



OHIO DEPARTMENT OF TRANSPORTATION

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

Administrative Re-Evaluation for **LUC IR 475 0.09 Widening PID 95875** Environmental Document Level: C2

Approved: 5/5/2021

Prepared By: District 2

Phoenix Neal
Phone: 419-373-4329
E-mail: Phoenix.Neal@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?

Environmental commitments needed edited and additional ecological coordination took place. The additional coordination did not result in any changes to effect calls or impact amounts.



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C2

PIDs: 110212, 95875, 96482
Project Sponsor: DISTRICT 2 ENGINEERING
ODOT District: 2
Funding Source: Non-Federal
Does this project require a Federal permit or approval? Yes
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*



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(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 9973.* 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 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.



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Waterways:	Not Present
Will any wetlands be impacted?	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	03/11/2021
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



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Hazardous Materials - ESA Screening Conducted

No ROW

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 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.
- 2) 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.
- 3) 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.
- 4) Due to the possible disruption of prairie wedge grass and flat-stemmed spike-rush, a survey of the proposed project area will be conducted by ODOT staff prior to construction. ODOT-Office of Environmental Services will contact Kyla Maunz (ODNR ODOT Program Manager, 614-265-6386) will be notified if the species are found.



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Preparers and Approvals

Form Preparer

District 2
Contact: Phoenix Neal
419-373-4329
Phoenix.Neal@dot.ohio.gov

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Neal (PROGRAM ADMIN 3)	5/5/2021



Appendix

General

Aerial Map.pdf
Correspondence with Emergency and Public Services.pdf
County Map.pdf
USGS Quadrangle Topographical Map.pdf

Air

Coordination with OEPA - Qualitative MSAT.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
OES Approval - Noise Analysis 2018 Update.pdf
OES Approval - Noise Analysis.pdf
Project Related OES Decision - Noise.pdf
Project Related OES Decision 2 - Noise.pdf

ESA

OES Recommendations - Phase I.pdf
Regulated Materials Review Form.pdf
RMR Maps.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Ecological

Coordination with ODNR Plant Relocation.pdf
Coordination with ODNR.pdf
Coordination with OEPA.pdf
Coordination with USACE.pdf



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Coordination with USFWS LUC-475 Widening PID 95875.pdf

Coordination with USFWS.pdf

ODNR Comments 2.pdf

ODNR Comments.pdf

ODOT Disposition of Agency Comments.pdf

OEPA Comments.pdf

USFWS Comments - Consult Form.pdf

USFWS Comments.pdf

USFWS signed consult form .pdf

Other Resources

Site Specific Resource Mapping.pdf

Section 6(f)

LWCF Grant Listing.pdf

Underserved Populations

Census Mapping.pdf

Underserved Populations Documentation Form.pdf

Permits

FEMA FIRM.pdf

Floodplain Impacts.pdf

Statement of Findings.pdf