

Appendix G: OKI 2012 Environmental Consultations: Discussion of OKI 2040 Regional Transportation Plan's Potential Environmental Effects

“PART 1 OF 3: CONCERNS ABOUT ENVIRONMENTAL IMPACTS AND SUGGESTIONS FOR THEIR AVOIDANCE (represents only the discussion recorded in consultation sessions)

Stream crossings are of concern for any stream, but especially for streams that overlie aquifers, are relatively unimpaired, or are classified as Regionally Significant. Where roadways cross stream corridors, concerns are that streams and stream corridors be retained and that streams be protected from the impacts of roadway runoff. Suggestions are to:

- Increase the use of detention basins and roadside ditches
- Reduce use of road salt (benefits to water resources, trees and vegetation, and wildlife; complicated by public expectations)
- Use road salt alternatives (slag is not a good alternative)
- Reduce the use of culverts
- Use clearspan bridges (span the floodplain and drain runoff to the land)

Roadway runoff management is of concern for the effect of pollutants, temperature, volume, and velocity (roadway runoff is a major source of stream impairments). Suggestions are for 1) greater use of green infrastructure and 2) diversion of roadway runoff from combined sewers. Suggestions are to:

- Divert roadway runoff in combined sewer areas to separate sewers or streams (after filtration/pretreatment)
- Increase the use of green infrastructure for managing runoff
- Use existing swales or detention basins if available
- Increase use of detention basins and roadside ditches
- Increase use of exfiltration treatment (in the curb-and-gutter system) where right-of-way is limited and streams need protection
- Increase use of pervious pavement treatments
- Acquire/expand right-of-way sufficient to allow for green infrastructure/best management practices

Project-level floodway impacts are of concern for their cumulative effect on increased downstream flooding. Participants cited increased flood damage in communities along part of the Ohio River as a result of additional fill from roadways and other development projects.

- Keep project fill out of the floodways
- Keep projects out of the floodway
- Use bridges that span the floodway

Impacts to **Agricultural Districts** are of concern for their potential to reduce farming and require mitigation in areas where property-owners have enrolled their land in state programs that provide protection for 5-year intervals.

Impacts of development that follows roadway improvements can be greater concern than project impacts, especially in areas with little development.

- Use compact or conservation development in developing areas

Hydric soils and headwater streams are of concern as limited resources that help sustain rare native plant and animal species.

- Overlay resource data with transportation project locations early on to optimize opportunity to avoid adverse impacts

PART 2 OF 3: SUGGESTIONS FOR USING PROJECTS FOR ENVIRONMENTAL AND COMMUNITY BENEFITS (represents only the discussion recorded in consultation sessions)

Divert roadway runoff from the combined sewer system (reduces cost for treatment or overflow reduction). Diversion to streams (after pre-treatment) increases stream base flow and improves aquatic habitat, which is especially appropriate for upstream areas.

Add trees to roadway right-of-way (or median or cloverleafs)

Include sufficient right-of-way for installing green infrastructure to manage roadway runoff

Capitalize on maintenance practices: **Reduce mowing and expand natural or native vegetation** (mow for safety and allow the rest to revert to more natural habitat)

Consider the potential to **add trails**

Optimize mitigation benefits: Concentrate compensatory mitigation in the watershed where impacts occurred (priority over use of consolidated mitigation site), and develop mitigation agreement concurrent with or after project development (not before, in case additional impacts arise)

PART 3 OF 3: COMMENTS ON INDIVIDUAL PROJECTS

BUTLER COUNTY

20499	TIP	new roadway facility	SR 63 Extension	US 127 Eastward to existing SR 63 at SR4	New 2-lane facility
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Locals don't want this project constructed.

80516	TIP	new roadway facility	Oxford Connector	From US 27 to SR 73	Construct a new two-lane connector road (toll credits)
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The Great Miami River Area and area overlying the aquifer (above brewery) to be crossed by this project need to be protected from road salt and other contaminants.

BUTLER AND WARREN COUNTIES

402	Recommended	adding lanes	Butler-Warren Rd	Fields-Ertel to US 42	Widen to 3 Lanes
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Right-of-way should be expanded if possible for addition of green infrastructure to manage stormwater (and potential to add side-walks/complete streets).

403	Recommended	adding lanes	Butler-Warren Rd	US 42 to Tylersville Rd.	Widen to 3 lanes
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Right-of-way should be expanded if possible for addition of green infrastructure to manage stormwater (and potential to add side-walks/complete streets).

CLERMONT COUNTY

Project should be aligned and designed to minimize impacts on Shayler Run (alignment appears to include

82581	TIP	new roadway facility	Amelia-Olive Br. Relocation	Clough Pike to Olive Branch-Stonelick Rd. at SR 32	New 3-lane connector and ramp improvements
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two stream crossings). Additional concern is that project will contribute to loss of greenspace in Union and Batavia Townships.

Project should be designed to protect Slabcamp Run, including design of crossing to protect the stream and

82586	TIP	new roadway facility	SR 32-Frontage Road	Bauer Rd. to Half Acre Rd.	New three-lane frontage road with additional turn lanes at major intersections.
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avoiding placement of streams in culverts.

CLERMONT AND HAMILTON COUNTIES

330	Recommended	new roadway facility	" NEW Eastern Crd. Relocated SR32 "	US 50 to Eight Mile Rd	TRAC TIER 3; PID: 86462; Relocated and construction for controlled access, new 4-lane, multimodal arterial facility with river crossing west of IR 275.
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The new bridge should be designed to avoid adverse impacts to the Little Miami River and corridor. The mitigation agreement that has been negotiated should be adhered to, but roadside areas should be planted as forest instead of sod (involves revision of agreement).

HAMILTON COUNTY

76257	TIP	adding lanes	IR 75	From 0.1 mile N of Harrison Ave. to 0.1 miles S of Paddock Rd.	Major rehabilitation of pavement. Phase 4 of IR 75 corridor projects. PE for phases 1-7
77889	TIP	adding lanes	IR 75	From south of SR 562 to north of SR 4	Widen for additional through lanes, reconstruct interchanges as needed (phase 8)
82286	TIP	adding lanes	IR 75	0.4 miles N of Mitchell Ave to 0.2 miles N of SR 562	Reconstruct IR 75 from north of Mitchell interchange through SR 562 interchange. (Phase 7)
303	Recommended	major reconstruction/ interchange improvements	Mill Creek Expressway Phase 4	IR-75 - 2.30	TRAC TIER 1; PID: 76257; Study the corridor for access improvements including interchanges at Hopple St., IR74 and Mitchell Ave. ...Work includes bridge work, and other work determined by the study phase.

307	Recommended	adding lanes	Mill Creek Expressway Phase 8	IR-75 - 7.85	TRAC TIER 3; PID: 77889; Project will widen for additional through lanes, rehabilitate existing pavement and bridges. Reconstruct SR 562 interchange, remove the Towne Ave. interchange, complete minor improvements to the Paddock Road interchange, and tie into the existing SR 126 interchange southern ramps. Project extends from SR 562 to SR 126/ Galbraith Rd. area.
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Area affected by I-75 widening between I-74 and Carthage should be re-forested.

For projects in area served by the combined sewer system:

Roadway runoff should be directed or re-directed to storm sewers or to streams (after pre-treatment)

WARREN COUNTY

76374*	TIP	traffic operations	SR 122	.12 miles west of SR123 west junction to .12 miles east of SR 741	Add left turn lanes on all approaches at both SR122/SR123. Improve 5-leg intersection.
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Existing swales should be retained. Shaker Creek headwaters should be protected.

85320	TIP	new roadway facility	SR 123/SR 63 Connector	SR 123 to SR 63 west of Lebanon	New connector road
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The impacts of this project's future extension to the interstate would be of greater concern than the current project. Consider option to build a loop trail to connect with Armco Park/Shaker Creek.

401	Recommended	adding lanes	NEW Bethany Rd	West Mason Corp. Limit to Mason-Morrow-Millgrove Rd.	Widen to 5 lanes and connect Bethany and Mason-Morrow-Millgrove
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Existing basins along Bethany Road should be used to manage runoff. The project should be considered for potential addition of a trail.

405	Recommended	adding lanes	Mason Montgomery Rd	Fields Ertel to Socialville Fosters Road	Widen one lane in each direction
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Right-of-way should be expanded if possible for addition of green infrastructure to manage stormwater (and potential to add side-walks/complete streets).

CAMPBELL COUNTY

607	Recommended	new roadway facility	NEW KY 536	US 27 to AA Highway (KY 9)	6-352.00 Extension of existing roadway. 3.50 miles in length.
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The crossing should be designed to protect Brush Creek (classified by OKI as a Regionally Significant Stream; tributary to Twelvemile Creek which is also classified by OKI as a Regionally Significant Stream). Project impacts on Agricultural Districts are a concern.

CAMPBELL AND KENTON COUNTIES

606	Recommended	new roadway facility	"NEW KY 1998 ALSO KENTON CO."	KY 177 to KY 9	New bridge and approach Road to provide access from AA Highway near KY 1998 to KY 177
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The new Licking River crossing is of concern for impacts to the river from the bridge and new facility and from the effects of additional development (the Licking River is classified by OKI as a Regionally Significant Stream).

KENTON COUNTY

716	Recommended	major reconstruction	KY 8	4th Street Bridge over Licking River	Replace the 4th Street Bridge with the same number of vehicular lanes with additional accommodations for pedestrians and cyclists
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Concern is for the crossing's effects on the Licking River (effects of runoff from the bridge and of bridge construction; the Licking River is classified by OKI as a Regionally Significant Stream).

DEARBORN COUNTY

801	Recommended	adding lanes	SR 1	US 50 to Nowlin Av. and SR 1 intersection	Realign and widen by adding a lane each direction
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Runoff should be managed to avoid impacts to the Oxbow or increased flooding in the Bellview Road area. Fill should be kept out of the floodway. If feasible, the project should be kept out of the floodway.

803	Recommended	new roadway facility	NEW Bright to I-74 Connector	North Dearborn Rd. to I-74	New 2-lane roadway
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Concern is for the effects of a new roadway over the Whitewater River (for impacts from the bridge and new facility and the effects of additional development; the Whitewater River is classified by OKI as a Regionally Significant Stream).

803	Recommended	new roadway facility	NEW Bright to I-74 Connector	North Dearborn Rd. to I-74	New 2-lane roadway
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Runoff should be captured and managed to avoid impacts on North Hogan Creek.