



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

## **Environmental Document**

for

**LUC SR 2 22.51 Navr & Coy Int. PID 109596**

**Environmental Document Level: D1**

**Approved: 6/19/2020**

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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 June 6, 2018, and executed by FHWA and ODOT.*

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## **Project Type**

**Please check all of the following actions that apply (Must check at least one):**

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e). (a) Project types that exceed thresholds in Appendix A (b) Project types that exceed thresholds in Appendix B



## General Project Information

### Project, Cost Schedule and Work Limits

|                                                                                                                                 |                                |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Environmental Document Level:                                                                                                   | D1                             |
| PID:                                                                                                                            | 109596                         |
| Project Name:                                                                                                                   | LUC SR 2 22.51 Navr & Coy Int. |
| Project Sponsor:                                                                                                                | Oregon, City of                |
| ODOT District:                                                                                                                  | 2                              |
| Funding Source:                                                                                                                 | Federal                        |
| Private Funding:                                                                                                                | No                             |
| Local Public Funding:                                                                                                           | Yes                            |
| STIP Reference #:                                                                                                               | SLI 15                         |
| The next phase of the proposed project is listed on the STIP                                                                    | Yes                            |
| The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications | Yes                            |
| Planning and Engineering:                                                                                                       | \$219,345.00                   |
| Right of Way:                                                                                                                   | \$1,251,569.00                 |
| Construction:                                                                                                                   | \$1,469,470.00                 |
| Other:                                                                                                                          | \$0.00                         |
| An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed                                          | No                             |

### Project Description:

The City of Oregon proposes to improve the Navarre Avenue and Coy Road intersection in the City of Oregon, Lucas County. The improvements include constructing a median in the middle of Navarre Avenue just east and just west of the Coy Road intersection with accommodations for U-turns; add a dedicated right turn lane from northbound Coy to eastbound Navarre Avenue; add a dedicated through lane for southbound Coy Road extending to Dustin Road; replace the existing Coy Road bridge over Amlosch Ditch to accommodate wider pavement and sidewalks; replace the existing traffic signal with new signal equipment on new signal poles & ADA compliant pedestrian signals; upgrade lane control and directional signage including overhead lane-use signs; eliminate some duplicate access drives near the intersection; resurface the intersection; and add landscape and streetscape elements similar to the Navarre Avenue/Wheeling Street intersection.

The project will require permanent and temporary right-of-way. At this time in the project's development it has not been determined if the project will require a relocation or not. It is unknown if the changes proposed by the project to the parcel in the northwest quadrant of the intersection will impact the business enough to warrant a relocation. The full impacts the project will have on the parcel will be determined during the right of way acquisition process, which cannot start until after the environmental document has been approved. Therefore, this document has been written so that if the worst case scenario (business relocation) is needed, the impacts have been accounted for.



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Relocation of some utilities will be required for this project.

The project will require a 45-day closure of Coy Road between Navarre Avenue and Starr Avenue for the bridge replacement. At least one lane of traffic in each direction will be maintained during the remainder of construction.

The Regulated Materials screening and assessment determined that four properties warrant Petroleum Contaminated Soils (PCS) plan notes and one of these properties will also require the removal of four Underground Storage Tanks (USTs) with associated piping, removal of groundwater monitoring wells, and regulated water plan notes.

Minor stream impacts are associated with this project. No wetlands or endangered species habitat were found in the project area, therefore no impacts are anticipated to these species.

No other environmental, cultural, Section 4(f)/6(f) resources, or underserved population impacts will result from this project.

A public meeting was held on October 22, 2019. Four written comments were received. The City of Oregon provided responses to the comments via letters on February 3, 2020.

The environmental document and associated studies are being approved using Stage 2 Design. A copy of the plans is included in the project file.

**Limits of Proposed Work:** Intersection of (SR 2 ) Navarre Ave  
and Coy Road

**Start (SLM):** 22.42

**End (SLM):** 22.60

**Total Work Length (Miles):** 0.08

Roadway Character

**Roadway Character**

**Route Number: CR00529**

**Functional Classification:** Minor Arterial (Urban)

**Current Average Daily Traffic:** 17700

**Current Average Daily Traffic Year:** 2018

**Design Year Average Daily Traffic:** 21300

**Design Average Daily Traffic Year:** 2041

**Daily Hourly Volume:** 1800

**Truck %:** 2

**Setting:** Suburban

**Topography:** Level

|                     | Existing: | Proposed: |
|---------------------|-----------|-----------|
| Design Speed (MPH): | 40        | 40        |



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|                      |     |     |
|----------------------|-----|-----|
| Legal Speed (MPH):   | 35  | 35  |
| Number of Lanes:     | 3   | 4   |
| Type of Lanes:       | n/a | n/a |
| Pavement Width (ft): | 36  | 48  |
| Shoulder Width (ft): | 4   | 4   |
| Median Width (ft):   | 0   | 0   |
| Sidewalk Width (ft): | 5   | 5   |

**Route Number: SR00002**

**Functional Classification:** Principal Arterial - Other (Urban)

**Current Average Daily Traffic:** 21200

**Current Average Daily Traffic Year:** 2018

**Design Year Average Daily Traffic:** 25600

**Design Average Daily Traffic Year:** 2041

**Daily Hourly Volume:** 2200

**Truck %:** 22

**Setting:** Suburban

**Topography:** Level

|                      | Existing: | Proposed: |
|----------------------|-----------|-----------|
| Design Speed (MPH):  | 45        | 45        |
| Legal Speed (MPH):   | 40        | 40        |
| Number of Lanes:     | 5         | 5         |
| Type of Lanes:       | n/a       | n/a       |
| Pavement Width (ft): | 60        | 60        |
| Shoulder Width (ft): | 0         | 0         |
| Median Width (ft):   | 0         | 4         |
| Sidewalk Width (ft): | 5         | 8         |

**Sufficiency Rating:** 099.8

**General Rating:** 6

**Date Built:** 07/01/1917

**Bridge Location:** 0.05 M. N. OF NAVARRE AVE

**40. Bridge Type:** 111

Design Criteria For Bridges  
**Design Criteria for Bridges**



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**SFN: 4863208**

**Sufficiency Rating:** 099.8

**General Rating:** 6

**Date Built:** 07/01/1917

**Bridge Location:** 0.05 M. N. OF NAVARRE AVE

|                          | Existing: | Proposed: |
|--------------------------|-----------|-----------|
| Bridge Type:             | 111       | 195       |
| Bridge Length (ft):      | 14        | 14        |
| Number of Main Spans:    | 1         | 1         |
| Max Span Length (ft):    | 12        | 13.5      |
| Load Restrictions (TON): | 150       | 150       |
| Curb to Curb Width (ft): | 48.80     | 45        |
| Shoulder Width(ft):      | 2         | 9         |
| Under Clearance (ft):    | n/a       | n/a       |

**Bridge Type Description:**

The proposed bridge will be a 45 foot wide precast reinforced concrete box culvert 12' span x 6' rise x 96' long with reinforced concrete headwalls and wingwalls.

**Load Restrictions Description:**

The bridge will be designed for HL93 loaded with a wearing surface of 60 psf (pounds per square foot) which indicates that the new bridge will have not load restrictions.

**Will the structure be rehabilitated or replaced as part of the project?** Yes

**If this bridge is a historic bridge, what type is it?** n/a

**Remarks:**

The existing bridge will be replaced to provide wider roadway and sidewalks.

**41. Bridge Length (ft):** 14

**42. Number of Main Spans:** 1

**43. Max Span Length (ft):** 12

**44. Load Restrictions (TON):** 150

**45. Curb to Curb Width (ft):** 48.80

**Maintenance of Traffic During Construction**



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|                                                                                                                               |     |
|-------------------------------------------------------------------------------------------------------------------------------|-----|
| A roadway, bridge or ramp closure is required                                                                                 | Yes |
| A temporary bridge or roadway is proposed                                                                                     | No  |
| A detour is required for the proposed project                                                                                 | Yes |
| Access for local through traffic will be provided with appropriate signage                                                    | Yes |
| Provisions for through-traffic dependent businesses will be incorporated into project design                                  | Yes |
| Provisions to accommodate any local special events or festivals will be incorporated into project design                      | Yes |
| The proposed MOT substantially impacts sensitive environmental resources                                                      | No  |
| Substantial controversy is associated with the proposed MOT                                                                   | No  |
| Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc. | Yes |

**Remarks:**

The bridge replacement on Coy Road will require a closure. A 30 day closure to replace the box culvert is proposed.  
No closure is required for SR 2 Navarre Avenue. All other work will be part width.  
Public safety services and the school were invited to the public meeting. The police and fire departments sent representatives to the meeting.

- The October 7, 2019 email notice to various city departments about the project and announcing the public meeting can be found under Public Involvement.

|                                          |    |
|------------------------------------------|----|
| Are there any Environmental Commitments? | No |
|------------------------------------------|----|

**Right of Way and Utility Involvement**

|                                                       |     |
|-------------------------------------------------------|-----|
| The project requires Permanent Right-of-Way           | Yes |
| The project requires Permanent Easement(s)            | No  |
| The project requires Temporary Right-of-Way           | Yes |
| Number of parcels impacted by Permanent Right-of-Way: | 6   |

**Right of Way and Utility Involvement**

|                                                                                                                 |       |
|-----------------------------------------------------------------------------------------------------------------|-------|
| Number of parcels impacted by Temporary Right-of-Way:                                                           | 5     |
| Approximate acreage of Permanent Right-of-Way needed:                                                           | 2.228 |
| Approximate acreage of Temporary Right-of-Way needed:                                                           | 0.264 |
| Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area | Yes   |
| Large scale transmission facilities are located within the project area                                         | No    |





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|                                                                                   |     |
|-----------------------------------------------------------------------------------|-----|
| <b>Private utility easements are located within the project area</b>              | Yes |
| <b>The existing private utility easement will be impacted by the project</b>      | Yes |
| <b>Coordination with identified utilities has been initiated and/or completed</b> | Yes |

**Remarks:**

This project will require permanent and temporary right-of-way. At this time in the project's development it has not been determined if the project will require a relocation or not. It is unknown if the changes proposed by the project to the parcel in the northwest quadrant of the intersection will impact the business enough to warrant a relocation. The full impacts the project will have on the parcel will be determined during the right of way acquisition process, which cannot start until after the environmental document has been approved. Therefore, this document has been written so that if the worst case scenario (business relocation) is needed, the impacts have been accounted for. Right-of-way acreage estimates include a total take/relocation for the BP Gas Station on the northwest quadrant of the intersection.

The following utilities are located within the project area:

Buckeye Broadband, ODOT District 2, Buckeye Pipeline, North Coast Gas Transmission, City of Oregon, BP Oil Pipeline, Columbia Gas of Ohio (Toledo), AT&T Ohio, and Toledo Edison. Some utility impacts area anticipated.

Coordination with these utilities has been initiated.

- Utility coordination can be found in the project file under General/ Right-of-Way and Utility Involvement



## Purpose & Need

### Purpose & Need

#### Project History:

The Navarre Avenue/State Route 2 (SR 2) & Coy Road intersection is located on the primary commercial corridor in the City of Oregon, Ohio in Lucas County. The intersection is located approximately 1.25 miles east of the Interstate 280 (I-280) & SR 2 interchange. That 1.25 mile east/west corridor of SR 2 supports large volumes of summer tourist traffic accessing recreational areas of Lake Erie to the east. SR 2 is a 5-lane road with 2 through lanes in each direction and a two-way left-turn lane (TWLTL) that becomes an exclusive left-turn lane at signalized intersections. On the two-mile section of SR 2 east of I-280, there are 8 signalized intersections and a large number of commercial driveways. Coy Road runs north/south and is 1-lane in each direction, with exclusive left-turn lanes at the intersection with SR 2. The intersection of Navarre Avenue/SR 2 & Coy Road was ranked 39th on the 2016 Urban Intersection Highway Safety Improvement Program list from ODOT, with #1 on the list being the intersection with the most crashes and most damaging crashes. The intersection's ranking on the Urban Intersection Highway Safety Improvement Program list was the reason for the LUC-2-22.28-22.68 Safety Study prepared by DGL Consulting Engineers, LLC in September 2018. This study analyzed the crash history and congestion issues to determine the potential for safety improvements within the study area. In addition to the September 2018 study, the SR 2 corridor from I-280 to Coy Road was reviewed in a 2012 Access Management Study conducted by DLZ and TEC Engineering, Inc. Following the Access Management Study, the western part of the access management study corridor from I-280 to Isaac Streets Drive was analyzed in the 2013 LUC-2-21.24 Safety Study and Safety Application. Construction on safety improvements on the western part of access management study corridor was completed in Fall 2017.

- The 2016 LUC-2-22.28-22.68 Safety Study is located in the Project File under Purpose & Need \Existing and Future Conditions
- The 2012 Navarre Avenue (LUC-2) Access Management Study is located in the Project File under Purpose & Need\Project Information
- The 2013 LUC-2 Safety Study is located in the Project File under Purpose & Need\Project Information

#### Purpose Statement:

The purpose is to reduce crashes and congestion in the area around the Navarre Ave/SR 2 & Coy Road intersection.

#### Need Element(s):

Primary Needs  
Reduce Crashes



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Crash data for 2015 to 2017 indicates that 151 crashes occurred in the study area; 128 of these crashes occurred within an area influenced by the intersection of Navarre Avenue/SR 2 & Coy Road. Top crash types included 51% Rear End, 22% Left Turn, and 13% Sideswipe Passing. The primary types of crashes experienced in the study area indicate that congestion may be a factor in crash history. Slightly more than 1/3 of the crashes involved injuries. An increase in number of crashes occurred during the summer months of May through August, which may be related to increased recreational traffic using SR 2 to access Lake Erie to the east. Within the study area, 97% of the crashes occurred on SR 2, with 81% occurring between Straight Line Mile (SLM) 22.4-22.6 on SR 2. The intersection of Navarre/Ave/SR 2 & Coy Rd is located between SLM 22.42-22.6. Intersection crashes on Coy Road constitute 3% of the study area crashes.

The LUC-2-22.28-22.68 Safety Study prepared by DGL calculated crash rates for the location. The segment of SR 2 west of the intersection influence area had a crash rate of 4.79 ACC/MVMT (accidents/million vehicle miles traveled), while the segment east of the intersection influence area had a crash rate of 1.12 ACC/MVMT. The Statewide Average crash rate for Urban Principal Arterial segments is 2.71 ACC/MVMT. This indicates that the segment west of the intersection has a crash rate that is 77% higher than the statewide average, which the safety study attributes to mid-block driveways along the corridor. The intersection influence area has a crash rate of 4.53 ACC/MEV (accidents/million entering vehicles), while the Statewide Average crash rate for a 4-Lane Urban Signalized Intersection is 0.369 ACC/MEV. The intersection crash rate is more than 10 times greater than the statewide average, ranking this location number 39 on the 2016 Urban Intersection Highway Safety Improvement Program list.

#### Reduce Congestion

The LUC-2-22.28-22.68 Safety Study prepared by DGL analyzed congestion criteria for the intersection. The functionality of an intersection is designated by Level Of Service (LOS) classifications that range from LOS A to LOS F, with LOS A indicating nearly free-flow operations and LOS F indicating gridlock and traffic flow breakdown. LOS E is generally considered operating at or over capacity for the roadway conditions. LOS is based on traffic volumes, capacity and overall delay (in sec/veh) experienced. LOS C is usually the preferred maximum rating.

Under Existing Conditions, the intersection operates at LOS D, with a delay of 36.5 sec/veh. The Coy Road approaches experience the greatest amount of delay. The NB approach is LOS D with delay of 47.3 sec/veh, while the SB approach is LOS D with delay of 54.8 sec/veh. Max queue lengths are particularly notable for the through movements on the eastbound (EB) and westbound (WB) SR 2 approaches, as well as the southbound (SB) Coy Road approach. EB SR 2 has a queue length of 324 feet, WB SR 2 has a queue length of 340 feet, and SB Coy Road has a queue length of 368 feet. These long queue lengths may be related to the high number of Rear End, Left Turn, and Sideswipe Passing crashes experienced within the intersection area.

- The 2018 LUC-2-22.28-22.68 Safety Study is located in the Project File under Purpose & Need \Existing & Future Conditions

#### Secondary Needs

There are no Secondary Needs identified at this time.

#### Goals and Objectives:

n/a

#### Summary Statement:



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The purpose is to reduce crashes and congestion in the area around the Navarre Ave/SR 2 & Coy Road intersection. The intersection influence area has a crash rate that is more than 10 times the statewide average. The crash rate on the SR 2 roadway segment just west of the intersection is 77% higher than the statewide average and the types of crashes experienced indicate that congestion in the area may be a factor in the crash patterns. Congestion on the intersection approaches creates maximum queue lengths greater than 300 feet during peak travel periods, which may also be a factor in crashes for the study area.

**Logical Termini and Independent Utility:**

The logical termini extend on Navarre Avenue/SR 2 from approximately 500 feet west of the intersection at the Oregon Country Squire Shopping Center driveway to 500 feet east of the intersection at the Athens Road intersection. On Coy Road, the logical termini extend from 700 feet north of the intersection at the north driveway of Oregon Shopping Center Plaza to approximately 500 feet south of the intersection to tie into recent improvements installed at the Dustin Road intersection. The selection of these termini allow for considering safety & congestion improvements within the intersection influence area as well as those related to mid-block driveways.

The installation of improvements within these logical termini are not contingent upon the completion of other projects and may be implemented on their own, thereby signifying independent utility.



## Alternatives

### Alternatives

#### Discuss No Build Alternative:

The No Build alternative involves routine maintenance. This alternative does not address the crashes and does not address the capacity deficiencies at the intersection. The No Build does not meet the project's Purpose and Need.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

#### Alternatives Considered

| Name                           | Description                               | Reason Dismissed                                                                                                   | Preferred Alternative |
|--------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------|
| Add NB Thru-Right on Coy Road  | Add NB Thru-Right + Signal Timing Changes | Improving only NB would not improve the overall operation of the intersection as there would still be issues on SB | No                    |
| Add SB Thru-Right on Coy Road  | Add SB Thru-Right + Signal Timing Changes | Improving only SB would not improve the overall operation of the intersection as there would still be issues on NB | No                    |
| Add EB Right on Navarre Avenue | Add EB Right + Signal Timing Changes      | Low cost benefit, minimal improvement for money spent, function decreases                                          | No                    |
| Add WB Right on Navarre Avenue | Add WB Right + Signal Timing Changes      | Low cost benefit, minimal improvement for money spent, function decreases                                          | No                    |
| Add NB & SB Right on Coy Road  | Add NB & SB Right                         | Not dismissed                                                                                                      | Yes                   |
| Signal Timing changes only     | Signal Timing changes only                | Does not improve congestion or crashes, function decreases                                                         | No                    |



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|                       |                                       |                                                                                                                                                 |    |
|-----------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Convert to roundabout | Convert to large dual-lane roundabout | Significant right of way acquisition on all quadrants, signalized intersection 600 feet south could create problems with flow of the roundabout | No |
|-----------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----|

**Discuss Reasons Alternative Identified as Preferred was selected:**

Safety Study was completed and approved on 9/28/2018.

The preferred alternative (Alt. 5) combines various elements of individual, stand-alone alternatives that were considered. The preferred alternative which was derived from the safety study will add northbound and southbound right turn lanes on Coy Road, which reduces green time on Coy Road by allowing more vehicles through the light, which decreases delay times. The faster the vehicles move on Coy, the more green time is allowed on SR 2 Navarre Avenue. The signal timing change increases the level of service of the intersection. This alternative also includes the addition of a median on Navarre, on both the east and west sides of the intersection and closing some business drives which also reduces crashes by reducing conflict points. The preferred alternative was second behind the roundabout alternative (Alt. 7) for overall improvements to the intersection and approaching roadway segments operations. The preferred alternative requires fewer right-of-way impacts and has lower overall project cost as compared to the roundabout option.

The safety study also showed that the addition of right turn lanes from eastbound and westbound Navarre Avenue (Alts. 3&4) did not provide noticeable improvement to the intersection function. The level of service for the leg that was improved decreases for both alternatives. The addition of northbound and southbound through-right turn lanes on Coy Road (Alts. 1&2) only solved part of the identified issues, in part because improving only one approach direction alone did not improve the overall operation of the intersection; both alternatives provided similar results from a signal timing standpoint. Alternative 1 would require significant right-of-way impacts to the church property, additional stream impacts (culvert extension), and high cost to relocate utilities. Changes to the signal timing alone (Alt. 6) did not provide improvement to the intersection function. Signal timing changes alone showed that intersection level of service would become worse which would correlate to an increase in congestion and is unlikely to provide a reduction in crashes related to congestion.

The roundabout alternative (Alt. 7) provided the most improvement to the intersection function, however the traffic volumes would require a large two-lane roundabout, which would have large right-of-way acquisition requirements and the intersection 600 feet south (Dustin Road) could create problems with flow of the roundabout.



## Air

### Mobile Source Air Toxics (MSATs)

|                                                                                                                                                                    |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Sensitive Areas are located within approximately 500' of the proposed project area                                                                                 | Yes |
| The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126                                                                      | No  |
| The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center | No  |
| Design Year ADT is <140,000                                                                                                                                        | No  |

#### Remarks:

This project does not add capacity, a new interchange, or a new road on new alignment. This project only slightly modifies an existing intersection. Hence, this project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

### Particulate Matter 2.5 (PM2.5)

|                                                                              |    |
|------------------------------------------------------------------------------|----|
| The proposed project is in an air quality non-attainment or maintenance area | No |
|------------------------------------------------------------------------------|----|

#### Remarks:

The project is located in Lucas County which is not a PM2.5 maintenance or non-attainment area, therefore no PM2.5 analysis is required.

### Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

### Ozone

|                                                                        |     |
|------------------------------------------------------------------------|-----|
| The proposed project is in an Ozone non-attainment or maintenance area | No  |
| The proposed project is listed on the TIP                              | Yes |

#### Remarks:

The project is not located in an ozone maintenance or non-attainment area. No analysis is required.

### Environmental Commitments



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**Are there any environmental commitments?**

No





## **Noise**

### **Noise**

|                                                                                      |     |
|--------------------------------------------------------------------------------------|-----|
| Noise Sensitive Areas located within approximately 500' of the proposed project area | Yes |
| Noise Analysis conducted                                                             | No  |
| The proposed project is a Type I project                                             | No  |
| The proposed project is a Type II project                                            | No  |

### **Remarks:**

There is one church and several homes within 500' of the intersection. No noise analysis is required because the project is not moving travel lanes significantly closer (50%) to noise sensitive areas and the project is not adding capacity.

### **Environmental Commitments**

|                                          |    |
|------------------------------------------|----|
| Are there any environmental commitments? | No |
|------------------------------------------|----|



## ESA

Does the project require any Permanent ROW or Easement?: Yes

### ESA

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 12/20/2019

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

#### Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note

| Site Name                                                                     | Address             | Phase 1 Required? | Phase 2 Required? | Plan Note Required? |
|-------------------------------------------------------------------------------|---------------------|-------------------|-------------------|---------------------|
| RM-007 - BP Oil - Barney's Real Estate Investment - Barney's Convenience Mart | 3369 Navarre Avenue | Yes               | No                | Yes                 |
| RM-011 - St Paul's Church                                                     | 798 Coy Road        | No                | No                | Yes                 |
| RM-017 - Third Base Drive Thru                                                | 3420 Navarre Avenue | No                | No                | Yes                 |
| RM-020 - Rite-Aid                                                             | 3362 Navarre Avenue | No                | No                | Yes                 |

Date of Phase 1 ESA IOC from OES: 02/28/2020

#### Remarks:

Lawhon & Associates, Inc. completed the Regulated Materials Review for the project corridor December 16, 2019 which was conducted in accordance with the Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Guidance (2017). As a result of this review, an RMR Assessment was recommended for one site (RM-007) and PCS plan notes for three locations (RM-011, RM-017, & RM-020) as shown in the table above. OES issued an email dated December 20, 2019 stating agreement with the recommendation.

Lawhon & Associates, Inc. conducted an RMR Assessment on the one recommended site based upon the site's location within the preferred alternative dated January 31, 2020. Based upon the information provided in the RMR Assessment, OES issued an email dated February 29, 2020 stating that PCS plan note and regulated water plan note will be required if the project requires a strip take only. However, if the project requires a total take RMR investigations and BUSTR coordination will continue as part of RE 5320, the Acquisition of Contaminated Property. Additional plan notes may be developed based on RE 5320.

RM-007 (BP Oil - Barney's Real Estate Investment - Barney's Convenience Mart) is recommended for PCS plan note and regulated water plan note.

- RMR related reports and coordination can be found in the project file under ESA.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? Yes



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## Cultural Resources

### Cultural Properties Present

#### Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

A Section 106 Scoping Request was prepared by Lawhon & Associates, Inc. on January 7, 2020. The request for review provided a records check which included a review of electronic data from the Ohio State Historic Preservation Office (SHPO) to identify properties within the project area listed on or eligible for the National Register of Historic Places (NRHP), Ohio Archaeological Inventory (OAI) sites, Ohio Historic Inventory (OHI) buildings and structures. One OHI site was identified close to the project area. No inventoried history/architecture resources (i.e. OHI resources), no archaeological resources (i.e. OAI), and no listed or eligible Historic Properties have been reported in the construction area or the area of potential effects (APE). Highway modernization projects, the replacement of non-historic culverts, and the installation of new traffic signals are types of work exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319), if the project is not within the boundaries of any Historic Property or N. R. District.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

No

OES Approval/OSHPO Concurrence Date:

01/08/2020

#### Remarks:

On January 8, 2020 OES determined that in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO, and ACHP executed November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT-OES has determined that the proposed project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not part of a larger undertaking.

This completes the Section 106 review process.

What is the Section 106 effect determination in the OES Transmittal?

Minimal Potential to Cause Effect  
Appendix B

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

#### Tribal Consultation Summary/Remarks:

The Miami Tribe of Oklahoma offers no objection to the project as it is not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate



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consultation with the entity of jurisdiction for the location of discovery. See the Miami Tribe of Oklahoma correspondence, dated February 5, 2020, with its comments on the project in the Project File/Cultural Resources/Coordination subsection.

## **Environmental Commitments**

**Are there any Environmental Commitments?**

No



## Ecological

### ESR

Has an ESR been completed? Yes

Date ESR was completed: 08/08/2019

### Wetlands

Are Wetlands Present? No

#### Remarks:

Lawhon & Associates, Inc. prepared a Level 1 Ecological Survey Report dated August 8, 2019. No wetlands were identified in the project area.

### Streams & Rivers

|                        | Present: | Impacted: |
|------------------------|----------|-----------|
| Streams and Rivers:    | Yes      | Yes       |
| National Scenic River: | No       |           |
| State Scenic River:    | No       |           |
| Sec 9:                 | No       |           |
| Sec 10:                | No       |           |

### Impacted Streams and Rivers

| Stream Name   | Total Linear feet Impacted | QHEI | Aquatic Life Use Designation |
|---------------|----------------------------|------|------------------------------|
| Amlosch Ditch | 152                        | 30.5 | Limited Resource Water (LRW) |

Total Linear feet Impacted: 152

#### Remarks:

Lawhon & Associates, Inc. prepared a Level 1 Ecological Survey Report dated August 8, 2019. One stream was identified within the project area which will be impacted.

- Stream Amlosch Ditch drains to Driftmeyer Ditch drains to Maumee Bay of Lake Erie

Any necessary stream mitigation will be addressed as a part of the waterway permit process.



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## Other Surface Waters

|                                                | Present: | Impacted: |
|------------------------------------------------|----------|-----------|
| Reservoirs:                                    | No       |           |
| Lakes:                                         | No       |           |
| Ponds:                                         | No       |           |
| Storm Water Management Facility:               | No       |           |
| Jurisdictional Ditch:                          | No       |           |
| Other (If selected please explain in remarks): | No       |           |

### Remarks:

A Level 1 Ecological Survey Report was performed by Lawhon & Associates Inc. on August 8, 2019. No other surface waters were identified within the project area.

## Terrestrial Habitat

|                         | Present: | Impacted: |
|-------------------------|----------|-----------|
| Terrestrial Habitat:    | Yes      | Yes       |
| Unique or high Quality: | No       |           |

### Remarks:

A Level 1 Ecological Survey Report was performed by Lawhon & Associates, Inc. on August 8, 2019. Terrestrial habitat in the project area consists of common mixed vegetation and trees and includes High Density Developed (apartment complexes, rowhouses, and commercial/industrial), and Open Space (mowed right-of-way, single family housing, parks, etc.). No unique or high quality terrestrial habitats occur within the study area.

## Threatened or Endangered Species

|                                                        | Present: | Impacted: |
|--------------------------------------------------------|----------|-----------|
| Within the known range of a Federal Species?           | Yes      | No        |
| Federal Species/habitat found within the project area? | No       |           |
| Within the known range of a State Species?             | Yes      | No        |
| State Species/habitat found within the project area?   | No       |           |

### Remarks:

The proposed project is within the known range of the following federally (F) listed threatened and endangered species. According to the ODNR Ohio Heritage Program (OHD) review, the project is within 1 mile of the known range of one state (S) listed threatened and endangered species.



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According to the ODNR Ohio Heritage Program database (OHD) review, the project is within 1 mile of the known range of the following state (S) listed threatened and endangered species.

- Indiana bat (*Myotis soladis*) - F
- Northern long-eared bat (*Myotis septentrionalis*) - F
- Eastern prairie fringed orchid (*Platanthera leucophaea*) - F
- Karner blue butterfly (*Lydaeides melissa samuelis*) - F
- Rufa red knot bird (*Calidris canutus rufa*) - F
- Piping plover (*Charadrius melodus*) - F
- Eastern Massasauga (*Sistrurus catenatus*) - F
- Rayed bean (*Villosa fabilis*) - F

The project is within the known range of the following federal listed species of concern:

- Bald Eagle (*Haliaeetus leucocephalus*) - F

Review of the ODNR Biodiversity Database identified the following state threatened species as known or suspected of being in Lucas County. The species is the Red Baneberry (*Actaea rubra*). No suitable habitat is present within the project area for this state-listed species.

For the Indiana bat, no suitable wooded habitat (SWH) was identified in the project area due to the urban setting of the project. Review of ODNR's NHD did not identify a capture within one (1) mile. According to the USFWS Bat Buffer search the project is not located within a known bat buffer. This project will have no effect on this species.

For the Northern long-eared bat, suitable habitat similar to the Indiana bat was not identified. This species also prefers man-made structures and caves. No caves were identified within the proposed project area and no man-made structures except one business will be removed.

For the Eastern prairie fringed orchid, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Karner blue butterfly, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Piping plover, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Eastern Massasauga, no suitable habitat was identified within the project area. According to the USFWS the project is not located within a known eastern massasauga range polygon. Therefore no impacts are anticipated to this species or its habitat.

For the Rayed bean, there are no Group 2 or 4 mussel streams located in the project area. No impacts are anticipated to this species or its habitat.

On July 25, 2019 the culverts were inspected and no nesting birds or peregrine falcons were observed.

## Agency Coordination

| Coordination Required:                       |    | Comments Received Date: |
|----------------------------------------------|----|-------------------------|
| Ohio Department of Natural Resources (ODNR): | No |                         |



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|                                                    |    |  |
|----------------------------------------------------|----|--|
| United States Fish and Wildlife Service (USFWS):   | No |  |
| Ohio Environmental Protection Agency (OEPA):       | No |  |
| United States Army Corps of Engineers (USACE):     | No |  |
| ODNR State Scenic River:                           | No |  |
| National Park Service (NPS) National Scenic River: | No |  |

**Remarks:**

No coordination with the resources agencies is required for this project, as shown in the project file. All general conditions within the Memorandum of Agreement between the agencies will be or have been met (documentation in project file).

**Are there any environmental commitments?**

No





## Other Resources

### Farmlands

### Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

### Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. No further coordination is required.

- The Toledo Urbanized Area map may be found in the project file under Other Resources/Farmland

Are there any environmental commitments? No

### Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

|                                                                                                                             | Present: | Impacted: |
|-----------------------------------------------------------------------------------------------------------------------------|----------|-----------|
| The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area | No       |           |

Coordination with the Local Public Water Administrator is required No

|                               | Present: | Impacted: |
|-------------------------------|----------|-----------|
| Residential Wells are present | No       |           |

### Remarks:

The Ohio EPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the project study area. The map indicates that there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within 1/2 mile of the project area. The project area does not lie over a Federally-designated sole source aquifer.



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A search of the ODNR Division of Soil and Water Well Logs did not identified any residential drinking water wells located within 1/4 mile of the project location. This project is not likely to impact drinking water resources.

- The drinking water related maps may be found in the project file under Other Resources/Drinking Water

**Are there any environmental commitments?**

No



## **Section 4(f)**

### **Section 4(f) Determination**

**Section 4(f) properties are within and/or adjacent to the proposed project area**

No

### **Identified Section 4(f) Properties**

#### **Remarks:**

A field review and research of mapping and county auditor records by Lawhon & Associates, Inc. did not identify any Section 4(f) properties within the project area.

**Are there any environmental commitments?**

No



## Section 6(f)

### Section 6(f) Determination

| Present:         |    | Impacted: |
|------------------|----|-----------|
| 6(f) Properties: | No |           |

### Remarks:

Research of the Land and Water Conservation Fund Coalition website <https://www.lwcfcoalition.com/tools> did not identify any parks or recreation areas that have used Section 6(f) funds within the project area. No coordination is required.

- The LWCF Grant Listing can be found in the Project File under Section 6(f)/Project Information

**Are there any environmental commitments?**

No



## Community Impacts

### Community Impacts

**Will the proposed action comply with the local/regional development patterns for the area?** Yes

**Remarks:**

The proposed project is consistent with local plans and is not expected to change development patterns in the area. The project is listed in the Toledo Metropolitan Area Council of Governments' (TMACOG's) the Metropolitan Planning Organization for the region, FY 2018-2021 Transportation Improvement Program.

**Will the proposed action result in substantial negative impacts to community cohesion?** No

**Remarks:**

The project is not expected to result in any negative impacts to community cohesion. The project will improve community cohesion.

**Will the proposed action result in indirect or cumulative impacts?** No

**Remarks:**

The proposed improvements will not result in a reasonably foreseeable secondary or cumulative impact. The proposed safety improvements are expected to have positive impact on the local community.

**Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities?** No

**Remarks:**

Substantial impacts will not occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities. Emergency services and schools have been notified (see Project File). They will also be notified of any delays and closures associated with construction. A Maintenance of Traffic Plan has been developed for this project that allows for local access during construction. Residents of the project area may experience short-term impacts during construction; however, safety for the public utilizing this facility will be improved in the long run.

**Will the proposed action displace residents, businesses, institutions or farms?** Yes

Number of Displacements

**Residences:** 0

**Businesses:** 1

**Institutions:** 0

**Farms:** 0

**Remarks:**



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The BP station is located on the northwest quadrant of the intersection. The pumps are located 50 feet from the edge of the intersection. The needed safety improvements require some ROW from the station, which results in a total take of the business. The constraints on the other quadrants do not provide room to shift the intersection away from this parcel.

**Are there any Environmental Commitments?**

No



## Underserved Populations

### Underserved Populations

#### Identified Underserved Populations

| Census Block Group # | % Minority | % Low Income |
|----------------------|------------|--------------|
| 390950099002         | 7          | 7            |
| 390950099003         | 16         | 15           |
| 390950100022         | 26         | 48           |
| 390950101005         | 15         | 15           |

|                                                                                                                                                                                                                                          |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Are Underserved Populations located within and/or adjacent to the proposed project area?                                                                                                                                                 | Yes |
| Are there any relocations?                                                                                                                                                                                                               | Yes |
| Are there residential relocation(s)?                                                                                                                                                                                                     | No  |
| Are there business relocations?                                                                                                                                                                                                          | Yes |
| Will any businesses primarily serving an Underserved Population be relocated as part of the proposed project?                                                                                                                            | No  |
| Will there be any job loss for an Underserved Population as a result of the business relocation?                                                                                                                                         | No  |
| Will there be changes to access?                                                                                                                                                                                                         | No  |
| Will the proposed project result in unanticipated additional impacts to any Underserved Populations?                                                                                                                                     | No  |
| Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement?                                | No  |
| Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement?                                                                       | No  |
| Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? | No  |

#### Remarks:

According to the ODOT's Transportation Information Management System (TIMS), the UP population percentages are mixed in the project area. The Minority population ranges from 26 to 7 percent. The Low Income population ranges from 48 to 7 percent. The older adult population ranges from 37 to 13 percent. Limited English Proficiency population ranges from 2 to 0 percent.

Flyers were hand delivered by the project team to various businesses, churches, laundromat, library, and apartment complexes close to the project area with request to post for customers/members/residents prior to the public meeting. A map showing the locations is included in the Project File. No concerns related to underserved populations were raised.



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The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required. Additional information can be found in the Public Involvement tab and under the Underserved Populations and Public Involvement in the Project file.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings an Underserved Populations Impact Analysis Report is not required.

- The mapping can be found in the project file under Underserved Populations

**Are there any Environmental Commitments?**

No





## Public Involvement

### Public Involvement

**Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)**

A public meeting was held on October 23, 2019 to provide information about the project and provide the public with an opportunity to comment on the project. Meeting announcement letters were sent on October 7, 2019 to property owners, business owners, and stakeholders in the project area. A notification email with the press release and flyer was also sent to the media and Navarre Avenue working group on October 7, 2019. The City of Oregon issued a press release on October 7, 2019 and posted the announcement on the City's web page. The City also published an announcement on their Instagram and Twitter accounts on October 15, 2019. A flyer was hand delivered to various businesses and apartment complexes near the study area in advance of the meeting. Twenty-seven people attended the meeting, including property owners, business owners, church representative, fire department, and city staff.

The Public Involvement Plan was approved by ODOT on October 17, 2019.

Public involvement materials can be found in the project file under Public Involvement/Project Information

**Was Public Involvement conducted in compliance with Title VI requirements?** Yes

**Is there any substantial environmental controversy on environmental grounds?** No

**Please summarize the Public Involvement responses received.**

The comment period was from October 23 - November 22, 2019. Four written comments were received at and following the meeting. Comments included the intersection is so dangerous they travel to another Kroger much further away to avoid intersection, support for dedicated right-turn lane from westbound Navarre Avenue to northbound Coy Road, support for the project overall, and acknowledgement that the intersection improvement is needed for safety reasons but object to Coy Road becoming more commercial and dislike for more of a thoroughfare instead they prefer the former rural character.

The City of Oregon prepared a letter response to the comments received on February 3, 2020. Responses included Coy Road currently has weight restrictions to limit trucks, Coy Road is not designated to become a commercial road, except near Navarre Avenue and Starr Avenue all of the properties are zoned residential, and there are no plans to widen Coy Road.

**Are there any Environmental Commitments?** No



## Permits

### Waterway Permits

|                                                 |     |
|-------------------------------------------------|-----|
| Are Waterway Permits required?                  | Yes |
| Is the Waterway Permits Determination Complete? | Yes |
| Army Corps of Engineers                         |     |
| Regional General Permit (RGP):                  | No  |
| Nationwide Permit (NWP):                        | Yes |
| Section 404 Individual Permit:                  | No  |
| Section 10 Permit:                              | No  |
| Ohio EPA                                        |     |
| Section 401 Water Quality Certification:        | No  |
| Level 1 General Isolated Wetland Permit:        | No  |
| Level 2 Individual Isolated Wetland Permit:     | No  |
| Level 3 individual Isolated Wetland Permit:     | No  |
| US Coast Guard                                  |     |
| Section 9 Coordination:                         | No  |
| Section 9 Bridge Permit:                        | No  |
| ODNR                                            |     |
| Shore Structure Permit :                        | No  |

#### Remarks:

On March 10, 2020 OES determined that the project meets the criteria for Nationwide Waterway Permit #3 Maintenance. All conditions must be included in the plans and adhered to throughout construction.

|                                          |     |
|------------------------------------------|-----|
| Are there any environmental commitments? | Yes |
|------------------------------------------|-----|

### Storm Water Permits

|                                                                            |    |
|----------------------------------------------------------------------------|----|
| NPDES Construction General Permit for Stormwater (NOI):                    | No |
| Watershed Specific NPDES Construction General Permit for Stormwater (NOI): | No |

#### Remarks:



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Construction of this project will likely require a total disturbance of approximately 0.72 acres of land surface. Less than 1.0 acre of earth disturbed area (EDA) is anticipated as a result of project construction, therefore, the filing of a Notice of Intent (NOI) application and approved National Pollutant Discharge Elimination System (NPDES) Permit from the OEPA will not be required for the project.

**Are there any environmental commitments?** No

**Floodplains**

**The proposed project involves encroachment within a Special Flood Hazard Area (SFHA)** No

**Remarks:**

Based upon review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39095C0115E by Lawhon & Associates, Inc. on June 28, 2019, the project is not located within any regulated floodplain.

**Are there any environmental commitments?** No

**Landfills**

**Is a 2713 Permit required?** No

**Remarks:**

Based upon RMR studies conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No permit is required.

**Are there any environmental commitments?** No



## **Environmental Commitments**

### **ESA**

- 1) The project designers shall incorporate a note into the plans concerning Petroleum Contaminated Soils (PCS) for four sites: BP Oil Barney's Convenience Mart at 3369 Navarre Avenue, St. Paul Church at 798 Coy Road, Third Base Drive Thru at 3420 Navarre Avenue, and Rite-Aid at 3362 Navarre Avenue.
- 2) The project designers shall incorporate a note into the plans concerning regulated water for one site: BP Oil Barney's Convenience Mart at 3369 Navarre Avenue.
- 3) If the BP Oil Barney's Convenience Mart (3369 Navarre Avenue) is determined a total take, the RMR studies, including BUSTR coordination will be continued as part of the RE 5320 process, The Acquisition of Contaminated Property. Property specific plan notes will be developed as necessary by resulting determinations from RE 5320 process.

### **Permits - Waterway Permits**

- 1) The City of Oregon will adhere to all Waterway Permit conditions throughout construction.



### **Preparers and Approvals**

**Form Preparer:**

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### **Approvals & Electronic Signatures**

| <b>Approved &amp; Electronically Signed By:</b> | <b>Approval Date:</b> |
|-------------------------------------------------|-----------------------|
| <b>Stacy Schimmoeller (PROGRAM ADMIN 3)</b>     | 6/19/2020             |



## **Appendix**

### **General**

Aerial Map.pdf

Correspondence Related to Utility Coordination.pdf

County Map.pdf

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

### **Ecological**

ODOT Disposition of Agency Comments.pdf

OES Approval - No ODNr and USFWS Notification.pdf

### **ESA**

OES Recommendations - Phase I.pdf

OES Recommendations - Screening IOC.pdf

OES Recommendations - Screening Outside Properties.pdf

OES Recommendations - Screening.pdf

### **Cultural Resources**

Records Check.pdf

### **ESA**

RMR Assessment.pdf

### **General**

STIP Listing.pdf

### **Other Resources**

Urbanized Area Map.pdf

### **General**

USGS Quadrangle Topographical Map.pdf

### **Other Resources**

Water Source Protection Area Map.pdf

Well Log Data.pdf

### **Underserved Populations**

Census Mapping.pdf



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**Permits**

FEMA FIRM.pdf

**Section 6(f)**

LWCF Grant Listing.pdf

**Public Involvement**

News Articles.pdf

OES Approval - Public Involvement Plan.pdf

Press Release.pdf

Public Comments Received.pdf

Public Involvement Plan.pdf

Public Meeting Exhibits.pdf

Public Meeting Handouts.pdf

Public Meeting Notification - City Email .pdf

Public Meeting Notification - City Instagram.pdf

Public Meeting Notification - City Website.pdf

Public Meeting Notification - Flyer Location Map.pdf

Public Meeting Notification - Flyer.pdf

Public Meeting Notification - Mailing List.pdf

Public Meeting Notification.pdf

Public Meeting Presentation.pdf

Public Meeting Sign In Sheet.pdf

Response to Public Comments.pdf