



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

LUC SR 2 13.77 Intr Widen Grp A PID 108465

Environmental Document Level: D1

Approved: 1/27/2021

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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.

Table of Contents

Project Type.....	3
General Project Information.....	4
Purpose & Need.....	9
Alternatives.....	11
Air.....	12
Noise.....	14
ESA.....	15
Cultural Resources.....	16
Ecological.....	18
Other Resources.....	19
Section 4(f).....	21
Section 6(f).....	22
Community Impacts.....	23
Underserved Populations.....	25
Public Involvement.....	27
Permits.....	28
Environmental Commitments.....	30
Preparers and Approvals.....	31
Appendix.....	33



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:	108465
Project Name:	LUC SR 2 13.77 Intr Widen Grp A
Project Sponsor:	Toledo, City of
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	108465: 21-24 STIP
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:	\$696,068.00
Right of Way:	\$1,593,888.89
Construction:	\$4,320,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The Ohio Department of Transportation proposes to improve safety and efficiency at the SR 2 (Airport Highway) and South Byrne Road intersection in the City of Toledo, Lucas County. Improvements include construction of a second left turn lane from northbound (NB) South Byrne Road to westbound (WB) Airport Highway, a second left turn lane from eastbound (EB) Airport Highway to NB South Byrne Road, a right turn lane from EB Airport Highway to southbound (SB) South Byrne Road, a right turn lane from SB South Byrne Road to WB Airport Highway, a left turn lane from WB Airport Highway to SB South Byrne Road, a right turn lane from WB Airport Highway to NB South Byrne Road, improved pedestrian access with new sidewalks and pedestrian signals, concrete islands to improve right turn angles, raised concrete medians on Airport Highway and on the north leg of South Byrne Road to reduce conflict points, and installing new traffic signals. Permanent and temporary right-of-way will be required for the project. The Rally's restaurant will be relocated. There will be a minor impact to the Maplewood Cemetery; no graves will be impacted. Some utility relocations will be required for this project. One lane of traffic in each direction will be maintained on Airport Highway and South Byrne Road. Pedestrian access will be maintained, although some short-term sidewalk



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

closures will occur. Access will be maintained to all properties throughout construction.

Permanent and temporary right-of-way will be required for the project. The Rally's restaurant will be relocated. There will be a minor impact to the Maplewood Cemetery, no graves will be impacted. Some utility relocations will be required for this project.

One lane of traffic in each direction will be maintained on Airport Highway and South Byrne Road. Pedestrian access will be maintained, although some short-term sidewalk closures will occur. Access will be maintained to all properties throughout construction.

There are no jurisdictional water resources in the project area so no USACE permits are required. This project is not located within a special flood hazard area so there will be no impacts to the floodplain. There is no suitable habitat for any state or federally listed species within the project area so there will be no impacts to any ecological resources.

A Regulated Materials Review Screening was prepared in August 2020. ODOT-OES concurred on August 14, 2020 with the results of the Screening that a Petroleum Contaminated Soils (PCS) plan note was required for two sites; and regulated water plan note was required for the same two sites. Plan notes have been added. No other environmental, cultural resources, Section 4(f)/6(f), or underserved populations impacts will result from this project.

Letters were sent to property owners near the project area on October 23, 2019 to provide project information and an opportunity to comment on the project. No comments were received. A virtual public meeting was held on October 21, 2020. One written comment was received online during the 30-day comment period which followed the meeting. The comment was responded to online on 12-10-2020.

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 Airport Hwy (SR 2) and Byrne Rd
Start (SLM):	13.77
End (SLM):	13.81
Total Work Length (Miles):	0.04
Roadway Character	
Route Number: CR00501	
Functional Classification:	Collector (Urban)
Current Average Daily Traffic:	34590
Current Average Daily Traffic Year:	2023
Design Year Average Daily Traffic:	34590
Design Average Daily Traffic Year:	2043
Daily Hourly Volume:	3460
Truck %:	3
Setting:	Urban



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

Topography:

Level

	Existing:	Proposed:
Design Speed (MPH):	45	45
Legal Speed (MPH):	45	45
Number of Lanes:	5	5
Type of Lanes:	through turn	through turn
Pavement Width (ft):	56	56
Shoulder Width (ft):	5	5
Median Width (ft):	n/a	n/a
Sidewalk Width (ft):	5	5

Route Number: SR00002

Functional Classification:

Principal Arterial - Other (Urban)

Current Average Daily Traffic:

20740

Current Average Daily Traffic Year:

2023

Design Year Average Daily Traffic:

20740

Design Average Daily Traffic Year:

2043

Daily Hourly Volume:

2070

Truck %:

4

Setting:

Urban

Topography:

Level

	Existing:	Proposed:
Design Speed (MPH):	45	45
Legal Speed (MPH):	45	45
Number of Lanes:	5	5
Type of Lanes:	through turn	through turn
Pavement Width (ft):	60	60
Shoulder Width (ft):	3	3
Median Width (ft):	n/a	n/a
Sidewalk Width (ft):	5	5

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required

No

A temporary bridge or roadway is proposed

No



A detour is required for the proposed project	No
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:

Traffic will be maintained using part-width construction techniques. At least one lane of traffic in each direction will be maintained at all times on Airport Highway (SR 2) and South Byrne Road. Pedestrian access will be maintained, some sidewalk closures will be required. Access will be maintained to all properties during construction.

Local police & fire departments and local school district were sent project information and notice of public meeting on September 23, 2020. No one attended the virtual public meeting.

Are there any Environmental Commitments?	No
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Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	Yes
The project requires Permanent Easement(s)	Yes
The project requires Temporary Right-of-Way	Yes
Number of parcels impacted by Permanent Right-of-Way:	25
Number of parcels impacted by Temporary Right-of-Way:	16
Approximate acreage of Permanent Right-of-Way needed:	1.045
Approximate acreage of Temporary Right-of-Way needed:	0.428
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
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Permanent and temporary right-of-way will be required for this project.



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

Utilities in the project area:

Columbia Gas of Ohio, Toledo Edison, Buckeye Cable, AT&T Ohio, Redflex Traffic Systems, City of Toledo Water, and City of Toledo Sanitary



Purpose & Need

Purpose & Need

Project History:

The intersection of State Route (SR) 2 (Airport Highway) and Byrne Road in the City of Toledo, Lucas County, Ohio ranked 1st in the Ohio Department of Transportation's (ODOT) 2017 prioritized highway safety improvement program (HSIP) for urban intersections; and 3rd in 2016. Over the past six years the intersection has ranked near the top. The ranking compares actual crash rates at specific intersections to crash rates for similar intersection types across Ohio. In 2018, ODOT approved a safety study for this intersection. The purpose of the study was to evaluate potential countermeasures to reduce the crash frequency and severity at the SR 2/Byrne Road intersection. The intersection continues to rank in the top 3 for urban intersections through 2019.

Both SR 2 (Airport Highway) and Byrne Road are classified as Other Urban Principal Arterials. The posted speed limit on Byrne Road is 45 mph; on SR 2 east of Byrne Road is posted 40 mph and SR 2 west of Byrne Road is posted 45 mph.

Purpose Statement:

The purpose of the project is to improve mobility and access at the SR 2 (Airport Highway) and Byrne Road intersection to reduce crashes and congestion.

Need Element(s):

Primary Needs

Crashes

The existing signalized intersection operates as part of the Far West coordinated system. SR 2 westbound and Byrne Road southbound have leading protected-only left turn phases, while SR 2 eastbound and Byrne Road northbound have lagging protected/permitted left-turn phases. The study included crashes from 2014 through 2016 for a total of 228 crashes. The majority of the crashes (71.1%) were Property Damage Only. Rear end crashes (48.2%) were the most frequent type. Sideswipe crashes (15.4%), Left-turn crashes (14%), and angle crashes (11.4%) were to next most frequent crash types in order. Most of the left-turn crashes that occurred within the intersection area involved the eastbound left-turn and the northbound left-turn movements. The combination of permitted left-turn movements during the opposing through-movement phase and a lagging protective left-turn movement may encourage drivers to turn when there is an insufficient gap in oncoming traffic. Most of the angle crashes in the study area were at commercial driveways located within the intersection functional area. The types of crashes indicate that congestion and the number of access points near the intersection contribute to the crashes at this intersection.

Congestion

Certified traffic for a 2012 safety study projected no traffic growth in the area; this data was compared to counts collected in 2018 to determine that the projection was valid. Capacity was analyzed for the 2018 safety study using current volumes. Intersection capacity calculations identify the amount of delay experienced in seconds per vehicles. To explain how delay relates to traffic flow, the Highway Capacity Manual uses a qualitative description called Level of Service (LOS). There are five Levels of Service, A through F, that correlate to vehicular delay. LOS A defines relatively



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A

Approved: 1/27/2021

free-flow movement, while LOS F defines gridlock or a breakdown in traffic flow. LOS D is typically considered acceptable flow for urban environments while LOS E is considered as operating at or over peak capacity. The following table identifies the AM and PM Peak hour LOS and delay (in sec/vehicle) for 2018 traffic volumes using the existing lane configuration, signal timing, and phasing.

Intersection	Airport		Byrne		Byrne					
	Average	Left	Through/Right	Left	Through/Right	Left	Through/Right	Left	Through	Right
AM Peak	D/39.2	E/55.8	D/45.4	D/48.6	E58.3	C/34.1	C/31.0	E/58.0	C/33.2	B/14.0
PM Peak	E/61.9	F/100.4	E/60.5	D/50.9	F/84.9	F/167.6	D/46.8	E/68.8	D/36.4	B/19.0

The results indicate that certain traffic movements are operating over capacity in the PM Peak, specifically the eastbound and northbound left-turn movements that are experiencing most of the left-turn crashes.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

Logical Termini

The logical termini for the project are the intersection influence area of approximately 500 feet on all approaches to the intersection.

Independent Utility

The proposed project does not rely on any other project to meet the established purpose and need. Additionally, the project is independent of any other transportation improvement in the area and does not preclude any future project. Therefore, independent utility is established for the proposed project.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative involves only routine maintenance activities. This alternative does not address the safety issues (crashes) or the capacity issues (congestion). The No Build Alternative does not meet the project's Purpose & Need.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
No Build	routine maintenance activities	does not address crashes and congestions	No
Build	Safety Study countermeasures - add second left turn lane NB S Byrne to WB SR 2 & EB SR 2 to NB S Byrne, add right turn lane to EB SR 2 to SB S Byrne, add concrete islands to improve right turn angles, and add concrete median to reduce conflict points	not dismissed	Yes

Discuss Reasons Alternative Identified as Preferred was selected:

The Build Alternative was identified as the Preferred Alternative because it would best meet the Purpose & Need of the project. Lack of capacity (congestion) and number of access points near the intersection was identified as the primary safety deficiencies contributing to the high percentage of rear-end crashes at the intersection. The Build Alternative would address this safety issue by adding capacity (turn lanes) at the intersection.

- The 2018 safety study can be found in the project file under General/PDP
- Earlier 2015 safety study can be found in the project file under Alternatives/Reports



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 Yes

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



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

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:

The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

Environmental Commitments

Are there any environmental commitments? No



ESA

ESA

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

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 08/14/2020

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-0017 former gas station	3516 Airport Highway & 806 South Byrne Road	No	No	Yes
RM-0019 historic gas station	3505 Airport Highway	No	No	Yes

Remarks:

Lawhon & Associates, Inc. conducted Regulated Materials Review for the project corridor in August 2020 which was conducted in accordance with the Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Regulated Materials Review Manual (2018). As a result of this review, two site warranted a PCS plan note. OES issued an email on August 14, 2020 stating agreement with the recommendation.

- 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



Cultural Resources

Cultural Properties Present

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

ODOT District 2 Environmental Staff prepared the Section 106 Scoping Request on August 5, 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. No OAI or OHI sites were identified within the project area.

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: 08/07/2020

Remarks:

ODOT-OES determined on August 7, 2020 that highway modernization projects, including upgraded to existing traffic signals and adding auxiliary lanes, are exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319 and amended on July 11, 2019), as long as the project is not within the boundaries of any historic property or N. R. district.

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 consultation with the entity of jurisdiction for the location of discovery.



- **The Miami Tribe of Oklahoma correspondence, dated September 5, 2020, with comments on the project, can be found in the Project File under Cultural Resources/Coordination**

Environmental Commitments

Are there any Environmental Commitments? No



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

Ecological

Are there any environmental commitments? No



Other Resources

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 Urbanized Area Map may be found in the project folder 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



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A

Approved: 1/27/2021

a Federally-designated sole source aquifer.

Well locations near the project limits were mapped from ODNR Ground Water Mapping and Technical Services' website. No residential wells are located within 1/4 mile of the project.

- **OEPA and ODNR mapping 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:

Review of available maps and property ownership records by Lawhon & Associates, Inc. did not identify any public parks, recreation areas, wildlife or waterfowl refuges, or historic sites within the project study area. The project will not impact any known Section 4(f) properties.

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 by Lawhon & Associates, Inc. did not identify any public parks or recreation areas that received Section 6(f) funds within or adjacent to the project area. No funds were used to acquire and/or develop said recreation areas. Therefore, no further coordination is required.

- The LWCF grant list 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 included in the Toledo Metropolitan Area Regional Council of Governments (TMACOG), the MPO for the region, On The Move: 2015-2045 Transportation Plan dated July 2020. The project is also listed in the TMACOG's Transportation Improvement Program FY 2021-2024. This indicates that the project is consistent with local and regional development plans.

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

Remarks:

The safety improvements resulting from this project will not create or add to any community division.

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 improvements are expected to have positive impacts on the local community, by providing a safer intersection and a new sidewalk by the cemetery.

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, or public transportation facilities. Inconveniences may be experienced by public services (fire, police, and emergency services) as a result of lane closures, but the inconvenience will be temporary and short in duration. Emergency services and schools will be notified of any delays or closures associated with construction.

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

Number of Displacements

Residences: 0

Businesses: 1

Institutions: 0



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

Farms:

0

Remarks:

The one business displacement (Rally's restaurant) was necessary to provide the needed turn lanes to improve safety at the intersection and to avoid major impacts to the city owned Maplewood Cemetery on the opposite corner.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950068002	61	86
390950073031	58	49
390950073033	69	83
390950068001	29	57

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 TIMS, the EJ population percentages are mixed in the project area. The Minority population ranges from 29 to 69 percent. The Low Income population ranges from 49 to 86 percent. The older adult population ranges from 2 to 43 percent and the Limited English Proficiency (LEP) is 0 to 5 percent population.



Approved: 1/27/2021

Underserved populations were involved as part of the public involvement process and offered the opportunity to comment on the project through the ODOT website/Facebook page, at the virtual public meeting, and were provided information on who to contact to express concerns. The virtual public meeting invitation letters also included project information, comment forms, & exhibits, and were sent to property owners, residents, and businesses within the proposed project area, as well as stakeholders, and local government officials. The virtual public meeting invitation letters outlined the status of the project, a project summary, ongoing environmental investigation activities, an invitation to the upcoming virtual public meeting, and contact information. In addition, the public meeting was covered by the local print media. Flyers and letters requesting the flyer be hung up and announced during gatherings were also sent to community venues & businesses, as shown in the project file. Flyers were also distributed to the various apartment complexes in and near the project area, including several HUD complexes. Flyers were given to complex managers to distribute to residents and hang in common areas. No comments have been received or issues raised concerning the project's impacts to Underserved Populations.

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.

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.

- **Census Mapping can be found in the project file under Environmental Justice/Project Information**

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)

Property owner letters were sent on October 23, 2019 to notify property owners of the project and planned survey fieldwork associated with the project and provide an opportunity to comment on the project. Public Meeting Notification Letters for a virtual public meeting were mailed on September 23, 2020 to property owners/residents/businesses/local safety services/school officials. Materials normally available at an in-person public meeting, Handout, and Comment Form, were included with the notification letter. Public Meeting Notification Flyer Letters were also mailed on September 23, 2020 to businesses, schools, churches, and social service agencies in the project area. These letters included a Flyer which they were asked to post for customers and employees, Handout, and Comment Form. In addition, Tetra Tech staff distributed flyers to apartment complexes in and near the project area.

ODOT District 2 created a project website under ODOT's new project page and in Public Input. The public meeting was also listed on ODOT's Events web page. A link was posted on the District 2 web page to the ODOT Projects page. A link to the virtual public meeting was provided on the ODOT Project to Public Input. Interested parties could connect to the virtual meeting using their computer or smartphone both with video or audio or by using a regular phone. During the meeting comments could be provided using the web page, voicemail, or speaking to the project team. Following the meeting comments could be submitted by mailing a written comment form or letter (sent in the mail or printed from web page), phone, or email. 10 people participated the virtual public meeting via PublicInput using their computer and phones.

The PI Plan was approved by ODOT on June 1, 2020.

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 21 to November 20, 2020.

One comment was received online with concern for the large tree in Maplewood Cemetery and ODOT responded online on December 10, 2020 that no trees would be removed due to the project.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? No

ODNR

Shore Structure Permit : No

Remarks:

No streams or wetlands were identified in the project area. No waterway permits are required.

Are there any environmental commitments? No

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

Construction of this project will likely require a total disturbance of approximately 2.0 acres of land surface. Because the proposed improvements will result in greater than 1 acre of earth-disturbing construction activities a Notice of Intent (NOI) will be submitted for this project, per ODOT standard operating procedures, requesting coverage under a National Pollutant Discharge Elimination System (NPDES) general permit for storm water discharges from Ohio EPA.

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 s39095C0069F, 39095C0232F, 39095C0088E, and 39095C0251E by Lawhon & Associates, Inc. on October 9, 2020, the project is not located within any regulated floodplain.

- The FIRM can be found in the project file under Permits/Floodplain

Are there any environmental commitments? No



Landfills

Is a 2713 Permit required?

No

Remarks:

Based upon regulated materials 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 will ensure that Petroleum Contaminated Soils (PCS) plan notes are included in the plans for two sites: 3516 Airport Highway/806 South Byrne Road and 3505 Airport Highway.
- 2) The Project Designers will ensure that regulated water plan notes are included in the plans for two sites: 3516 Airport Highway/806 South Byrne Road and 3505 Airport Highway.

Permits - Storm Water Permits

- 1) ODOT will obtain NPDES Construction General Permit for Stormwater and any associated requirements.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Neal (ENV SPEC 2)	1/27/2021



Appendix

General

Aerial Map.pdf

County Map.pdf

STIP Listing.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

OES Acceptance - Purpose and Need.pdf

ESA

Project Related OES Decision - ESA.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

Other Resources

Urbanized Area Map.pdf

Well Log Data.pdf

Section 6(f)

LWCF Grant Listing.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

OES Approval - Public Involvement Plan.pdf

Press Release 1.pdf

Press Release 2.pdf

Property Owner Notification Letter.pdf

Public Comments Received.pdf

Public Engagement Plan.pdf

Public Meeting Comment Form.pdf

Public Meeting Flyer Letter.pdf



Environmental Document Level: D1
PID 108465 LUC SR 2 13.77 Intr Widen Grp A
Approved: 1/27/2021

Public Meeting Flyer Mailing List.pdf

Public Meeting Flyer.pdf

Public Meeting Handouts.pdf

Public Meeting Notification for Apt Complexes.pdf

Public Meeting Notification Map.pdf

Public Meeting Notification.pdf

Public Meeting ODOT Project Event Listing.pdf

Public Meeting Public Input Page.pdf

Public Notification Mailing List 9-2020.pdf

Public Notification Mailing List.pdf

Permits

FEMA FIRM.pdf