



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

HEN SR 110 3.51 Slope Repair PID 111071

Environmental Document Level: C1

Approved: 11/13/2023

Prepared By: District 2

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

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C1

PID: 111071
Project Sponsor: DISTRICT 2 ENGINEERING
ODOT District: 2
Funding Source: Federal

Project Description:

The Ohio Department of Transportation is currently proposing to repair a slope along the Maumee River due to eroding roadway embankment. To repair the slope a plug pile wall will be used to ensure that the embankment, containing a lower layer of sand, will be stabilized. All work is within the existing right of way and there will be no impacts to utilities. This project does not include impacts to any waterways or floodplains, therefore no US Army Corps of Engineers or floodplain permits are required. There will be no impacts to any ecological or historically significant resources. This project is located within 1,000 feet of a state scenic river and coordination with the ODNR has been completed. Construction is expected to begin in the fall of 2024 and last approximately 90 days. During construction, State Route 110 will be closed. A detour will be posted.

This document was written and approved based on Stage 2 plans

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

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	111071: 24-27 STIP

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

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 08/28/2023

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

Supporting documentation has been uploaded to Project File: Yes

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

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting



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structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

(23) Projects that receive federal funds that are less than the monetary values indicated by FHWA. These monetary values are adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor (see www.fhwa.dot.gov or www.fta.dot.gov). See the Help Tip Box for current monetary limits.

Environmental Commitments:

Yes



Environmental Commitments

C1

- 1) Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
- 2) The Project Designer shall incorporate the following note in the plans: The Contractor must make all reasonable attempts to disturb the minimum amount of riverbank vegetation. Disturbed stream banks shall be re-vegetated, returned to previously existing contours and elevations, and any trees removed to perform the work shall be replaced with native tree species, where physically practicable. 42 native tree species as specified in the plans shall be planted at a spacing of approximately 10 feet on center along the disturbed area at the top of the bank. Seeding and/or mulching must occur immediately following project completion.
- 3) ODOT will continue to monitor the growth of the vegetation and the erosion of the remaining slopes. If bank failure that would expose the plug pile wall is observed, then ODOT will consult with Scenic Rivers to determine appropriate remedial actions or restoration of the bank.
- 4) Following the completion of major construction activities, ODOT will install live branch cuttings at appropriate and feasible locations along the toe of the existing slope in the areas of the plug pile walls. The number and locations of cuttings will be determined by a field review after the plug pile walls have been constructed. Live branch cuttings will be comprised of appropriate native species that will survive saturated and frequently flooded conditions. Examples would include American sycamore (*Platanus occidentalis*), black will (*Salix nigra*), buttonbush (*Cephalanthus occidentalis*), silky dogwood (*Cornus amomum*), and/or red osier dogwood (*Cornus sericea*).
- 5) The Project Designer shall incorporate the following note in the plans: The Contractor shall not discharge toxic or hazardous materials such as sealants, paint, solvents, cleaning agents, earthen materials, wastewater, fuels or debris of any kind to a scenic river, its tributaries, or drainage ways. If refueling of immobile equipment is necessary within the floodplain or near any tributary drainage ways, ditches, or stream, the contractor shall provide secondary containment with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill.
- 6) The Project Designer shall incorporate the following note to the plans: Any and all construction debris, earthen debris, excess asphalt or concrete, wood debris from clearing, excess fill material, and trash should be disposed of at an approved upland site or land fill above FEMA 100-year flood elevations. Disposal of any such materials within 1000 feet of the Maumee is prohibited.
- 7) The Project Designer shall incorporate the following note to the plans: In accordance with ORC 3750.06, reportable spills must be reported to the local fire department (911), the local emergency coordinator 419-980-1105, and the Ohio Spill Line (1-800-282-9378).
- 8) The Project Designer shall incorporate the following note in the plans: KEEP ALL IDLE EQUIPMENT AND ANY STORAGE FOR/OF, FUELS, LUBRICANTS, POTENTIALLY TOXIC OR HAZARDOUS MATERIALS BEYOND 1000 FEET OF THE MAUMEE RIVER. THE ONLY EXCEPTIONS WILL BE FOR LARGE STATIONARY CRANES, DRILL RIGS, AND OTHER LARGE CONSTRUCTION EQUIPMENT WITH LIMITED MOBILITY. IDLE EQUIPMENT IS DEFINED AS CONSTRUCTION EQUIPMENT THAT WILL NOT BE IN USE FOR THE FOLLOWING TWO CALENDAR DAYS. NOTIFY THE ENGINEER OF WEATHER OR RIVER CONDITIONS THAT MAY IMPACT THE WORK SITE AND PROVIDE A PLAN FOR IMMEDIATE MOVEMENT OF ALL EQUIPMENT 1000 FEET OR MORE FROM THE RIVER.



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9) The Project Designer shall incorporate the following note in the plans: The Contractor shall develop and implement a sediment and erosion control plan before earthwork commences. The plan shall include a list of applicable BMPs, per SS 832 that will be used throughout the project, such as perimeter controls and/or seeding and mulching and must be submitted to the Project Engineer for review and acceptance. Sediment and erosion controls shall be properly installed and maintained throughout the duration of the project. Straw bales shall not be permitted as a form of sediment control. All temporary sediment and erosion controls shall be removed upon stabilization of the project area. Particular attention shall be given to any drainage ways, unprotected slopes, ditches, and streams that could convey sediment laden waters directly to the Maumee River.



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Preparers and Approvals

Form Preparer

District 2
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Phoenix.Golnick@dot.ohio.gov

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Meek (PROGRAM ADMIN 3)	11/13/2023



Appendix

General

Aerial Map.pdf

Correspondence with Emergency and Public Services.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

ESA

Environmental Database Search Results.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Scenic Rivers Field Review Form.pdf

Public Involvement

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Permits

FEMA FIRM.pdf