



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

Supplemental Re-Evaluation

for

LUC IR 475 0.09 Widening PID 95875

Environmental Document Level: C2

Approved: 6/21/2019

Prepared By: District 2

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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 11, 2015, and executed by FHWA and ODOT.

Table of Contents

Re-evaluation Level.....	3
C2.....	4
Environmental Commitments.....	8
Preparers and Approvals.....	9
Appendix.....	11



Supplemental Re-evaluation Level C2
PID 95875 LUC IR 475 0.09 Widening
Approved: 6/21/2019

Re-evaluation Level

Explain why a re-evaluation is needed?



Supplemental Re-evaluation Level C2
PID 95875 LUC IR 475 0.09 Widening

Approved: 6/21/2019

C2

PIDs: 95875, 96482, 110212
Project Sponsor: DISTRICT 2 PRODUCTION
ODOT District: 2
Funding Source: Federal
Private Funding: No

Project Description:

The proposed project will replace and rehabilitate existing pavement due to facility deficiencies and widen I-475 by adding one additional lane for a total of three lanes in each direction from US-24 to US-20 due to congestion, located within the City of Maumee and Monclova and Springfield townships, in Lucas County Ohio. The majority of the proposed work will occur within the median of I-475 through the addition of one 12-foot lane in the median for each direction of I-475. Interchange ramps will be resurfaced as needed but not modified in any way. In addition, the I-475 bridges over Monclova Road and the Norfolk Southern railroad will be replaced and widened (project LUC-475-0.93, PID 96482) to accommodate the mainline widening. Northbound bridge: SFN 4807111(0093R). Southbound bridge: SFN 4807081 (0093L).

New right-of-way will not be needed for the project. Ten streams, five wetlands, eight potentially jurisdictional ditches, and one storm water basin are located within the project construction limits. The Ecological Survey Report (in the project file) was written based on the worst case impacts and shows impacts to these features; however, the project proposes NO impacts to these features. *RE-EVALUATION - DURING DESIGN OF THE NORTHERN PORTION OF THIS PROJECT (AIRPORT HIGHWAY TO ANGOLA ROAD) IT WAS DETERMINED THAT 25 FEET OF IMPACTS ARE PROPOSED FOR STREAM 9 - KALLAGER DITCH, WHICH CHANGES THE ENVIRONMENTAL DOCUMENT FROM A C1 TO A C2. THE NORTHERN PORTION OF THIS PROJECT IS PROPOSED TO BE SOLD WITH PIDS 88084, 99737, AND 107483. DUE TO THE COMBINED CONSTRUCTION, THE USACE REQUIRED THE WATERWAY PERMITTING FOR THIS PROJECT AND 99737 TO BE COMBINED INTO ONE PERMIT APPLICATION; THEREFORE, ALL WATERWAY PERMITTING DOCUMENTATION FOR THE NORTHERN PORTION OF THIS PROJECT IS INCLUDED IN THE PROJECT FILE FOR 99737. ALL WATERWAY PERMITS SHALL BE ACQUIRED PRIOR TO IN-WATER WORK.* Three endangered species are present in the project area but are not likely to be adversely affected as described by the project based on a commitment to relocate the individuals prior to the start of construction. *RE-EVALUATION - RELOCATION OCCURRED MAY 30, 2018 AS DOCUMENTED IN THE PROJECT FILE, THEREFORE THIS COMMITMENT WAS REMOVED.* The proposed project is located within the 100-year floodplain in multiple locations. *RE-EVALUATION - PROJECT PLANS WERE SUBMITTED TO THE DISTRICT 2 HYDRAULIC ENGINEER WHO DETERMINED THE NORTHERN PORTION OF THE PROJECT WILL HAVE NO IMPACT ON THE FLOODPLAIN, AS DOCUMENTED IN THE PROJECT FILE.* Fallen Timbers Battlefield is on the National Register of Historic Places (NRHP) and is located in the southwest quadrant of the I-475 bridges over Monclova Road/Norfolk Southern railroad; however, will not be impacted by the project. Side Cut Metropark, funded by Land & Water Conservation funds (Section 6(f)), is located along the Maumee River south of US-24 on both east and west sides of I-475; however, will not be impacted by the project. *RE-EVALUATION - THERE CONTINUES TO BE NO CULTURAL RESOURCES PRESENT WITHIN THE PROJECT AREA (ALL WITHIN EXISTING RIGHT OF WAY) AND SINCE THIS PROJECT WAS PREVIOUSLY COORDINATED PRIOR TO THE ENHANCEMENT, THE ORIGINAL FINDING REMAINS VALID.* Noise sensitive areas were impacted in the project area, and the noise analysis found multiple noise barriers to be feasible and reasonable. *RE-EVALUATION - NOISE PUBLIC INVOLVEMENT AND DOCUMENTATION ARE INCLUDED IN THE PROJECT FILE AND UNDER PID 99737.* The Regulated Materials Review (RMR) IOC dated 01-16-18 (in the project file) shows no work outside right of way and no work 6 feet or more before the existing ground surface therefore is



Supplemental Re-evaluation Level C2
PID 95875 LUC IR 475 0.09 Widening

Approved: 6/21/2019

exempt from further RMR evaluation. *RE-EVALUATION - THE RMR FORM WAS UPDATED 06-17-19. THERE IS NO WORK OUTSIDE EXISTING RIGHT OF WAY AND NO EXCAVATION 6 FEET OR LOWER.* The remaining environmental resources have no anticipated impacts.

The proposed project's maintenance of traffic plan will maintain two lanes of traffic for mainline I-475 during the construction of the project except short duration lane restrictions during off peak hours (as permitted by ODOT) during certain phases of work. Short duration ramp closures during off peak hours (as permitted by ODOT) during certain phases of work will also be needed. Traffic on Monclova Road under the bridge will be reduced one lane during construction; however, a traffic signal is proposed on each side of the interstate allowing for traffic in each direction on Monclova Road to be maintained under the bridge at alternating intervals. This is also called "tunnel lights."

Construction is expected to run from March through November for 2 construction seasons. Courtesy coordination was completed with local emergency officials, schools, and the local hospital. No utility relocation is anticipated. *THIS DOCUMENT WAS RE-EVALUATED BASED ON STAGE 3 PLANS.*

STIP Reference #

2014AM06ID0314FDPE

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. *Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -
a. Acquisition of more than a minor amount of right-of-way b. Residential or non-residential displacements c. A Coast Guard, Individual Section 404 and/or a Section 10 permit d. A Section 106 finding of Adverse Effect e. A Section 4(f) Programmatic or Individual Evaluation f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths) j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination) l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:

Present; No Coast Guard, Individual
404, and/or Section 10 Permit
required

Waterways Permit Type:

Permit Determination and/or Permit
Application Approval Pending



Supplemental Re-evaluation Level C2
PID 95875 LUC IR 475 0.09 Widening

Approved: 6/21/2019

Isolated Wetland Permit	No
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	May Affect, Not Likely to Adversely Affect
Endangered Species - Coordination Date	01/08/2018
Endangered Species - Critical Habitat Present/Impacted	
Karner blue butterfly	
Indiana bat	
Northern long-eared bat	
Endangered Species - Other Critical Habitat Present/Impacted:	No
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988/NFIP Coordination and Documentation Completed:	Yes
NFIP Local Floodplain Coordinator Notification Date:	06/20/2019
Section 4(f):	Present; No Impacts and/or Access Restrictions
Section 6(f):	Present; No Impacts and/or Access Restrictions
Cultural Resources:	Not Present
Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date	
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies and Coordination Conducted; No Impacts
Air Quality - Agency Coordination:	Qualitative MSAT
Air Quality - OEPA Approval Date:	02/25/2014
Noise:	Studies and Coordination Conducted; No Impacts
Noise Coordination:	Noise Analysis Completed
Noise Coordination - OES Approval Date:	01/09/2015
Hazardous Materials - ESA Screening Conducted	No ROW



Supplemental Re-evaluation Level C2
PID 95875 LUC IR 475 0.09 Widening

Approved: 6/21/2019

Hazardous Materials - ODOT Approval Date:

06/17/2019

Farmland:

Urbanized Area; No Impacts in
Accordance With the Farmland MOU
and 7 CFR 658

Scenic Rivers

No National Wild and Scenic River
Within 1000 Feet of the Proposed
Project Area

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Underserved Populations

Does Not Exceed UP Guidance
Criteria; No UP Analysis Report
Required and No UP Issues Raised
During Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Environmental Commitments

Yes



Environmental Commitments

C2

- 1) The Project Designer shall incorporate the color and texture of the residential side of the noise wall into the plans based on the Noise Public Involvement conducted with the affected neighborhoods by the District 2 Environmental Coordinator prior to construction.
- 2) The proposed work to be done on the southern portion of the project (Angola Road south to the Maumee River) will encroach upon Special Flood Hazard Area Zone AE. Since construction will be within FEMA Zones the following documentation is needed and will need to be completed: Letter of Notification (Form LD-52), Letter of Compliance (Form LD-51), Hydraulics Calculations (demonstrating the carrying capacity of the stream is maintained), and No-Rise Certification (LD-50).
- 3) The Project Designer shall incorporate the following note into the plans: The contractor shall not remove any trees under this project from April 1 through September 30 every year. The project is located within the known habitat ranges of the federally listed and protected Indiana bat and Northern long-eared bat. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk 3 inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
- 4) Side Cut Metropark is a protected Section 6(f) property located south of the I-475/US-24 interchange along the western/northern bank of the Maumee River. The District 2 Environmental Coordinator shall ensure that no new right-of-way will be taken from this Section 6(f) Property. Furthermore, no staging and/or storage of construction equipment will occur outside of the project construction area within the known boundaries of the Section 6(f) property.
- 5) The Fallen Timbers Battlefield is an historic property located in the southwest quadrant of the I-475 and Monclova Road overpass. The District 2 Environmental Coordinator shall ensure that no right-of-way will be taken from the Section 4(f) property and that no staging and/or storage of construction equipment will occur outside of the project construction area within the known boundaries of the Section 4(f) Property.
- 6) The Project Designer shall incorporate a plan note such as the following for the contractor to adhere to: The contractor shall provide the noise wall shop drawings to the Project Engineer who shall provide them to Noel Alcala in the Office of Environmental Services for review and approval a minimum of 30 days prior to manufacturing the noise walls.
- 7) ODOT Environmental staff shall ensure that a noise analysis re-evaluation is completed after the Stage 1 design has been completed for the southern portion of the project (Angola Road south to the Maumee River).
- 8) The Project Designer shall incorporate a note such as the following note into the plans if the waterway permit has not been acquired: The Contractor is not authorized to place any fill into or work within any wetland or waterway below the ordinary high water mark (OHWM) until the permit(s) are obtained. ODOT will obtain all appropriate waterway permits prior to any work within a wetland or below the ordinary high water mark of any waterway. Special Provisions for waterway permits shall be included in the project plans.



Supplemental Re-evaluation Level C2
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Preparers and Approvals

Form Preparer

District 2
Contact: Stacy Schimmoeller
419-373-4319
Stacy.Schimmoeller@dot.ohio.gov

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Stacy Schimmoeller (PROGRAM ADMIN 3)	6/21/2019



Appendix

General

Aerial Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Ecological

Coordination with ODNR Plant Relocation.pdf

Coordination with ODNR.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

Ecological

Coordination with OEPA.pdf

Coordination with USACE.pdf

Coordination with USFWS.pdf

General

Correspondence with Emergency and Public Services.pdf

County Map.pdf

Noise

Noise Public Involvement East Side Packets and List.pdf

Noise Public Involvement East Side Summary Letter and List.pdf

Noise Public Involvement Nebraska Berm Packet and List.pdf

Noise Public Involvement West Side Packet and List.pdf

Noise Public Involvement Woodridge Apts Packet and List.pdf

Noise Public Involvement Woodridge Apts Summary Letter.pdf

Ecological

ODNR Comments.pdf

ODOT Disposition of Agency Comments.pdf

OEPA Comments.pdf

Noise

OES Approval - Noise Analysis 2018 Update.pdf



Approved: 6/21/2019

OES Approval - Noise Analysis.pdf

ESA

OES Recommendations - Phase I.pdf

Regulated Materials Review Form.pdf

RMR Maps.pdf

Other Resources

Site Specific Resource Mapping.pdf

Ecological

USFWS Comments - Consult Form.pdf

USFWS Comments.pdf

General

USGS Quadrangle Topographical Map.pdf

Underserved Populations

Census Mapping.pdf

Permits

FEMA FIRM.pdf

Floodplain Impacts Northern Portion Only 2019.pdf

Floodplain Impacts.pdf

Section 6(f)

LWCF Grant Listing.pdf

Permits

Statement of Findings.pdf

Underserved Populations

Underserved Populations Documentation Form.pdf