



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02
317 E. POE RD. • BOWLING GREEN, OH 43402 • 419-353-8131

Administrative Re-Evaluation for **LUC Lagrange Street NS PID 118415** Environmental Document Level: C1

Approved: 3/7/2025

Prepared By: District 2

Timothy Brown
Phone:
E-mail: Timothy.Brown@dot.ohio.gov

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Re-evaluation Level

Explain why a re-evaluation is needed?

Reevaluation is based on the surface reconstruction originally scoped no longer being included in the project due to Norfolk Southern's completion of that work using their own funds.



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C1

PID: 118415
Project Sponsor: Ohio Rail Development Commission
ODOT District: 2
Funding Source: Federal

Project Description:

Installation of flashing lights and roadway gates and reconstruction work at the Norfolk Southern Railroad crossing of Lagrange Street (DOT # 508942K) in the City of Toledo.

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	118415: 24-27 STIP
CO	118415: 24-27 STIP
DD	118415: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 06/02/2023

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Supporting documentation has been uploaded to Project File: Yes

Select the appropriate project type (more than one can be selected):

(21) Release of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses. *Additional examples include: Replacement of existing or installation of new traffic signals, flashing beacons, railroad warning devices and the installation of ITS system components; Upgrade of existing tower lighting to new technologies that ensure a lesser impact than the current system; Implementation of other new safety or operations technologies (must be approved*



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by OES).

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

Environmental Commitments:

No



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Environmental Commitments



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Preparers and Approvals

Form Preparer

District 2
Contact: Timothy Brown
Timothy.Brown@dot.ohio.gov

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Timothy Brown (ADM OFF 2)	3/7/2025



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Appendix

ESA

Landfill Specific ORPS Mapping.pdf

Project Related OES Decision - ESA.pdf

Regulated Materials Review Form.pdf

General

Aerial Map.pdf

Correspondence with Emergency and Public Services.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions