



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **LUC CR 22 8.0 Bancrft & Mcord PID 113741** **Environmental Document Level: D1**

Approved: 2/11/2022

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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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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

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	113741
Project Name:	LUC CR 22 8.0 Bancrft & Mcord
Project Sponsor:	LUCAS COUNTY ENGINEER
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	113741: 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:	\$380,438.00
Right of Way:	\$450,000.00
Construction:	\$2,886,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No
Project Description:	



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The Lucas County Engineer, in coordination with the Ohio Department of Transportation (ODOT), proposes to improve the intersection of Bancroft Street and McCord Road, Bancroft Street from McCord Road to Wilford Drive, and McCord Road from Bancroft Street to just north of Dorr Street located in Sylvania and Springfield Townships, Lucas County. Intersection improvements include removing the existing traffic signal to constructing a single lane roundabout and adding sidewalks and crosswalks on all approaches. Improvements to Bancroft Street include widening from McCord Road to Wilford Drive to add a center turn lane and 5-ft paved shoulders for on-street bike lanes. 5-ft sidewalks will be constructed on both sides of Bancroft Street east from McCord Road to Wilford Drive and on the south side of Bancroft Street west from McCord Road to the existing sidewalk north of 6705 W Bancroft Street (Holly Farms Animal Hospital). Improvements to McCord Road include widening from Bancroft Street to just north of Dorr Street to add a center turn lane and 4-ft paved shoulders. 5-ft sidewalks will also be constructed along the west side of McCord Road from Dorr Street to Bancroft Street. Additional work includes building a retaining wall on the southwest quadrant of the roundabout to accommodate for the new sidewalks and drainage improvements enclosing Vanderpool ditch along the east side of McCord Road with a box culvert.

Permanent and temporary right of way will be required for this project. One total property take is expected at 6701 W. Bancroft Street. Impacts to utilities are expected. A minimum of one 11-ft lane of traffic in each direction shall be maintained at all times on both roads with the exception of a full closure not to exceed 60 days. During the full closure, the anticipated detour will reroute southbound McCord Road traffic to Bancroft Street, to King Road or Holland-Sylvania Road, to Dorr Street or reverse for northbound traffic. Westbound Bancroft Street will be rerouted to Holland-Sylvania Avenue to Dorr Street or Central Avenue, to McCord Road or reverse for eastbound traffic.

An ecological survey was completed for the project area. No suitable habitat for any federally or state listed species was identified in the project area. No impacts are anticipated. All files related to ecological resources can be found in the project file under Ecological.

Two (2) streams were identified within the project study area and are likely to be impacted by the project. The required permit from USACE will be obtained prior to any work below the Ordinary High Water Mark. The project is located within a regulated floodplain. Coordination was conducted with the local floodplain administrator on January 28, 2022. The project will be designed to meet the requirements of the National Flood Insurance Program and a permit required for floodplain impacts has been obtained.

A Regulated Materials Review (RMR) Screening for the project (dated July 28, 2021) was completed. In correspondence dated August 4, 2021, OES recommended an RMR Assessment for site RM-021 Head Start/Holly Farms Properties LTD (6701 W Bancroft St). Based on review of the RMR Assessment prepared by Lawhon and Associates (dated October 15, 2021), OES recommended (correspondence dated October 19, 2021) no further RMR studies or special material were warranted for the project.

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

Letters were sent to property owners on July 2, 2021 to provide notice of work crews potentially entering their property to collect field data. Additional letters were sent on October 1, 2021 to properties within .5 mile of the intersection to give notice of an upcoming public open house, provide project information, and an opportunity to comment on the project via a project website and comment form. A project webpage was created on the Lucas County Engineers website which provided meeting materials and outlets to provide feedback. The public open house was held on November 3, 2021 from 4-6pm at the Springfield Township Hall. The public was allowed to comment upon receipt of the notification letter from October 1, 2021 December 3, 2021. Comments were responded to live at the open house or via mail or email. All files related to public involvement, comments, or responses can be found in the project file under Public Involvement.

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

Construction is expected to begin in summer 2024 and last approximately 3 months.

Limits of Proposed Work: intersection of Bancroft Street and
McCord Road

Start (SLM): 9.058

End (SLM): 9.469

Total Work Length (Miles): .411

Roadway Character

Route Number: CR00022

Functional Classification: Minor Arterial (Urban)



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Current Average Daily Traffic: 12000
Current Average Daily Traffic Year: 2024
Design Year Average Daily Traffic: 13200
Design Average Daily Traffic Year: 2044
Daily Hourly Volume: 1650
Truck %: 2
Setting: Urban
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	45	45
Legal Speed (MPH):	45	45
Number of Lanes:	2	3
Type of Lanes:	Thru	Thru, two-way left turn
Pavement Width (ft):	24	36
Shoulder Width (ft):	5	5
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	5

Route Number: CR00073

Functional Classification: Minor Arterial (Urban)
Current Average Daily Traffic: 15400
Current Average Daily Traffic Year: 2024
Design Year Average Daily Traffic: 16940
Design Average Daily Traffic Year: 2044
Daily Hourly Volume: 2120
Truck %: 2
Setting: Urban
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	45	45
Legal Speed (MPH):	45	45
Number of Lanes:	2	3
Type of Lanes:	Thru	Thru, two-way left turn



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Pavement Width (ft):	24	36
Shoulder Width (ft):	8	4
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	5

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

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:

A minimum of one lane of traffic in each direction will be maintained at all times for both Bancroft Street and McCord Road except during some portions of full depth widening and construction of the roundabout. For the full depth widening on McCord Road and Bancroft Street, one way traffic is expected. A full closure of the intersection is anticipated and a 60-day detour will be provided that reroutes northbound McCord Road traffic to Bancroft Street to Kind Road to Dorr Street or reverse if southbound. It is expected that westbound Bancroft Street traffic will be rerouted to Holland-Sylvania Avenue to Dorr Street to McCord Road or reverse if headed eastbound. Emergency services and local school administrators were notified of the anticipated maintenance of traffic via the public meeting open house notification letter that was sent on October 1, 2021. Maintenance of traffic is shown on the Stage 2 Plans.

- Stage 2 Plans can be found in the project file under General/Project Information

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) Yes

The project requires Temporary Right-of-Way Yes

Right of Way and Utility Involvement

Number of parcels impacted by Permanent Right-of-Way: 9



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Number of parcels impacted by Temporary Right-of-Way:	7
Approximate acreage of Permanent Right-of-Way needed:	1.419
Approximate acreage of Temporary Right-of-Way needed:	0.465
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:

Utilities located within the project construction limits include:

- AT&T Transmission
- Columbia Gas
- Independents Fiber Network
- Lucas County Sanitary Engineers
- Everstream GLC Holding Company
- Level 3 Communications
- Buckeye Broadband
- Frontier Communications
- Lucas County Engineers
- Toledo Edison
- AT&T Ohio
- Sylvania Township

The project team has initiated coordination with all utilities to request records of the location of underground utilities early in the design process. Most recent coordination included Stage 2 Design Plans which were submitted to the listed utilities.

The project will require temporary and permanent right-of-way. 1 commercial displacements (744 North Cassady Avenue) is anticipated.

- **Coordination documents can be found in the Project File under General/Right-of-Way and Utility Involvement**



Purpose & Need

Purpose & Need

Project History:

The intersection of McCord Road and Bancroft Street in Lucas County is located less than a mile northwest of the newly constructed interchange at Interstate Route (IR) 475 and Dorr Street on the west side of the City of Toledo. McCord Road is a north/south two-lane Urban Minor Arterial that connects City of Sylvania and Village of Holland. Bancroft Street is an east/west two-lane Urban Minor Arterial that overpasses IR 475 and provides access to the University of Toledo four miles east of the project area. A Safety Study for the intersection was prepared by Mannik and Smith Group for the Lucas County Engineer's Office (LCEO), which was submitted as part of ODOT's Safety Application in April 2020. The Safety Study noted the TMACOG June 2018 Safety Locations list indicated the McCord Road and Bancroft Street intersection was ranked as the 62nd intersection, while Bancroft Street between McCord Road and Wilford Road was ranked as the 112th segment and McCord Road from Bancroft Street to Dorr Street was ranked as the 140th segment. The Safety Study also noted that several intersections and segments in the study area were identified on the 2019 ODOT County Road High Crash Locations and the 2015 SIP Map Local Systems. All of McCord Road south of Bancroft Street is shown as red segments on the SIP Map, indicating that those are high crash/high priority segments. Safety Funding has been allocated for improvements to this project area. Land development plans for a large parcel of land west of I-475 between Bancroft Street and Dorr Street involve the proposed multi-use commercial Kott Development. Development access to Bancroft Street will be at Wilford Drive, while the access to Dorr Street will be located midway between McCord Road and I-475.

- **The Safety Study can be found in the project file under General/PDP**

Purpose Statement:

The purpose of the project is to improve mobility and safety, and support active (alternative) modes of transportation within the project area.

Need Element(s):



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Primary Needs

Crashes

The Safety Study analyzed 113 crashes in study area that occurred during 2016-2018. There were 51 (45%) injury crashes but no fatal crashes. Rear-end crashes were the most frequent crash type, with 74 (65%) occurring throughout the study area. Many rear-end crashes were attributed to queues at the intersection, but a significant number were also attributed to left-turn movements at driveways on McCord Road and driveways/intersections on Bancroft Street. Bancroft Street has 5 public roadway intersections within 0.25 miles. Angle crashes were the second most frequent crash type with 13 total (11.5%) in the study area. The most frequent contributing factor provided for the crashes was noteworthy; 69 (61%) crashes were listed as Left of Center, while 18 (16%) crashes were listed as Failure to Yield, and 11 (10%) crashes were listed as Following Too Closely/ACDA. The Left of Center contributing factor is unusual for crash patterns that are primarily rear-end type, which tend to be caused by Following Too Closely/ACDA. It indicates probable conflicts with left-turning vehicles blocking traffic at points along the segments of McCord Road and Bancroft Street.

Mannik and Smith performed an ECAT analysis of the study area, which provided a Potential for Safety Improvement (PSI) of 8.844 crashes per year based on existing conditions. This indicates that the study area crash frequency is substantially higher than normal for the roadway and intersection characteristics present. Particularly noteworthy, the PSI for rear-end crashes is 6.895 crashes per year. The Bancroft Street & McCord Road intersection had 51% of all crashes in the study area and 49% of the injury crashes in the study area. Most intersection crashes were congestion-related rear-end crashes. The ECAT analysis indicates PSI of 0.01 for intersection. The McCord Road segment south of the signalized intersection had the second-highest concentration of crashes, with 28% of all crashes and 31% of injury crashes. The most common types were rear end, turning, and sideswipe crashes all related to turn movements within the segment. The ECAT analysis indicates PSI of 7.93 crashes per year for McCord Road segment.

Congestion

As the crash analysis indicates, congestion is a related to the roadway safety concerns in the study area. The two-lane roads with dedicated left turn lanes at signalized intersection do not adequately serve the traffic queues that develop during peak travel periods. Using certified traffic projections from the Dorr Street interchange project, the Safety Study indicates that the intersection is expected to operate at LOS E during 2023 and 2033 PM Peak hours. It is projected to operate at LOS F during 2043 PM Peak hours under existing roadway conditions. Left turn movements at driveways along McCord Road and Bancroft Street are causing traffic congestion that is related to insufficient gaps in oncoming traffic combined with no center turn lane to provide refuge for vehicles waiting to turn.

Secondary Needs

Support Active (Alternative) Transportation

The Safety Study noted that there are gaps in the existing sidewalk on Bancroft Street and McCord Road. The study area has both single-family and multi-family residential land uses along the roadway segments, in addition to pedestrian-generating businesses such as a convenience store, a bakery, a walk-up ice cream shop, and several daycare facilities. Providing complete pedestrian facilities would enhance the overall corridor safety and support the active transportation demands in the corridor. In addition, the existing bike lane on Bancroft Street starts at Wilford Drive and continues east. There is no bike lane between west of Wilford Drive even though TMACOG's Signed Bike Route #20 is designated on Bancroft Street.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The Logical Termini for the project are as follows:

- South on McCord: tie into the Dorr St roundabout that was recently constructed, approximately 300' north of roundabout.
- North on McCord: 700' north of Bancroft Street to provide appropriate intersection lane configurations to address congestion issues.
- West on Bancroft: 550' west of McCord Road to provide appropriate intersection lane configurations to address congestion issues.
- East on Bancroft: at west abutment of I-475 overpass in order to tie into bridge lane configuration.

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 no improvements other than routine maintenance and does not satisfy the Purpose and Need of the project because it would not address safety and operational issues along the Bancroft Street and McCord Road corridors and intersection.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	Widen Bancroft Street, widen McCord Road, signal improvements at intersection	Has lower level-of-service outcome and lower decrease in crashes compared to alternative 2; does not improve safety and operations at the intersection as well as alternative 2	No
Alternative 2	Widen Bancroft Street, widen McCord Road, single-lane roundabout at intersection	Selected as the preferred alternative	Yes

Discuss Reasons Alternative Identified as Preferred was selected:



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A Safety Study completed in April 2020 further evaluated two potential safety counter measures for the Bancroft Street and McCord Road intersection. A Single Lane Roundabout (alternative 2) was identified as the preferred alternative at the intersection of Bancroft Street and McCord Road. This alternative was selected over signal improvements at the intersection (alternative 1) because it has a higher level of service outcome and has a higher potential to decrease crashes. The roundabout will also provide more capacity for the projected increasing traffic from the new Dorr Street and I-475/US23 interchange being constructed as well as from the planned mixed-use development located immediately west of I-475 between Bancroft Street and Dorr Street. Regardless of the alternative selected for the intersection, the project will also widen a segment of Bancroft Street to add a center two-way left turn lane and widen a segment of McCord Road to construct a center two-way left turn lane.

The primary safety issue identified at the intersection of Bancroft Street and McCord Road was congestion-related rear-end crashes. The single-lane roundabout would address these safety issues by improving capacity operations at the intersection to alleviate congestion.

Rear-end crashes were identified as the primary safety issue for the overall study area including segments of Bancroft Street and McCord Road. Many of the rear-end crashes were attributed to queues at the intersection as well as left-turn movements at driveways on McCord Road and driveways/intersection on Bancroft Street. Constructing the additional center two-way left turn lane would address these safety issues. The center two-way left turn lane will decrease congestion from those waiting for a gap to turn into driveways which will reduce the possibility of both rear end and left-of-center crashes.

- **The Safety Study can be found in the Project file under General/PDP**



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 alignment. 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:

Lucas County is in attainment for PM2.5 and no additional analysis is necessary.

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:

Lucas County is in attainment for Ozone and no additional analysis is necessary.

Environmental Commitments

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:

Noise sensitive areas consist of mostly commercial and residential buildings adjacent to Bancroft Street and McCord Road. In accordance with the *Flowchart for When a Noise Analysis is Needed* the project does not meet criteria for conducting a noise analysis.

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: 08/04/2021

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-021	6701 W. Bancroft Street	Yes	No	No

Date of Phase 1 ESA IOC from OES: 10/19/2021

Remarks:

Lawhon & Associates, Inc. completed a Regulated Materials Review (RMR) Screening for the project (dated July 28, 2021). In correspondence dated August 4, 2021, OES recommended an RMR Assessment for site RM-021.

Based on review of the RMR Assessment prepared by Lawhon and Associates (dated October 15, 2021), OES recommended the following in correspondence dated October 19, 2021

1. No further RMR or special material management is warranted for RM-021

- The RMR Reports can be found in the project file under ESA/Reports
- Correspondence from OES can be found in the project file under ESA/Coordination

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? No



Cultural Resources

Cultural Properties Present

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

ODOT prepared the Section 106 Scoping Request on September 29, 2021. The scoping request provided a records check which included a review of electronic data from the Ohio State Historic Preservation Office (OSHP) 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 previously identified cultural resources have been recorded within the APE. The area was previously surveyed for archaeological resources in a report titled A Phase I and Phase II Archaeological Assessment of the Bancroft St- McCord Road Intersection Improvement Project Lucas County, Ohio by Michael G. Pratt, Heidelberg Archaeological Survey, 1985. No other previously recorded resources were identified within the APE. An Area of Potential Effect (APE) has been established that includes the footprint of the undertaking, and history/architecture resources on adjacent parcels where new right-of-way will be required.

A history/architecture Memo-to-File dated December 23, 2021, identified 9 history/architecture resources that stand on parcels that will be affected by right-of-way acquisition, however the majority are not yet 50 years of age and therefore do not require evaluation for the NRHP. Two resources, 6701 W. Bancroft Street (daycare) and the apartment complex located at 6611-6631 W. Bancroft Street were built in 1971 and are just 50 years of age. One mid-century house, 2220 N. McCord Road is also included within the APE and was constructed in 1950. 6701 W. Bancroft Street was modernized around 2010 and does not retain its original appearance. 2220 N McCord Road has also had many alterations to its appearance. The 6611-6631 Bancroft Street apartment complex is a common type and does not represent a significant or important architectural resource. None of them are recommended for eligibility in the NRHP. In addition, this group of buildings is not recommended collectively eligible as a new Historic District. No further investigations were recommended for any of the properties.

No further history/architecture investigation is warranted. All files related to Historic Properties can be found in the project file under Cultural Resources. No archaeological resources will be affected by the project. The APE has been universally disturbed by urban development. No further archaeological investigations are recommended.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES Approval/OSHP Concurrence Date: 12/23/2021

Remarks:

In accordance with 36 CFR 800.4(d)(1) and the Section 106 Programmatic Agreement (Agreement No. 19319), ODOT-OES determined that a finding of 'no historic properties affected' is applicable to the subject undertaking. Coordination with SHPO was initiated on 12/23/2021 and no response was received within 15 days. This concludes the Section 106 review process.

What is the Section 106 effect determination in the OES Transmittal? No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation



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Tribal Consultation Summary/Remarks:

Tribal coordination was conducted on December 23, 2021 with the Delaware Nation, Delaware Tribe of Oklahoma, Miami Tribe of Oklahoma, and the Shawnee Tribe.

No comment or objection was received from Delaware Nation, Delaware Tribe of Oklahoma, and the Shawnee tribe within the 30-day review/comment period.

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. See the Miami Tribe of Oklahoma correspondence, dated January 20, 2022, with its comments on the project in the Project File/Cultural Resources/Coordination subsection.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
LUC-CR22-8.00	Level 1	8/26/2021

Wetlands

Based on the results of the ESR(s), no wetlands were observed within the study area(s) for this Environmental Document.

Remarks:

A Level 1 Ecological Survey Report (ESR) dated August 26, 2021, was prepared by Lawhon and Associates Inc. Based on field survey's conducted on June 30, 2021, no wetlands were identified within the project area. The ESR can be found in the project file under Ecological/Reports

Streams & Rivers

ESR Name:	Stream Name:	National or Scenic Rivers or NRI Streams:	Ohio EPA Aquatic Life Use Designation:	Antidegradation Designation:	Total Impact Length(ft.):
LUC-CR22-8.00	Haefner Ditch	No	LRW	Limited Quality Water	100
	Vanderpool Ditch	No	Small Drainage Warmwater (Class II)	General High Quality Water	717

Total impact length (ft.) to perennial streams: 817

Total impact length (ft.) to intermittent streams: 0

Total impact length (ft.) to ephemeral streams: 0

Remarks:



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Based on the results of the field surveys, two streams were identified. The first stream is Haefner Ditch which flows to Harrison Creek, to Hill Ditch, which flows to the Ottawa River. There will be approximately 100 feet (all open) of impact to Haefner Ditch due to the installation of the new box culvert which will enclose Vanderpool Ditch. The existing Haefner Ditch culvert may also be replaced. The second stream is Vanderpool Ditch which flows to Haefner Ditch, to Hill Ditch, to the Ottawa River. Approximately 717 feet of Vanderpool ditch is expected to be impacted by the installation of a box culvert enclosing it for the portion that runs parallel to McCord Rd.

Other Surface Waters / Ditches

ESR Name:	Ditch Id:	Total Impact Area(ac.):
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Total impact to all ditches (ac): 0

Other Surface Waters / Other Water Bodies

ESR Name:	Water Body Id:	Hydrologic Connection:	Type:	Designated Function:	Total Impact
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Remarks:

Based on the results of the field survey no other surface waters were identified in the project area.

Terrestrial Habitats

ESR Name:	Vegetative Communities and Land Cover found within the project study area:	Degree of man induced ecological disturbance:	Unique, rare, or high quality:	Within Project Study Area(s) (ac.):	Alternative Impacts (ac.):
LUC-CR22-8.00	Developed, Medium Intensity (DM) - Includes Areas with a Mixture of Constructed Materials and Vegetation. Impervious Surfaces Account for 50-79% of the Total Cover. These areas most commonly include single-family housing units.	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	14.054	9.18
	Upland Forest - UF - (Uplands Dominated by Trees)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	0.204	0.066



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Remarks:

Based on the results of the field survey terrestrial habitat in the project area consists of Developed, Medium Intensity (mixture of constructed materials and vegetation, single-family housing units) and Upland Forest (uplands dominated by trees). No unique or high quality terrestrial habitats occur in the study area.

Threatened or Endangered Species / Federally Listed Species

Species Common Name:	Species Scientific Name:	Listing Status:
Indiana Bat	<i>Myotis sodalis</i>	Endangered

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

Some individual trees are marked for removal and up to 0.066 ac of SWH may be removed for construction activities. All impacts are within 100 EOP and lack roosting characteristics for federally listed bat species. Any habitat present within the site is of marginal quality and no known hibernacula are present near the site.

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Threatened

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

Some individual trees are marked for removal and up to 0.066 ac of SWH may be removed for construction activities. All impacts are within 100 EOP and lack roosting characteristics for federally listed bat species. Any habitat present within the site is of marginal quality and no known hibernacula are present near the site.

Species Common Name:	Species Scientific Name:	Listing Status:
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to Bald Eagles or their suitable habitat. No forest within the study area was mature and no stream were big enough to be considered open water for foraging.



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Species Common Name:	Species Scientific Name:	Listing Status:
Eastern Massasauga	Sistrurus catenatus	Threatened

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Eastern Massasauga or its suitable habitat. Some wetland-like habitat was found near Vanderpool ditch, but this habitat was too small and disconnected to be considered suitable.

Species Common Name:	Species Scientific Name:	Listing Status:
Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Eastern Prairie Fringed Orchid or its suitable habitat. No open prairies or meadows were observed in the study area.

Species Common Name:	Species Scientific Name:	Listing Status:
Karner Blue Butterfly	Lycaeides melissa samuelis	Endangered

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Karner Blue Butterfly or its suitable habitat. No wild lupine or habitat for the host plant was observed in the study area.

Species Common Name:	Species Scientific Name:	Listing Status:
Piping Plover	Charadrius melodus	Endangered

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Piping Plover or its suitable habitat. No barren shores were observed in the study area.



Species Common Name:	Species Scientific Name:	Listing Status:
Rayed Bean	Villosa fabalis	Endangered

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Rayed Bean or its suitable habitat. No streams with drainage areas larger than 5 square miles were observed in the study area.

Species Common Name:	Species Scientific Name:	Listing Status:
Rufa Red Knot	Calidris canutus rufa	Threatened

ESR Name: LUC-CR22-8.00

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There will be no impacts to the Rufa Red Knot or its suitable habitat. No barren shores or mudflats were observed in the study area.

Threatened or Endangered Species / State Listed Species:

No state listed species or suitable habitats are impacted by this project location.

ESR Name: LUC-CR22-8.00

Species Common Name: Golden-fruited sedge

Species Scientific Name: Carex aurea

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Blanding's turtle

Species Scientific Name: Emydoidea blandingii

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact



Species Common Name: Spotted turtle

Species Scientific Name: *Clemmys guttata*

Listing Status: Threatened

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Sluggish ditches with abundant aquatic vegetation and small vegetated buffers were observed in the study area. However, these ditches were marginally suitable and disconnected. Impacts are not likely given the poor suitable habitat quality and the species mobility.

Species Common Name: Kirtland's snake

Species Scientific Name: *Clonophis kirtlandii*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Blue-spotted salamander

Species Scientific Name: *Ambystoma laterale*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: American bittern

Species Scientific Name: *Botaurus lentiginosus*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Black tern

Species Scientific Name: *Chlidonias niger*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact



Species Common Name: Common tern

Species Scientific Name: *Sterna hirundo*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: King rail

Species Scientific Name: *Rallus elegans*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Cattle egret

Species Scientific Name: *Bubulcus ibis*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Lark sparrow

Species Scientific Name: *Chondestes grammacus*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Upland sandpiper

Species Scientific Name: *Bartramia longicauda*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Black-crowned night heron



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Species Scientific Name: *Nycticorax nycticorax*

Listing Status: Threatened

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Small portions of densely vegetated stream were present in the study area. Impacts are unlikely given the poor suitable habitat quality and species mobility.

Species Common Name: Little brown bat

Species Scientific Name: *Myotis lucifugus*

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Suitable wooded habitat will be impacted within the study area (0.066 ac). The small number trees are located within 100 feet of the edge of pavement and will be removed between October 1 and March 31 when the species would not be present.

Species Common Name: Tricolored bat

Species Scientific Name: *Perimyotis subflavus*

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Suitable wooded habitat will be impacted within the study area (0.066 ac). The small number trees are located within 100 feet of the edge of pavement and will be removed between October 1 and March 31 when the species would not be present.

Species Common Name: northern harrier

Species Scientific Name: *Circus cyaneus*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Trumpeter swan

Species Scientific Name: *Cygnus buccinator*



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Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Sandhill crane

Species Scientific Name: *Grus canadensis*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Least bittern

Species Scientific Name: *Ixobrychus exilis*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

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 database (OHD) review, the following state (S) listed threatened and endangered species are located within 1 mile of the project and the following state (S) listed threatened and endangered plant species are located within .5 miles of the project. Indiana Bat (*Myotis sodalis*) F and Northern Long-eared Bat (*Myotis septentrionalis*) - F Eastern Massasauga (*Sistrurus catenatus*) - F Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) - F Karner Blue Butterfly (*Lycaeides melissa samuelis*) - F Piping Plover (*Charadrius melodus*) - F Rayed Bean (*Villosa fabalis*) F Rufa Red Knot (*Calidris canutus rufa*) F Golden-fruited sedge (*Carex aurea*) - S Blanding's turtle (*Emydoidea blandingii*) S and Spotted turtle (*Clemmys guttata*) S Kirtland's snake (*Clonophis kirtlandii*) - S Blue-spotted salamander (*Ambystoma laterale*) S American bittern (*Botaurus lentiginosus*) S and Least bittern (*Ixobrychus exilis*) S Black tern (*Chlidonias niger*) S and Common tern (*Sterna hirundo*) S King rail (*Rallus elegans*) S Cattle egret (*Bubulcus ibis*) S Lark sparrow (*Chondestes grammacus*) S Upland sandpiper (*Bartramia longicauda*) S Black crowned night heron (*Nycticorax nycticorax*) S Little brown bat (*Myotis lucifugus*) S and Tricolored bat (*Perimyotis subflavus*) - S Northern harrier (*Circus hudsonius*) S Trumpeter swan (*Cygnus buccinator*) S Sandhill crane (*Grus canadensis*) S The project is also within the known range of the following federal and state listed species of concern: Bald Eagle (*Haliaeetus leucocephalus*) F For the Federal and State listed bat species, .066 acre of suitable wooded habitat (SWH) is expected to be impacted by this project. The project is not located within a USFWS bat buffer. The project will not impact this species. According to the ONHD there are no Indiana bat capture or hibernacula locations within a one-mile radius of the project. According to the USFWS the project is not



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located within a known Bat Buffer. For the additional state listed species, no suitable habitat is located within the project area; therefore the project will not impact these species. For the Bald Eagle, the study area is unlikely to support suitable habitat for Bald Eagle populations. The project will not impact this species. No colony nesting birds or peregrine falcons were observed on or within any culverts within the study area on the field survey on 6/30/21. The project will not impact this species. For the Spotted turtle (*Clemmys guttata*), suitable habitat is present within the project area in the form of Sluggish ditches with abundant aquatic vegetation and small vegetated buffers. However, these ditches were marginally suitable and disconnected. Impacts are not likely given the poor suitable habitat quality and the species mobility. The project is not likely to impact this species. For the black crowned night heron (*Nycticorax nycticorax*), suitable habitat is present within the project area in the form of a densely vegetated stream, however impacts are unlikely given the poor suitable habitat quality and species mobility. The project is not likely to impact this species.

Agency Coordination

Project Coordination:

Project locations for which no agencies are listed are considered ecologically exempt or non-notifying.

The ODNR and USFWS conditions outlined in the Ecological MOA apply to all projects that are not considered ecologically exempt. These conditions have been evaluated for the project locations listed below.

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
LUC-CR22-8.00	No agency coordination required			

Additional Coordination Considerations:

Are other ecological coordination requirements applicable? No

Remarks:

Coordination was submitted to OES on August 11, 2021. OES determined on August 26, 2021 that the project met the USFWS & ONDR criteria for Non-notifying. No further coordination is required. All conditions of the MOA that was signed by ODOT, ODNR, and the USFWS will be met and followed throughout construction.

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.

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS 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 can be found in the project file under Other Resources/Farmlands

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	Yes	No

Remarks:



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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. The ODNR Division of Water Resources mapping tool was used to identify the presence of water wells within the project study area. Three (3) water wells are located adjacent to the project area and will not be impacted by the project.

- **Mapping and well logs can 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 review of maps and property ownership by Lawhon & Associates did not identify Section 4(f) properties within the project area.

Are there any environmental commitments? No



Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

No outdoor public recreation areas were identified within and/or adjacent to the proposed project area and based on review of the Land and Water Conservation Fund State Grant Listing (<https://www.wilderness.org/articles/article/mapping-land-and-water-conservation-fund-lwcf>). No Section 6(f) properties are located within the project area.

- The LWCF Grant Listing for Lucas County 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 project will comply with local and regional development plans for the area. Land development plans for a large parcel of land west of I-475 between Bancroft Street and Dorr Street involve the proposed multi-use commercial Kott Development. Development access to Bancroft Street will be at Wilford Drive, while the access to Dorr Street will be located midway between McCord Road and I-475. The project improvements will mitigate the increase in traffic expected from this new development.

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

Remarks:

The proposed project is not anticipated to result in substantial negative impacts to community cohesion. The installation of sidewalks, on-street bike lane, and other roadway improvements will improve community cohesion by improving connections within the project area and to surrounding communities.

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

Remarks:

The proposed project will not result in any foreseeable indirect or cumulative impacts. The project will improve safety and congestion at the intersection.

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:

Short term closures during construction of the project may cause temporary impacts and changes in access. One educational facility will be displaced as a result of the project, however the owner and administration have no objection to the project. Coordination with the facility's users, workers, and owners is ongoing. The proposed project will not result in substantial negative impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, or pedestrian and bicycle facilities. The project will improve pedestrian and bicycle facilities.

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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One educational facility is anticipated to be displaced as a result of the proposed project.

The determination of the location of the roundabout for the intersection of Bancroft Street and McCord Road was based on surrounding existing geometric constraints, traffic operations, and environmental impacts/right-of-way. Additional studies regarding right-of-way acquisition and impacts were completed by Lucas County with assistance from a commercial real estate company. The determination resulted in an assessment comparing the roundabout being constructed towards the east side of the existing intersection or to the west side of the existing intersection.

A small strip mall with 3 tenants is located in the Northeast quadrant. A carwash/laundromat business is located in the Southeast quadrant. The strip center in the NE quadrant has an estimated value of \$675,000-\$800,000 along with the relocation of 3 tenants. The car wash/laundromat is in a highly desirable location due to the placement on the corner of a busy intersection and high demand for the services in the area. It is likely that this parcel would have a high probability of extensive litigation cost. The estimated value of this parcel is \$600,000 but could be higher with additional attorney fees.

A private residence is located in the northwest quadrant, however only a small portion of woods and lawn would need to be acquired making acquisition costs minimal. A daycare facility is located in the southwest quadrant. The value of the daycare facility is estimated between \$400,000 - \$500,000.

Constructing the roundabout on the east side of the intersection would cost roughly \$1,500,000 and displace 4 businesses, compared to constructing the roundabout on the west side of the intersection which would cost roughly \$500,000 and displace one business. Therefore, locating the roundabout on the west side of the intersection was selected as the preferred location.

The roundabout at Bancroft Street and McCord Road that minimizes impacts, costs, and satisfies various geometric design elements impacts a significant portion of a commercial structure in the southwest quadrant of the intersection, and thus the displacement of one daycare facility is required.

No other business or farm displacements are anticipated as a result of the proposed project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
390950092021	10	24	33	0
390950092024	17	11	17	2
390950087005	31	66	10	0

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? Yes

Will there be any job loss for an Underserved Population as a result of the business relocation? No

An UPIAR is required

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? Yes

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

An UPIAR is required

Type of UPIAR Prepared Short

ODOT Approval Date 02/02/2022

Remarks:



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The proposed project is anticipated to displace 1 daycare facility, Bancroft Early Childhood Center, by acquiring one commercial building in the southwest quadrant of the intersection (6701 W. Bancroft Street). The daycare facility is owned and operated by the Great Lakes Community Action Partnership. The daycare is one of several Head Start early childhood centers. Lucas County Head Start Collaborative began in 2014 and provides care and preschool services for children ages three through five. Children enrolled in the program attend classes Monday through Thursdays during the school year. Centers provide a daily meal and snack along with hands-on activities. Children are provided with medical, mental health, nutrition and dental services. Eligibility for enrollment in the program is determined by income and other circumstances to best fit their needs. Centers are available in Lucas, Ottawa, Sandusky, Seneca and Wood counties. Within a 1.5-mile radius of Bancroft Early Childhood Center, there are 6 other early childhood/daycare centers. There are also two other Head Start daycare facilities located within Lucas County, 6605 Angola Road and 3840 North Holland-Sylvania Road. The daycare center at 6605 Angola Road is 2.7 miles away, or a 6-minute drive, from the Bancroft Early Childhood Center. The daycare center at 3840 North Holland-Sylvania Road is 3 miles away, or an 8-minute drive, from the Bancroft Early Childhood Center. The daycare facility does not primarily serve or employ those specifically located adjacent to the project area. Based on information received from workers at the daycare facility, many children who attend the daycare are driven to the daycare and do not live adjacent to the project area. Acquisition and relocation assistance will be conducted in accordance with the ODOT Relocation Assistance Program (RAP) which is consistent with U.S. Department of Transportation (USDOT) policy, as mandated by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URARPA), as amended in 1987. During stakeholder involvement, the daycare facility located at 6701 W. Bancroft Street was contacted individually to facilitate early discussions about the project and potential impacts to their property and business. An on-site meeting was held on August 11, 2021 to begin a dialogue about the project, discuss potential impacts, and mitigation strategies. The meeting also discussed the upcoming public meeting open house and provided ways for them to reach out directly to the County project manager with any questions or concerns. No concerns related to the daycare or underserved populations were received during this meeting. The property owners of 6701 W. Bancroft Street attended the Public Meeting Open House. The daycare director was also in attendance at the Public Meeting Open House.

During the public open house comment period, one comment was received from the property/business owner of Speedy Clean Laundromat and Car Wash, located in the southeast quadrant of the Bancroft Street and McCord Road intersection (6661 W. Bancroft Street) that stated they were concerned that the project would have negative impacts to their business that is utilized by low-income populations. The property/business owner was primarily concerned with access during and post construction. The County responded to the comment stating that access to the property will be maintained during construction; the last phase of construction will require an intersection closure to construct the roundabout at which time, there may be temporary closures of the driveways; it is expected that one driveway will always remain open during this phase. The proposed design will maintain the two entrance/exits on McCord Road and Bancroft Street.; however, they will be reconfigured to a right-in/right-out movement which will still allow movement in all directions from the business by utilizing the roundabout. Approximately 0.027 acre of permanent right-of way is expected to be needed from the property for various utility and maintenance work, such as lighting and drainage. In addition, 0.019 acre of temporary right-of-way will be needed for construction purposes. Due to impacts on existing parking spaces (5 spaces) located within existing and proposed right-of-way, parking lot re-configuration will be needed to maintain the existing number of parking spaces (if needed). Additional coordination was offered to the property/business owner in the form of an individual meeting or scheduled monthly meetings with other business owners to address concerns and keep everyone updated on the project and contractor schedule. At the time of preparation of this report, the property owner has not requested a follow up meeting with the County nor has provided additional comments/concerns.

There will be no changes in access for underserved populations during construction. No bus lines or other public transportation routes will be impacted by the proposed project, so no impacts to these services is expected.

A UPIAR was prepared to further analyze project impacts to underserved populations. The report determined that the proposed project will have no disproportionately high or adverse effects to Environmental Justice (minority and low-income) Populations. The project impacts and benefits are equitably distributed among all populations in the project area. The proposed project will have no disparate impact to Title VI populations. The proposed project will have no substantial impacts to Limited English Proficiency and Older Adults. Any concerns related to impacts on these Underserved Populations that were raised during public involvement were addressed through the project development process. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A, Title VI of the Civil Rights Act of 1964, Age Rehabilitation Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required. OES accepted the UPIAR on February 2, 2022.

- Census Mapping can be found in the project file under Underserved Populations/Project Information
- The UPIAR can be found in the project file under Underserved Populations/Reports

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 Notification Letters were sent to property owners, tenants, and businesses in the project study area on July 2, 2021 to provide background information about the proposed project and to inform property owners and residents that staff may be entering their property to collect data in advance of any environmental field work.

Due to the COVID-19 pandemic outbreak, the CDC recommended using social distancing to help prevent the spread of the COVID-19 virus. To continue to engage the public about transportation projects while also maintaining social distancing, ODOT guidance recommended that any in-person meetings should be supplemented with a virtual component that is similar in nature to the format of the in-person public meeting. It was decided that an in-person public meeting open house would be held in November 2021 with a virtual 'open house' also available. The virtual open house was held via the Lucas County website and included the same materials that were presented at the in-person meeting.

Notification packets were mailed to representatives from the local fire department, police department, and surrounding school districts, area commissions, transit agencies, businesses, residents, and property owners in and surrounding the project area on October 1, 2021 for the upcoming public meeting. The mailing included a letter that explained what the project proposed, invited recipients to the meeting, explained how to participate and comment virtually or another method of choice, and who to contact if they required special accommodations for participation. The mailing also included a two-page project information sheet showing two exhibits that showed the layouts for the two alternatives and a comment form that could be mailed in. The public meeting was also advertised with fliers in nearby apartment complexes, businesses, and other community centers.

The public meeting open house was held on November 3, 2021 from 4-6pm at the Springfield Township Hall. Various exhibits were set up at different tables showing the two alternatives, maintenance of traffic plans, and right-of-way information. 22 people attended the in-person open house. The exhibits were posted on the Lucas County Engineer webpage for virtual participation. Members of the public were allowed to provide questions, concerns, or comments about the proposed project upon receipt of the notification letter from October 1, 2021 until December 3, 2021 to. The purpose of the public meeting was to explain the two alternatives that were developed for the project, the selection of the recommended preferred alternative, potential impacts, gather feedback, answer questions, and review next steps.

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.

21 comments were received during the public comment period from November 3, 2021 to December 3, 2021. Comments were related to residential property impacts, potential impacts to the church, aesthetic improvements, the shared use path, traffic impacts, and maintenance of traffic.

A concern specific to Underserved Populations was raised during the public meeting open house comment period. There was a concern raised from a property/business owner of a laundromat/car wash about how the project will impact their business that is utilized by underserved (specifically low-income) populations. The County issued an individual response stating that impacts to the property will be minimized, described the access to the business pre and post construction, and suggested a personal meeting and/or monthly update meetings to address concerns and keep local business owners updated on project progress. The County will continue to work with the property owner as the project continues to develop including during the right-of-way acquisition. A summary of comments received and response to comment was mailed on March 22, 2021.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? Yes

Is the Waterway Permits Determination Complete? No

Army Corps of Engineers

Regional General Permit (RGP):

Nationwide Permit (NWP):

Section 404 Individual Permit:

Section 10 Permit:

Ohio EPA

Section 401 Water Quality Certification:

Level 1 General Isolated Wetland Permit:

Level 2 Individual Isolated Wetland Permit:

Level 3 individual Isolated Wetland Permit:

US Coast Guard

Section 9 Coordination:

Section 9 Bridge Permit:

ODNR

Shore Structure Permit : No

Remarks:

At this time a permit determination request (PDR) has not been completed. It is anticipated that ditch impacts may occur due to grading and culvert replacement/extension. The OHWM elevation of Vanderpool Ditch has been field surveyed. All necessary waterway permits will be obtained by the Lucas County Engineer prior to construction.

Are there any environmental commitments? Yes

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:



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Approved: 2/11/2022

As the earth disturbed area is greater than 1-acre, an NPDES permit will need to be obtained for this project. The Lucas County Engineer will submit a Notice of Intent (NOI) to the OEPA requesting coverage under a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The contractor will be responsible for implementing the Storm Water Pollution Prevention Plan (SWPPP) contained within the plans and obtaining co-permittee coverage under the NPDES General Construction permit issued by OEPA to the Lucas County Engineer, prior to the start of construction.

The contractor will follow all permit and plan requirements for storm water management.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) Yes

EO 11988/NFIP Coordination and Documentation Completed Yes

NFIP Local Floodplain Coordinator Notification Date 01/28/2022

Remarks:

The proposed project involves existing ditch crossing within a FEMA AE Flood Hazard Zone and floodway, according to FEMA FIRM Panel 39095C0062F. The Floodplain Statement of Findings was posted on January 11, 2022. Coordination was conducted with the local floodplain administrator on January 28, 2022. A local permit has been obtained. The project will be designed to meet the requirements of the National Flood Insurance Program.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

No landfills were identified within or adjacent to the project areas. No further coordination is required and no permit is required for the project.

Are there any environmental commitments? No



Environmental Commitments

Permits - Waterway Permits

1) Lucas County Engineer will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, and all applicable waterway permits will be included in the plans and adhered to during construction.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Golnick (PROGRAM ADMIN 3)	2/11/2022



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

OES Acceptance - Purpose and Need.pdf

ESA

District Recommendations - Screening.pdf

Environmental Database Search Results.pdf

OES Recommendations - Assessment.pdf

Cultural Resources

Memo to File - History Architecture.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Underserved Populations

Census Mapping.pdf

OES Approval - Underserved Populations Impact Analysis.pdf

Public Involvement

Property Owner Notification Letter - Mailing List .pdf

Property Owner Notification Letter - Notification Area Map.pdf

Property Owner Notification Letter.pdf



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Public Comments Received.pdf

Public Involvement Plan.pdf

Public Meeting Flyer.pdf

Public Meeting Handout.pdf

Public Meeting Notification - Flyer Mailing Packet.pdf

Public Meeting Notification - Flyer Packet Mailing List .pdf

Public Meeting Notification - Mailing Area Map.pdf

Public Meeting Notification - Mailing Packet Mailing List.pdf

Public Meeting Notification - Mailing Packet.pdf

Public Meeting Sign In Sheet.pdf

Responses to Public Comments.pdf

Permits

FEMA FIRM.pdf

Local Floodplain Administrator Approval.pdf

Statement of Findings.pdf