This eliminates potential weave locations on I-270 and results in improved levels of service on the interstate.

The I-270 & SR 161 and SR 161 & Sunbury interchanges, and to a lesser extent, the SR 161 & Little Turtle interchange will function interactively. The northbound and southbound I-270 C/D lanes to/from the east on SR 161 are introduced to SR 161 east of Sunbury Road, although access is provided to Sunbury via loop ramps. In this sense they operate as collector/distributor roads on SR 161. SR 161 traffic will access Sunbury Road via a compressed diamond interchange. Auxiliary lanes on SR 161 between Sunbury and the Little Turtle interchange will mesh these closely spaced interchanges.

The arterial network will also require improvements as proposed in Figure 13. These improvements include widening Morse and Stelzer roads, relocating the common intersection of the two roads, and extending Stelzer Road northward to Sunbury. The Stelzer/Sunbury Connector and Loop Road "A" are proposed public roads that will facilitate vehicular travel in this arterial network.

Eleven separate construction projects were identified in order to split the proposed roadway improvements into manageable construction projects. These eleven projects were identified in Figure 14 and further described in the report with regards to limits of construction, maintenance of traffic issues and sequencing. It is anticipated that these projects will be completed over a period of ten years beginning in 1993. Some arterial projects are currently in the design phase. The interstate projects were sequenced in such a manner as to provide minimal disruption to existing traffic movements and to open constructed facilities to traffic as they are completed. The estimated construction cost of the eleven projects is $195,184,000 excluding design engineering and right-of-way costs.

Environmental factors do not appear to present an obstacle to further development of this interchange proposal. Preliminary overviews of the various environmental elements indicate that further study of potential impacts related to possible wetland encroachment, highway-generated noise, and cultural resources are required. Subsequent environmental documents will quantify impact and evaluate design alternatives to avoid or mitigate as appropriate.

Based on the findings of this Interchange Justification Study, it is recommended that the New Crossroad/SR 161 Access Plan be advanced and that the detailed design portion of this project proceed. The preliminary geometrics outlined in this report will

serve as a basis for the detailed design of the I-270, SR 161 and Morse Road design elements. Detailed environmental studies will precede design activity in those areas where further environmental investigations are necessary and where potentially sensitive areas may affect the detailed design. As previously stated, environmental factors are not expected to affect the conceptual New Crossroad/SR 161 Access plan.

The project schedule and delineation of projects described in Chapter VI should serve as the basis for the timely completion of the access plan. The scheduling and staging scenario depicted emphasizes the provision for the maintenance and protection of traffic and the opening of the respective projects as they are completed.

The preliminary cost estimates were also identified in Chapter VI. It is the intent of the developers to create a cooperative venture between the public and private entities for the successful completion of the project improvements. Letters of support and commitment from the affected public agencies are included in Chapter IX of this document. Providing improved access and transportation facilities that meet the drivers' expectations is in the best interest of all the parties involved.

George V. Voinovich
Governor

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

January 15, 1993

Mr. Fred J. Hempel
Division Administrator
Federal Highway Administration
200 N. High St.
Columbus, Ohio 43215

Re: Funding Commitment for Additional Access Point on I-270
(Division of Design)

Dear Mr. Hempel:

This letter is written to support the interchange justification study for the proposed new interchange on I-270 with the Stelzer connector roadway. To provide adequate capacity to accommodate this access point, significant work is required on I-270 and at existing I-270 interchanges with SR 161 and Morse Road. The study provides details on the required Interstate improvements.

The purpose of this letter is to state that the Ohio Department of Transportation is committed to providing the Federal and State funds necessary to design and construct the portions of the new access point improvement package on the state highway system. The various projects involving state funding will be included in the upcoming TIP and STIP, as appropriate. Our intention is to construct the improvements following the sequence outlined in the study.

It is our belief that our commitment, along with the similar commitments of the City of Columbus and MORPC, demonstrates the sincerity of the Department and the community towards advancing this important project. Necessary Federal, State, local and, where appropriate, private funds are pledged to construct the improvements within the time frame described in the report.

Respectfully,

Jerry Wray

Jerry Wray
Director

JW/bmk

OHIO. PROJECT FILE
C: J. GREGORY
R. LYNDES
A. DI LORETO
MS

morpc

Mid-Ohio Regional Planning Commission

An association of local governments providing planning, programs and services for the region.

January 15, 1993

Michael C. Flynn
District Deputy Director
Ohio Department of Transportation
District Six
400 East William Street
Delaware, Ohio 43015

FRA-270-30.00
(FRA 270/MORSE/STELZER)

Attn: Jim Gregory

Gentlemen:

I am writing to provide our support for the Northeast Area Transportation Improvements, including the proposed Stelzer Road interchange on I-270 in northeast Columbus.

We have been directly involved in the development of the two recently completed and privately funded interstate highway interchanges in central Ohio. Each of these has provided major benefits not only to the developers but to the entire metropolitan area. We see this proposal as continuing this very positive trend.

These improvements will provide much needed additional access to a major economic development area in the city of Columbus. We have reviewed the proposal and its impacts with officials of the city of Columbus, the city of Gahanna, the Northeast Area Commission, the I-670 Corridor Development Corporation and others. We have seen broad-based interest and significant support from nearly all of these groups.

This interchange will serve one of the largest and fastest growing employers in central Ohio. Furthermore, it will help the city of Columbus meet its economic development goal within an area that has been annexed and serviced by them for many years.

The area lies within the Columbus school district and will provide thousands of additional jobs to low- and moderate-income neighborhoods.

Because The Limited's development lies within the outerbelt, rather than on the periphery of the urban area as does so much development today, it has the potential to reduce travel distances, thus meeting other federal goals to improve air quality and fuel consumption. For this reason, it also has better potential to be served by extensions of existing COTA bus routes than much other recent development.

85 East Main Street • Columbus, Ohio 43215-5272 • (614) 228-2663 • FAX (614) 621-2401

MORPC's staff is working to include these projects in its Transportation Plan and Transportation Improvement Program (TIP). At such time as these projects are found consistent with federal requirements, they will be presented to the Policy Committee of the MPO for formal adoption. Barring unforeseen difficulties, it is anticipated these projects will be included in the FY94-97 TIP.

Very truly yours,

William C. Habig

William C. Habig
Executive Director

WCH/REL/bn

City of Columbus
Mayor Gregory S. Lashutka

Office of the Mayor

City Hall
Columbus, Ohio 43215-9014
614/645-7671
FAX 614/645-8955

January 11, 1993

Mr. Michael C. Flynn, P.E.
District Deputy Director
ODOT - District Six
400 East William Street
Delaware, Ohio 43015

Attention: James A. Gregory, P.E.
Planning and Design Engineer

Re: FRA-270-30.00 PID 11715
Interchange Justification Study

Dear Sirs:

The City of Columbus is very supportive of the projects identified in the Interchange Justification Study for FRA-270-30.00. As discussed at the December 15, 1992 meeting, Columbus will be the lead agency on the following projects:

Project 2 - Stelzer Road, from south of Mc Cutcheon Road to Morse Road

Project 4 - Morse Road, from Sunbury Road to Stelzer

Project 7 - Stelzer/Sunbury Connector

Project 8 - Stelzer Road, from I-670 to south of Mc Cutcheon

In addition to being the lead agency, Columbus will provide the local share for construction of the above projects. We will pursue the local funding share through the Ohio Public Works Commission for State Issue 2 or Local Transportation Improvement Program funds. Should these funds not be available or insufficient, we will make every attempt to amend our Capital Improvements Program to identify City bond funds.

Columbus has already secured $1,020,000 in Ohio Public Works Commission Local Transportation Improvement Program funds (a copy of the agreement is enclosed). Also, enclosed is a letter from Franklin County showing their commitment to Project 8. We will submit the remaining projects to the Ohio Public Works Commission at the appropriate time.

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On behalf of the City of Columbus, I offer you our full support. We look forward to working with you on this exciting project.

Sincerely,

Gregory S. Lashutka
Mayor

GSL/RCS

enclosures *

pc: G. Herbert Mack, Director
Robert C. Smith, City Engineer
John Circle, County Engineer
CIP files 184, 186, 279, 284, & 290 *

cc Jim G. (4)
Richard L.
Project File
MS

Franklin County Engineer John Circle

January 5, 1993

John Circle, P.E., P.S.
Franklin County Engineer

C. Herbert Mack, P.E.
Chief Deputy Engineer, Engineering

Gerald E. Hann, P.E., P.S.
Chief Deputy Engineer, Operations

Donald Backstrom
Fiscal Officer

John Beyner, P.E.
Highway Engineer

Ralph Crabb, P.E.
Construction Engineer

Stan Eriksen, P.E.
Liaison Engineer

James Hunter
Personnel Director

Michael Meeks, P.E.
Traffic Engineer

Jean Kelley
Administrative Assistant

Thomas Kelley
Equipment Superintendent

David Philips, P.E.
Planning & Programming

Dean Ringle, P.E., P.S.
Chief Surveyor

Mark Sherman, P.E.
Bridge Engineer

Vince Volpi, P.S.
Property Records Superintendent

Charles Williams
Road Superintendent

Edward Williams
Bridge Maintenance Superintendent

James Fraganato
Traffic Superintendent

Joseph J. Gatto II
Real Estate Administrator

Mr. G. Herbert Mack, P.E.
Service Director
City of Columbus
90 W. Broad Street
Columbus, Ohio 43215
Attn: Mr. Clyde Seidle

Re: Stelzer Road

Dear Clyde,

Franklin County has consented to the improvement of Stelzer Road from I-670 to south of McCutcheon Road by Commissioners' Resolution #1193-92 dated 11/24/92. We agree to support a joint application by the City of Columbus for Ohio Public Works Commission funding of the non Federal-Aid share of the cost of the project.

Very truly yours,

John Circle

John Circle, P.E., P.S.
Franklin County Engineer

JC:DP:eb

JAN 15 1993

DISTRICT 6

970 Dublin Road / Columbus, Ohio 43215 / (614) 462-3030 / Fax (614) 462-3359