SUNDAY

The Columbus Dispatch

SPORTS: Kentucky remains unbeaten; Wisconsin also makes Final Four / Section C
YOUR HEALTH: Relaxed housecleaning, more PB&J may decrease allergies / F1

$2.00 | MARCH 29, 2015
Price is $2.50 in areas outside Franklin County.

Fracking

Increase in trucks has drawbacks
By Rick Rouan
THE COLUMBUS DISPATCH

CADIZ, Ohio — The warning signs and convoys of semi trucks have become part of the landscape in eastern Ohio’s shale country, where a drilling surge has brought more big rigs to rural roads. Oil and gas truck traffic ahead.

The orange placards and the trucks they portend might be the clearest sign yet of the dual role locals say the region’s oil and gas industry has assumed as both economic engine and potential danger for drivers sharing winding two-lane roads with 18-wheelers.

Those trucks haul stone, heavy equipment used to build well pads, drilling rigs and other materials.

See Trucks Page A9

Rentals boom

Apartment construction in central Ohio catching up to changing demand

By Jim Weiker
THE COLUMBUS DISPATCH

Central Ohio’s explosion of new apartments shows no signs of slowing down, thanks to folks like Janel Denton and Joe Giannetti. Both could buy homes but choose to rent. Denton and Giannetti are among thousands of tenants who have moved into new central Ohio apartments in the past two years.

They illustrate why the apartment boom represents a fundamental shift in central Ohio and why it isn’t likely to end soon.

See Boom Page A12

Inside: Coupons worth up to $432
Coupon values vary by delivery zone.

47/36 Details on Page B10

Public safety

Bakken oil trains roll across city
By Laura Arenschield
THE COLUMBUS DISPATCH

Almost 1.4 million Ohioans live within a half-mile of railroad lines where some of the most-volatile crude oil in North America rolls by each week, a Dispatch analysis has found. Those people, about 12 percent of the state’s population, are at risk of being forced from their homes should a train hauling crude oil from the Bakken shale fields of North Dakota run off the tracks.

About 15 percent of Franklin Township patrols still in limbo
By Josh Jarman
THE COLUMBUS DISPATCH

From her front porch at the top of a switchback wheelchair ramp, Robyn Watkins surveys her neighborhood: a line of single-family homes behind chain-link fences with no-trespassing signs in the windows.

But she’s more worried about what she can’t see — including the local police.

Watkins’ house, the one she grew up in and which has been home to her family for more than 60 years, is in the Mon-E-Bak neighborhood of Franklin.

See Township Page A8

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About 15 percent of Franklin
Township
FROM PAGE A1

Township. On a map, the township looks like a shotgun blast of unin-
compromised land speck-
ning the face of Colum-
bus' West Side.

The township trustees have been uncooperative, or be near one another. One trustee even grab another by the neck during a township meet-
ing. Still, they managed to lay off more than half of the 15-person police force in February because of dwindling funds.

Then, last week he sent a letter to the com-
misakers asking for three more deputies to help patrol the area. He's un-
likely to get them.

Commissioner John O'Grady said in response to the letter that Scott has more than 60 vacant positions in his budget now, and he should fill those before he asks for more. Commissioners have already approved adding 11 deputies for patrol this year; none of them has been filled.

Covering the township isn't a personnel problem, it’s more a debate on how to fund the area, O'Grady said, and one the sheriff — who is running for Columbus mayor against O'Grady’s political ally Andrew J. Ginther — has the budget to fund it. But, he said, the county didn't create this mess.

"This is not for the sheriff’s office to solve," O'Grady said. "The solu-
tion is, the township trustees need to step up and put this on the ballot and let the residents vote for it."

Watts said it’s sad that elected officials lack-
er instead of lead.

She doesn’t know if her neighbors will support a levy to bring in more money to keep a township. She added that a state grant to help run water lines to the neigh-
borhood, and a project to connect the homes to sanitary sewers is in lim-p because of a lawsuit over shoddy work.

Residents feel that the county officials have given them nothing, so why should they give back, and that includes derail-
ment prevention and ensuring (that) the mate-
rials have the proper packaging, and edu-
cking the emergency-
response personnel in the city of Columbus along the right of way.”

Franklin County’s emergency responders are trying to learn more about a potential Bakken crude derail-
ment.

About 12 percent of Ohioans live within the half-mile of Bakken crude-oil railways that would be evacuated in an emergency occurs.

More than 170,000 Franklin County residents live within a half-mile of railroad tracks carrying crude oil from the Bakken shale fields — some of the most volatile crude oil in North America. And that number is probably low. The most recent data available from the U.S. census is from 2010. Franklin County has grown by nearly 70,000 people since then.

Source: Ohio Department of Transportation, CSX, U.S. Census Bureau

Bakken crude oil on Franklin County rails

Bakken crude oil on Ohio railways

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Source: Ohio Department of Transportation, CSX, U.S. Census Bureau

Transportation estimates that trains carrying crude oil or ethanol will derail an average of 10 times a year.

Property damage could top $4 billion, the DOT analysis, completed last summer, found.

The department is preparing new rules on how to deal with tank cars through Franklin County alone.

That volume, com-

A Bakken train derailed in West Virginia last month, forcing hundreds of people to evacuate their homes and spilling oil into the Kanawha River.

That train, run by CSX, almost certainly passed through Dublin and Hilliard. Those tracks then head south through Ohio and into West Vir-

Teresa Mills, program director of the Buckeye Forest Council, said that both rail officials and the

Township.

A Bakken train that derailed in 2013 burst into flames, killing 47 people and destroying most of downtown Lac-

Meggantic, Quebec. Trains have wrecked in Ontario, as well as in Alabama, Illinois and North Dakota, Pennsylvania and Virginia, sending trains up and down tracks. Mass evacuations and in some cases, obliteration happened.

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