



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

Environmental Document for **HEN New Bridge PID 22984** **Environmental Document Level: D2**

Approved: 7/24/2018

Prepared By: Christopher Owen

Mannik & Smith Group, Inc.

Phone: 330-256-6241

E-mail: cowen@manniksmithgroup.com

District Contact: Stacy Schimmoeller

Phone: 419-373-4319

E-mail: Stacy.Schimmoeller@dot.ohio.gov

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, 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

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General Project Information**Project, Cost Schedule and Work Limits**

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PID:	22984
Project Name:	HEN New Bridge
Project Sponsor:	HENRY COUNTY ENGINEER
ODOT District:	2
Funding Source:	Federal
Private Funding:	Yes
Local Public Funding:	Yes
STIP Reference #:	2018AM06ID0173FDCO
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:	\$1,001,000.00
Right of Way:	\$0.00
Construction:	\$12,051,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The proposed project involves improving the intersection of Industrial Drive at East Riverview Avenue (State Route 24) with a roundabout and providing an extension of Industrial Drive over the Maumee River to State Route (SR) 110. A new roundabout will be constructed at the current intersection of Industrial Drive and East Riverview Avenue, and a second roundabout will be constructed on the east side of the Maumee River where the Industrial Drive crossing will intersect with SR 110. The proposed project is located in the City of Napoleon, Harrison Township, Henry County, Ohio.

The proposed project area is characterized as a flat suburban setting with a mix of residential and light industrial/commercial uses with rural farming to the immediate south and southeast. The project area is bisected by the Maumee River and the City of Napoleon's Vorwerk Park, which is adjacent to East Riverview



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Avenue and parallels the Maumee River. Vorwerk Park contains the multi-use Miami, Wabash & Erie Canal Trail.

The project will require acquisition of right-of-way, the relocation of the Miami, Wabash and Erie Canal Trail under the new bridge, and the placement of bridge piers within the Maumee River. No residential or business relocations are required.

The environmental document and associated studies are being approved using **Stage 3** Design which were developed using local funds through the Henry County Transportation Improvement District (HCTID).

- Design and right-of-way plans can be found in the Project File under General/Project Information
- Locational mapping can be found in the Project File under General/Project Information

Limits of Proposed Work:

New Maumee River crossing in
Henry County somewhere between
SR-108 and US-6

Start (SLM):	0.00
End (SLM):	1.01
Total Work Length (Miles):	1.01

No roadway data for PIDs associated with this CE Form

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	No
Provisions to accommodate any local special events or festivals will be incorporated into project design	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.	No

Remarks:

Construction of the new bridge over the Maumee River and associated roundabouts can be substantially completed while keeping East Riverview Avenue and SR 110 open to traffic. The new bridge is being



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constructed at a new location over the Maumee River, and therefore, will not create a substantial impact upon existing traffic patterns. Disruptions to existing traffic are anticipated along East Riverview Avenue and SR 110 where the construction of the roundabouts will occur and where the new roadway approaches from the new bridge will intersect the roadways. Traffic access for local residents and businesses will be provided at all times. A local detour will be provided to traffic during the construction of the roundabouts. The planned detour for through East Riverview Avenue traffic is approximately 1.7 miles and will utilize Commerce, Interchange, Industrial, Independence Roads, and CR 12. The planned detour for through SR 110 traffic is approximately 20.50 miles and will utilize SR 108, SR 281, SR 109, and US 6. All closures and detours will be closely coordinated with local emergency, law enforcement and school officials.

A Project Coordination Meeting with local public services and agencies was conducted on February 20, 2018 by the Henry County Engineer at the City of Napoleon Administrative Offices to discuss the project's Maintenance of Traffic (MOT) Plan and any impacts with local festivals or special events. Safety and Emergency services officials present indicated that the proposed MOT schemes including detours were acceptable. Group expressed that the proposed project and MOT would not impact any known special events or local festivals. The agencies requested a minimal 2 week (14 day) notice by the contractor to the local radio station, Napoleon Area Schools (NAS) Transportation Manager, the City of Napoleon, and the Henry County Sheriff; the Sheriff's dispatch will send out notification to all emergencies services within the county of road closures. The Henry County Hospital requested that the Hospital Route signs be added to the MOT plans. The NAS Transportation Manager request that the MOT Plans could specify the 45 day closure of East Riverview Ave. to occur between June 1st and August 15th, unless NAS agrees in writing with an alternative timeframe, so as to minimize impacts to their bus routes.

The public involvement portion of the project was conducted via use of notifications to local governmental agencies and officials with Press Releases of public meetings and decisions, notification letters of public meetings, direct mailings to property owners along the corridor, elected officials, and local governments, and through a public comment period.

Marine traffic will be maintained during construction, but may be restricted during specific construction activities. The contractor will be required to coordinate marine traffic impacts with ODNR Division of Watercraft and local ODNR Scenic River Coordinator.

The contractor will be required to coordinate the restricted period with ODOT and local officials, who will notify local EMS and schools as necessary.

- Coordination with local services and public agencies can be found in the Project File under General/Maintenance of Traffic
- All documentation of the public involvement process can be found in the Project File under Public Involvement/Project Information

Are there any Environmental Commitments?

Yes

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way

Yes



The project requires Permanent Easement(s)	No
The project requires Temporary Right-of-Way	Yes
Number of parcels impacted by Permanent Right-of-Way:	4
Right of Way and Utility Involvement	
Number of parcels impacted by Temporary Right-of-Way:	5
Approximate acreage of Permanent Right-of-Way needed:	4.8
Approximate acreage of Temporary Right-of-Way needed:	2.1
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	No
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Coordination with utilities has been initiated, and Stage 1 Plans were provided to the known utilities within the project area along with correspondence that requested they review the plans to confirm the accuracy of their facilities being shown on the design plans and provide feedback with any comments or corrections they have regarding their facilities.

The following utilities were provided Stage 2 and 3 Plans along with correspondence on May 25, 2015 and October 18, 2016, respectively, requesting a review of the plans for accuracy of their existing facility locations and impacts to their facilities and to mark up the plans for corrections and to note any discrepancies:

- Century Link
- City of Napoleon
- Ohio Gas Company
- Time Warner
- Toledo Edison
- TransCanada
- Tri-County Rural Electric Cooperative

Responses were received from all utilities. Coordination and correspondence will continue throughout the detailed design process as construction plans are finalized.

- **Correspondence with utilities can be found in the Project File under General/Right-of-Way and Utility Involvement**



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Purpose & Need

Purpose & Need

Project History:

The proposed project was initiated in 2002 by local governments to evaluate the need for a second Maumee River crossing within the City of Napoleon to provide improved connectivity for industrial and other population areas. A single river crossing (SR 108 Bridge) exists approximately 1.5 miles to the west in Downtown Napoleon. The Maumee River physically separates key population areas. Commercial, retail and safety services are located on the north side of the river and major employment and smaller commercial sites are located on the south side of the river. The public perception was that a single river crossing is not adequate to serve the urbanized areas of the City of Napoleon given safety concerns, traffic operations, and connectivity issues. The key local stakeholders in the early-on coordination included the Henry County Engineer, City of Napoleon, Henry County Commissioners, Napoleon City Council, Napoleon Fire/EMS Services, Napoleon Police Department, Henry County Sheriff, Township Officials, School Districts, Chamber of Commerce, Henry County Planning Commission, Campbell Soup Company, businesses adjacent to the corridors, and Henry County Community Improvement Corporation.

Local officials approached State officials in March 2003. The project had some State and Federal funding and it officially became the HEN-New Maumee River Bridge project. The initial project was developed using the ODOT 14-Step Project Development Process (PDP) as a Major Project. There were initial stakeholder meetings, environmental screenings, various studies, and a public involvement meeting that was held in February 2004. At the public meeting initial analyses and environmental screenings of the four (4) conceptual build alternatives and the no build alternative was presented to the public. The results of the public meeting showed the majority of support (89.5%) was for two of the build alternatives:

1. New river crossing by extending Industrial Drive southward across the Maumee River to connect with SR 110 on the south side of the river (56% preferred this alternative);
2. New river crossing by extending Enterprise Avenue (Road 12) southward across the Maumee River to connect with SR 110 on the south side of the river (33.5% preferred this alternative)

The *Final Planning Study Report*, October 2009, summarized the analyses, screenings, and public involvement conducted to that point and recommended the above two build alternatives be considered for further project development. On May 10, 2010 ODOT officially approved the *Final Planning Study Report*. The project had no committed funding so no additional progress occurred from the middle of 2009 through the end of 2011.

Beginning in 2011, the project transitioned to ODOT's current PDP process. The streamlined project development process allows for flexibility in determining a Preferred Alternative. A Feasibility Study was scoped which built upon the results of the 2009 Final Planning Study and accomplished several tasks:

- 1) Reviewed and updated the technical data including traffic data, crashes, and geometrics to bring everything up to date with the most current data.
- 2) Reviewed and updated the corridor's Red Flags or fatal flaws through use of secondary source information including Geographic Information Systems data, literature search and field reviews.
- 3) Built upon the information contained in the 2009 Study and identified critical issues associated with the project's study area (i.e. utilities, environmental elements such as streams and wetland impacts, property impacts, etc.) through additional field review and secondary source research.



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4) Assessed each of the conceptual alternatives from the 2009 study, utilizing the updated data, information and analyses outlined above, against each other and the No-Build Alternative. This was done by using the purpose and need elements for the project to develop evaluation criteria and establish measures of effectiveness (i.e. how each of the evaluation criteria was measured). The results of the evaluations for each of the conceptual alternatives were then presented in a matrix. Rationale was provided as to why some alternatives were eliminated and which alternative was being recommended as the preliminary Preferred Alternative.

5) The preliminary Preferred Alternative was presented to key stakeholders and public officials in an alternatives evaluation workshop on January 11, 2013.

The identified preliminary Preferred Alternative is the Industrial Drive Corridor build alternative, which was one of the two build alternatives recommended for further evaluation from the *Final Planning Study Report* (Approved 5/10/2010). The Industrial Drive Corridor was the recommended Preferred Alternative determined in the final *Feasibility Study* (Approved 10/31/2013). The Industrial Drive Corridor was presented to the public at a public meeting held December 16, 2013 in the City of Napoleon in which no negative comments were received on the Preferred Alternative from the public. The *Final Planning Study Report* and the *Feasibility Study* can be found in the Project files under Alternatives/Reports.

Purpose Statement:

The purpose of the proposed project is to improve traffic operations along the SR 108 bridge corridor, safety, and access to existing and planned development on both sides of the Maumee River in support of the Local Comprehensive Plan.

Need Element(s):

Congestion

Analysis conducted by The Mannik and Smith Group, Inc., utilized ARTPLAN (arterial planning) from the Highway Capacity Manual Software (HCS) that determined the existing bridge was operating at a Level of Service (LOS) D with 23.86 seconds of delay in 2013. An updated review of capacity operations in 2018 was conducted using ODOT's Traffic Operational Analyses (*L&D Manual* Section 401.2) using HCS7 signalized software. Using the projected 2015 and 2035 traffic volumes from the Feasibility Study, the signalized analyses revealed that the Maumee Avenue and SR 108 (Perry Street) signal on the south side of the existing bridge indicates an overall LOS C (26.8 seconds of delay), with three of the four approaches to the intersection near LOS D (within 2.6 to 5.4 seconds of being a LOS D) with the 2015 traffic. In 2035, this intersection drops to an overall LOS D (43.4 seconds of delay) with the EB & NB approaches at LOS E (with both approaches over 60 seconds of delay), and the WB approach drops to a LOS D (with 41.9 seconds of delay). In addition to the traffic congestion on the bridge and Maumee Avenue signalized intersection, there are two signalized intersections in downtown Napoleon along the SR108 corridor that slows traffic. The signalized intersections of Clinton Street at Perry Street (SR 108) and Clinton Street at Scott Street (SR 108) both require heavy trucks to negotiate 90 degree turns to traverse the SR108 corridor. The ODOT traffic volumes provided for the SR108 existing bridge indicated in 2015 the anticipated Average Daily Traffic (ADT) volume would be 13,800 vehicles with 7% of the traffic consisting of trucks. This truck traffic combined with the overall traffic volumes slows traffic flow on the bridge and at the signalized intersections near the bridge, as the trucks increase delays from slower acceleration from a stopped condition and from moving slowly when negotiating 90 degree turn movements at intersections.

- **Congestion analysis and data can be found in the Project File under Purpose and Need/Existing and Future Conditions**

Crashes

The SR 108 corridor over the Maumee River and through downtown Napoleon, experienced 78 crashes in the period from 2010 to 2012, as documented in the Feasibility Study (2013). A review of current crash data (2014-2016) obtained using



ODOT's Transportation Information Mapping System (TIMS) online application, indicated the same section of roadway experienced 95 crashes, which represents a 22% increase in crashes since the previous analysis. The most frequent type of crash along the corridor are rear-ends, which represents 35.8% of the crashes. Rear-end type crashes are often an indicator of congestion and/or stop-and-go traffic from turning vehicles. The east and west approaches to the SR 108 and Riverview Avenue intersection are listed as "High Priority" crash segments on ODOT's Safety Integrated Maps (SIP) listings for local roads (2015). The entire length of Riverview Avenue from SR 108 to the intersection with CR 12 is listed as a "High Priority" crash segment. **C**

- **Crash data can be found in the Project File under Purpose and Need/Existing and Future Conditions/Crash Data**

Access

The City of Napoleon is bisected by the Maumee River, with one existing river crossing at SR108 in downtown Napoleon. Approximately 1.5 miles northeast of the existing bridge on the south side of the river is a large complex of industries, with the Campbell Soup facility being the largest employer. In the areas around the Campbell Soup facility there are large vacant land areas currently in agricultural use that are proposed to be future industrial and manufacturing uses in the Napoleon Comprehensive Plan. Directly northward on the other side of the Maumee River is an existing industrial park with vacant areas which could be targeted for development. Additionally, the Napoleon Comprehensive Plan identified other areas slated for future business parks and manufacturing facilities. There is an existing interchange on the north side of the Maumee River at Industrial Drive and the US6/US24 bypass that provides access to the industrial areas north of the river, as shown in the Concept Areas Figure of the City of Napoleon Master Plan in the Project File under Community Impacts/Project Information/Land Development Plan - City of Napoleon. The industrial and manufacturing facilities and other areas identified for development on the south side of the river currently must travel approximately five miles through downtown Napoleon to access eastbound US24. In 2012, the US24 corridor from Fort Wayne, Indiana to Maumee, Ohio was opened as a full four-lane highway which serves as a major travel and shipping corridor for the region. One change in access that impacts the Napoleon area was the elimination of the at-grade intersection access to US24 at Township Road 10 (TR-10) just east of the US6/US24 interchange. The closing of the TR-10 access now makes it necessary for westbound trucks on US24 coming from locations east of the US6 interchange destined to industrial areas on the south side of the river in Napoleon to now exit at the SR108 (Scott Street) interchange. Exiting at the SR108 interchange requires the trucks to travel through the downtown area and cross the Maumee River at the current SR108 bridge. The other movement from the industrial and planned development areas on the south side of the river that is impacted by the closing of TR10 access to US24 is the eastbound US24 movement. This movement now primarily utilizes the SR108 interchange to head east on US24 for locations east of the interchange with US6.

- **A figure depicting access restrictions can be found in the Project File under Purpose and Need/Project Information/Truck Route Summary**

Consistency with Local Comprehensive Plans

The City of Napoleon Master Plan (2009) as well as the Henry County Comprehensive Plan (2003) contains recommendations for a new Maumee River Crossing to provide improved connectivity between the north side and south side of the Maumee River in order to connect the existing and future industrial/manufacturing facilities of the community of Napoleon and Henry County. The Henry County Plan states that a second river crossing in Napoleon on Industrial Drive would link the US6/US24 bypass with the eastern portion of Napoleon and Harrison Township. The City of Napoleon Master Plan community survey ranked "Reduce Traffic Congestion" as the top priority. This is primarily associated with congestion on the SR108 corridor through the community, of which funnels across a single river crossing. A new second river crossing would provide relief in traffic congestion on the existing SR108 bridge in downtown Napoleon per the discussions in the comprehensive plans.

- **The comprehensive plans can be found in the Project File under Community Impacts/Project Information/Land Development Plan - City of Napoleon and Land Development Plan - Henry County Comprehensive Plan**

Goals and Objectives:



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During the Original Planning Study, city and county officials were involved in establishing the intended goals for the project. From this input, the following four issues were identified as major community goals for the project to achieve:

1. Provide a direct link between existing industrial development areas on both sides of the Maumee River
2. Improve access to future development areas, consistent with the Comprehensive Plan
3. Improve connectivity within the community
4. Reduce the traffic demands on downtown roadways, decrease congestion and enhance public safety

Summary Statement:

The purpose of the project is to improve traffic operations along the SR 108 bridge corridor, safety, and access to existing and planned development on both sides of the Maumee River in support of the Local Comprehensive Plan.

The needs to be addressed include congestion, crashes, and access.

Logical Termini and Independent Utility:

The logical termini for the proposed river crossing is East Riverview Avenue (SR 424) on the north side of the Maumee River and SR 110 on the south side of the river.

The proposed project is not dependent on other planned projects to meet the established purpose and need. Additionally, the proposed project can be constructed independent of any other transportation improvement in the area; does not restrict consideration of alternatives for other foreseeable improvements throughout the adjacent corridors; and does not force a need for any other improvement project(s). Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative would maintain existing roadway conditions and no bridge or roundabouts would be constructed. This alternative does not reduce congestion issues along the SR 108 bridge in downtown Napoleon; does not reduce crashes along the SR 108 corridor through the City of Napoleon; does not provide a link between existing industrial development areas on both sides of the Maumee River; does not enhance connectivity to the surrounding highway system; fails to increase community connectivity; and does not improve access to future development areas consistent with the Local Comprehensive Plan. The No Build Alternative would result in an increase in downtown traffic congestion and decrease the ability of emergency services and the schools to efficiently access all areas of the community. Efficient access to the community hospital from areas south of the river will also decline under this alternative. Therefore, the proposed project does not satisfy the Purpose and Need.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

10/31/2013

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
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Corridor 2 - East of SR108 Bridge (Extension of Industrial Drive)	New river crossing located approximately 1.5 miles east of the existing SR108 bridge that would extend Industrial Drive southward across the Maumee River to connect with SR110 on the south side of the river. This alternative would have a direct link to the existing interchange of Industrial Drive with the US6/US24 bypass on the north side of the river.	Preferred Alternative	Yes
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Corridor 3 - East of SR108 Bridge (Extension of Road 12)	New river crossing located approximately two miles east of the existing SR108 bridge that would extend Road 12 (Enterprise Avenue) southward across the Maumee River to connect with SR110 on the south side of the river.	While this alternative does provide some benefit to the Purpose and Need elements, it did not provide as substantial benefits as the Preferred Alternative. This alternative resulted in higher impacts to environmental elements such as parks, prime farmland, and the 100-year flood plain than that of the Preferred Alternative. Finally, this alternative would not provide a direct link to the US6/US24 bypass which limits its benefits on system linkages. Additionally, the location is further away from the existing SR108 river crossing which results in less traffic being diverted from the SR108 corridor.	No
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Discuss Reasons Alternative Identified as Preferred was selected:

The preferred alternative selected for the proposed new river crossing was the Extension of Industrial Drive (Corridor 2 - East of SR 108 Bridge). Based on the traffic/crash data findings; environmental screenings/field visits; and strong support from the public meetings held for the project, the Industrial Drive location was selected as the Preferred Alternative based on the following:

- Meets the Purpose & Need elements
- Provides a direct link to the US6/US24 bypass facility via use of the Industrial Drive interchange
- The Industrial Drive crossing is predicted to capture 56 percent more traffic than the Enterprise Avenue (Road 12) alternative
- Traffic analysis of roadway network conditions, capacity analyses, and crash data demonstrates the alternative results in the highest reduction of traffic on the SR108 bridge and adjacent corridors. This will reduce delays and reduce crash frequencies, and improve operations
- The Industrial Drive Alternative is listed in the Henry County Comprehensive Plan as the preferred location and it is also listed in the City of Napoleon's Comprehensive Plan



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- Comments from the public meeting held on February 24, 2004 indicated that 93 percent believed a second river crossing was needed, and of the build corridor alternatives presented, the Industrial Drive corridor received 56 percent support and the Enterprise Avenue (Road 12) received 33.5 percent
- Proposes fewer potential negative impacts on environmental resources than the Road 12 alternative
- Exhibits more substantial benefits to the various community elements than the Road 12 alternative
- **The Feasibility 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	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	Yes
Design Year ADT is <140,000	No
Qualitative MSAT prepared	Yes
OES Concurrence Date	02/29/2016
OEPA Approval Date	02/29/2016

Remarks:

A Qualitative Mobile Source Air Toxics (MSAT) Analysis, dated January 22, 2016, was prepared by Lawhon & Associates, Inc. On February 29, 2016, the Ohio Environmental Protection Agency (OEPA) determined the project qualifies as a project of "Low Potential for Meaningful MSAT Effects", in accordance with the Federal Highway Administrations (FHWA) *Interim Guidance Update on MSATs in NEPA* (December 6, 2012).

Based on the results of MSAT, the Vehicle Miles Traveled (VMT) estimated for the Build alternative is the same as that for the No Build alternative for all roadway sections except the new bridge; Even though the design year traffic volumes are the same for the No Build and Build alternatives, it is likely that the Build alternative will have slightly higher VMT because the additional capacity increases the efficiency of the roadway and will attract rerouted trips from elsewhere in the transportation network. The potential increase in VMT would lead to higher MSAT emissions for the Build alternative on East Riverview Avenue, Industrial Drive and SR 110 along with a corresponding decrease in MSAT emissions along parallel routes. Emissions increase would likely be reduced with the construction of the proposed roundabout at East Riverview Avenue and Industrial Drive with the elimination of idling vehicles waiting at stop signs. The emissions increase will also be offset somewhat by lower MSAT emission rates due to increased speeds on the other project roadways; Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by over 80% from 2010 to 2050. However, the magnitude of the EPA-projected reductions is so great that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

- **The MSAT Analysis can be found in the Project File under Air/Reports/Qualitative MSAT Analysis**
- The OEPA Approval can be found in the Project File under Air/Coordination/OEPAApproval - Qualitative MSAT

Particulate Matter 2.5 (PM2.5)

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

Henry County is designated as being in attainment for PM2.5, therefore, no additional air quality investigations are necessary.

- **Mapping can be found in the Project File under Air/Project Information/PM2.5 Nonattainment Area Map**

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:

Henry County is designated as being in attainment for Ozone. Furthermore the project is listed on the STIP and TIP, therefore, ozone has been addressed.

- **Mapping can be found in the Project File under Air/Project Information/Ozone Nonattainment Area Map**

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	Yes
ODOT Approval Date	11/28/2014
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	Yes
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	No
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	No
All noise attenuation measures were considered and are consistent with existing policy	No
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:

A Noise Analysis dated November 2014 was prepared by Lawhon & Associates, Inc., in accordance with 23 CFR 772 and ODOT's Noise Manual using FHWA Noise Modeling (TNM) Version 2.5. Traffic generated noise levels were predicted at 14 noise sensitive receptor sites representing 17 residential dwelling units using the FHWA TNM Version 2.5 for the proposed new bridge, the section of new roadway for Industrial Drive and two modern roundabouts for the Existing Year 2015 and the Design Year 2035 Build alternative. TNM predicted traffic noise levels to range from approximately 52 to 58 dBA for the 2015 Existing Year condition. TNM predicted traffic noise levels to range from approximately 55 to 61 dBA for the 2035 Design Year build condition. None of the receptor sites were predicted to experience peak hour traffic noise levels in excess of the Category B NAC of 67 dBA. The greatest increase in noise level from the existing condition to the Design Year build condition was 3.3 dB at noise receptor 3-3. None of the sites in the project area were predicted to experience a substantial increase in noise levels (increase > 10 dBA) as a result of the proposed action.

In accordance with 23 CFR Part 772, when noise impacts are identified as a result of a proposed action, noise abatement measures must be considered for impacted sites predicted to approach or exceed the applicable FHWA NAC.

ODOT noise policy requires the consideration of noise abatement measures only when traffic noise impacts occur.



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Having no identified traffic noise impact on any receptor site, no additional noise analysis or consideration of noise abatement measures is required for the proposed project.

- **The Noise Analysis can be found in the Project File under Noise/Reports/Noise Analysis**
- **The ODOT-OES correspondence can be found in the Project File under Noise/Coordination/OES Approval**

Environmental Commitments

Are there any environmental commitments?

No



ESA

Does the project require any Permanent ROW or Easement?:

Yes

ESA

ESA Screening Report was completed by District Staff

No

Date of ESA Screening IOC from OES:

11/04/2014

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?
Site No. 6, Todd A. Rettig, Custodian, Route 424, Parcel No. 28-0700640000	Route 424 (rear), Napoleon, Ohio 43545 (Parcel 28-0700640000)	Yes	No	Yes
Site No. 8, Todd A. Rettig, Route 424 (rear), Parcel No. 28-0700600000	Route 424, Napoleon, Ohio 43545 (Parcel 28-0700600000)	Yes	No	Yes
Site No. 11, Campbell's Soup Supply Company, SR110 & CR-12, Parcel No. 22-0700040100 et al.	State Route 110 and County Road 12, Napoleon, Ohio 43545 (Parcel 22-0700040100 et al)	Yes	No	No

Date of Phase 1 ESA IOC from OES:

04/27/2015

Remarks:

An Environmental Site Assessment (ESA) Screening dated March 2014 was prepared by the Mannik and Smith Group, in accordance with ODOT's Office of Environmental Services (ODOT-OES) 2009 Guidance. In correspondence dated November 4, 2014, the ODOT-OES ESA Staff determined a Phase I ESA was appropriate for three (3) properties (see above table).

The Phase I ESA dated April 2015 was prepared by the Mannik and Smith Group. MSG, April 2015. In correspondence dated April 27, 2015, the ODOT-OES ESA Staff determined no Phase II ESA work was required. OES re-evaluated the environmental site assessment July 24, 2018 and determined a plan note will be required to manage construction demolition debris from two sites.

- Each of the reports can be found in the Project File under ESA/Reports
- Correspondence can be found in the Project File under ESA/Coordination



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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.):

In October 2012, the Mannik and Smith Group (MSG) submitted a *Section 106 Request for Review* (RFR) for the Preferred Alternative to ODOT. In correspondence dated November 20, 2012, the ODOT-OES Cultural Resources (CR) Staff requested a Phase I Archaeology Survey be prepared based on field scoping activities performed by ODOT-OES CR Staff on November 19, 2012. In correspondence dated November 21, 2012, the ODOT-OES CR Staff indicated investigation of history/architecture resources 50 years of age or older may be required upon refinement of project design plans.

On October 29, 2014, MSG conducted a field review that identified four history/architecture resources within the Area of Potential Effect (APE) based on refined schematic designs. All four resources were mid-20th-century Ranch-type houses, one of which was anticipated to be directly impacted. In correspondence to the State Historic Preservation Office (SHPO) dated January 16, 2015, the ODOT-OES CR Staff requested concurrence that no history/architecture resources eligible for the National Register of Historic Places (NRHP) would be affected by the proposed project. Concurrence was received from the SHPO on January 27, 2015.

A *Phase I Archaeology Survey and Disturbance Assessment* within the proposed construction limits of the Preferred Alternative was conducted by MSG in October/November 2014. As part of the disturbance assessment, the condition and existing elements of a segment of the Miami and Erie Canal along the north side of the Maumee River were documented. The canal segment was recorded as Site 33HY0346 on the Ohio Archaeological Inventory (OAI) form and determined not eligible for listing on the NRHP due to the loss of physical integrity. A surface inspection and shovel-test survey of an agricultural field on the south side of the Maumee River was also conducted by MSG. A prehistoric archaeological site was recorded, which was interpreted as an extension of previously recorded OAI Site 33HY0167. The Phase I Archaeology Survey was submitted to ODOT in January 2015. In correspondence dated March 10, 2015, the ODOT-OES CR Staff determined Site 33HY0346 was not eligible for listing on the NRHP, but requested that a Phase II Archaeology evaluation be conducted for Site 33HY0167.

Initial Phase II Archaeological Evaluation of Site 33HY0167 was conducted by MSG in April 2015. Field investigations included a magnetic gradient survey conducted by Ohio Valley Archaeology, Inc. and timed-controlled pedestrian survey of five-meter grid blocks and manual excavation of selected magnetic anomaly locations by MSG. Based on the results of the Phase II Archaeology Survey, the SHPO, in correspondence to ODOT-OES CR Staff dated August 20, 2015, expressed the opinion that information collected during the Phase II investigation was not sufficient to allow for an eligibility determination for Site 33HY0167. Therefore, additional field investigations (consisting of manual excavation of additional magnetic



anomalies), including extensive background research on the prehistoric archaeological record of the mid-Maumee River Valley, were conducted by MSG from November 2015-February 2016.

In April 2016, a revised Phase II Archaeology Survey was submitted to ODOT. The report recommended a portion of Site 33HY0167 was eligible for listing on the NRHP under Criterion D for its ability to yield important data on the Late Archaic, Middle Woodland, Late Woodland and Late Prehistoric time periods in northwest Ohio.

During review of the revised Phase II Archaeology Survey by ODOT-OES CR Staff and SHPO, a copy was submitted to the U.S. Army Corps of Engineers (USACE) Buffalo District as part of the Section 404 permitting process. In correspondence to the SHPO and the ACHP dated May 5, 2016, the USACE determined Site 33HY0167 was eligible for listing on the NRHP and that the proposed project would have an adverse effect on the archaeological resource. In correspondence dated May 26, 2016, the SHPO concurred. In separate correspondence to the SHPO dated July 5, 2016, the ODOT-OES CR Staff indicated Site 33HY0167 was eligible for listing on the NRHP and would be adversely effected by the proposed project. The SHPO concurred with this finding on July 19, 2016.

In May 2018, MSG conducted a Phase I Archaeology Survey for the Ohio Gas Company Facility Realignment. A lithic scatter was identified and assigned OAI Site 33HY0370. In correspondence dated June 25, 2018, the ODOT-OES CR Staff determined Site 33HY0370 was not eligible for listing on the NRHP. In correspondence dated June 27, 2018, the SHPO concurred with the finding.

- All reports can be found in the Project File under Cultural Resources/Reports
- All correspondence and coordination can be found in the Project File under Cultural Resources/Coordination

Based on the letter or IOC you received from OES, is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

Yes

OES/OSHPO Concurrence Date:

07/19/2016

Remarks:

Following consultation between ODOT and the USACE, it was determined in August 2016 the USACE would be the Lead Agency for the purposes of Section 106 consultation for the waterway permit project area, which contains Archaeological Site 33HY0167. The USACE invited ODOT, SHPO, ACHP, and the Henry County Engineer's Office to be consulting parties. The ACHP declined consulting party status on August 3, 2016. The USACE also began the process of Tribal Consultation. The Miami Tribe of Oklahoma requested to be a consulting party and the Eastern Shawnee Tribe requested to be a concurring party. The Ohio Archaeological Council (OAC) was also invited to be a concurring party and accepted.

A Data Recovery Plan for Site 33HY0167 within the proposed project area was prepared by MSG in March 2017. The plan was attached to a Memorandum of Agreement (MOA) between the consulting parties that was executed in June 2017.

A public inquiry was received on April 10, 2018, after public involvement was initiated for recreational Section 4(f). The inquiry from a Mr. VanLandingham was a request to be a Section 106 Consulting Party for



the project. He was accepted as a Consulting Party and received additional information about the project. No further comments have been received.

- **The public comment can be found in the Project File under Public Involvement/Project Information/Public Comments Received - VanLandingham**

Please check all NRHP Eligible and/or Listed resources:

Archaeological Site

What is the Section 106 effect determination in the OES letter or IOC? Adverse Effect

Does this project have an Adverse Effect on Archaeological resources? Yes

Does this project have an Adverse Effect on History/Architecture resources? No

Archaeological Resource Adverse Effect

Date OSHPO Concurred with Adverse Effect determination: 07/19/2016

Is the Archaeological site important for preservation in place? No

Date Documentation for Consultation was sent, including MOA and data recovery plan (if necessary)

ACHP: 06/13/2017

OSHPO: 06/13/2017

FHWA:

Did you contact any other Consulting Parties? Yes

Consulting Parties

Additional Party Name	Documentation Date
Ohio Archaeological Council	06/13/2017
Eastern Shawnee Tribe	06/13/2017
Miami Tribe of Oklahoma	06/13/2017
Rick B. VanLandingham III	04/27/2018

Date of Advisory Council on Historic Preservation response: 08/03/2016

Is Advisory Council on Historic Preservation participating? No

Date MOA was executed: 06/20/2017

History/Architecture Adverse Effect

Environmental Commitments

Are there any Environmental Commitments? Yes



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 01/19/2016

Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? Yes

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A	2	Non-Isolated	0.175	0.00
Wetland B	2	Non-Isolated	0.582	0.10

Est. Total Size (Acres) of for Project: 0.757

Est. Total Impacted (Acres) of for Project: 0.10

Total Acres of Non-Isolated Wetlands impacted: 0.10

Total Acres of Isolated Wetlands impacted: 0

Remarks:

A Level 2 Ecological Survey Report (ESR) dated January 19, 2016, was prepared by the Mannik & Smith Group, which included results of field investigations conducted in September and October 2012, and April and December 2014. Based on the results of the ESR, two non-isolated wetlands were identified within the proposed project area. The wetland impact acreage amounts are based on Stage 1 Design Plans and the proposed alignment/construction footprint. A total of 0.757 acres of Category 2 (moderate quality) wetlands were identified in the proposed project area. Proposed construction activities will result in permanent wetland impacts of 0.1 acres. These impacts have been reduced since the initial Level 2 ESR was conducted based on modifications to the proposed project design plans. Based on impacts to wetlands, a Wetland Finding was prepared to illustrate no other alternatives that avoid impacts to wetlands are feasible.

- The ESR can be found in the Project File under Ecological/Reports
- The Wetland Finding can be found in the Project File under Ecological/Project Information

**Streams & Rivers**

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

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Maumee River	40	51.5	Modified Warm Water Habitat (MWH)

Total Linear feet Impacted:

40

Remarks:

Based on the results of the Level 2 ESR, the Maumee River was identified within the proposed project area. No other streams or waterways were identified. The proposed project will permanently impact approximately 40 linear feet of the Maumee River to accommodate placement of bridge piers and Rock Channel Protection (RCP). The segment of river within the proposed project construction limits is a Modified Warm Water Habitat and the proposed project is not likely to result in any substantial impairment to the already impaired segment. The Maumee River is a Section 10 waterway, which is protected by the Rivers and Harbors Act of 1899 to regulate the placement of any material in navigable waters of the United States. The impacts are anticipated to consist of placement of fill materials within the stream channel of the river and placement of materials on the river banks to prepare for construction of the bridge. The placement of fill material will likely consist of rock channel protection, and other various clean non-erodible fill materials necessary for the construction of temporary work pads, support abutments, and stream bank protection in the vicinity of construction activities.

Other Surface Waters

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

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Remarks:

Based on the results of the Level 2 ESR, no other surface waters were identified within the proposed project area.

Terrestrial Habitat

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

Remarks:

Based on the results of the Level 2 ESR, terrestrial habitat in the proposed project area consists of vegetative communities that experience low to extreme levels of disturbance. The following vegetative communities and land cover were identified within the proposed project area: Open Water, Cultivated Crops, Developed Open Space, Developed Low Intensity, Developed Medium Intensity, and Herbaceous Riverine Community. The proposed project will not adversely impact any high quality vegetative communities, because the greater part of the project site consists of highly disturbed and fragmented vegetative communities.

Threatened or Endangered Species

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

Remarks:

All threatened and endangered species surveys were conducted in accordance with the Endangered Species Act of 1973 (ESA). The purpose of the Act is to protect federally endangered and threatened species and to provide a means to conserve their habitats. Furthermore, the Act requires all federal agencies to protect species and preserve their habitats, and is administered by the USFWS and the National Marine Fisheries Services.

The proposed project is within the known range of three (3) federally listed species and seven (7) state listed species within or known to be within one mile of the proposed project area.

Indiana Bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*)



The proposed project is within the known summer breeding range of the federally endangered and federally threatened species, respectively. Five trees possessing potentially suitable roosting habitat for each species will be removed.

Greater redhorse (*Moxostoma valenciennesi*)

The proposed project is within the known range of this state threatened fish. The ODNR Division of Wildlife (DOW) recommends no in-water work in perennial streams from April 15 to June 30 to reduce impacts to indigenous aquatic species and their habitat.

In addition, the proposed project is within the known range of the following species:

- **Blanding's Turtle (*Emydoidea blandingii*)**, state threatened
- **Spotted turtle (*Clemmys guttata*)**, state threatened
- **Kirtland's snake (*Clonophis kirtlandii*)**, state threatened
- **Blue-spotted salamander (*Ambystoma laterale*)**, state endangered
- **Upland sandpiper (*Bartramia longicauda*)**, state endangered

Great egret (*Ardea alba*)

This species is an Ohio Species of Concern, and was identified on site within the proposed project area. Suitable habitat for this species consists of the western Lake Erie basin in shallow marshes, ditches, wet fields, and river edges, but may be found elsewhere in Ohio. The species will not be impacted.

The following mussels were identified within the proposed project area:

- **Threehorn wartyback (*Obliquaria reflexa*)**
- **Deertoe (*Truncilla truncata*)**, Ohio Species of Concern (identified by collection of dead shells along the riverbank)

Suitable habitat for the deertoe consists of large streams and rivers, but has also been found in lakes, with riverine substrates, such as mud, gravel and sand.

A Group 3 Survey will be conducted prior to construction and any state or federally listed species will be relocated to suitable habitat outside the "impact area" for the proposed project.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	10/12/2012
United States Fish and Wildlife Service (USFWS):	Yes	03/12/2014
Ohio Environmental Protection Agency (OEPA):	Yes	

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United States Army Corps of Engineers (USACE):	Yes	03/22/2016
ODNR State Scenic River:	Yes	04/14/2016
National Park Service (NPS) National Scenic River:	No	

Remarks:

Based on coordination with the US Fish and Wildlife Service (USFWS) and ODNR, specific comments regarding wetland and stream impacts were not provided by either agency.

USFWS recommended that proposed developments avoid and minimize water quality impacts and impact to forests, streams, and wetlands. Natural buffers around streams and wetlands should be preserved to enhance beneficial functions. In addition, staging areas should be kept well away from streams and all disturbed areas in the project vicinity should be mulched and re-vegetated with native plant species. USFWS concurs with ODOT that the proposed project *may affect but is not likely to adversely affect* the Indiana bat and northern long-eared bat. All tree clearing for this project must be conducted only between October 1 and March 31. In addition, there will be *no effect* on the bald eagle (*Haliaeetus leucocephalus*).

Comments from ODNR Scenic Rivers have been received and are included in the Ecological section of the Project File. ODOT has committed to work with ODNR Scenic Rivers to address their comments and concerns to the satisfaction of both agencies, and develop plan notes and/or special provisions to assure Scenic River's concerns are adequately implemented. ODOT will receive approval from the Director of ODNR in accordance with ORC, Section 1547.82 prior to construction.

An approved jurisdictional determination was issued by the USACE on July 10, 2014. It was determined that Wetlands A and B are adjacent to the Maumee River. Therefore, Wetlands A and B within the project construction limits are subject to regulation under Section 404 of the Clean Water Act

Division of Wildlife recommended habitat avoidance dates for the habitats listed in the table below. None of these habitats are found in the project construction limits as noted in the table, thus no environmental commitment notes are needed for avoiding these dates during construction.

Division of Wildlife (DOW) Habitat Avoidance Category	Presence of Habitat within Project Construction Limits? YES or NO	Avoidance Dates if Present within Project Construction Limits	Comment
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Upland Sandpiper habitat	NO	April 15 to July 31	Avoidance is NOT needed as habitat is not present.
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ODNR Division of Wildlife also indicates the project is within the range of the Greater Redhorse (*Moxostoma valenciennesi*), a state threatened fish. The DOW recommends no in-water work in perennial streams from April 15 to June 30 to reduce impacts to indigenous aquatic species and their habitat. On February 26, 2018, an ODOT Specific In-Stream Work Restriction Waiver Request was submitted to ODNR - Scenic Rivers. On March 22, 2018, ODNR-Scenic Rivers granted an in-stream waiver and approved an in-stream work period associated with this project extending from July 1, 2019 -April 14, 2020 and July1, 2020 -April 14,2021 for new construction. The project will follow the in-stream work restriction dates of April 15 - June 30 as recommended by the ODNR-Division of Wildlife.

The Ohio EPA did not provide comments on the proposed project during pre-application coordination. Any future project specific comments and concerns will be addressed during the Section 401 Clean Water Act permitting process.

Are there any environmental commitments?

Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area No

The proposed project is located within a Non-Urbanized Area Yes

The proposed project involves new permanent right-of-way (ROW) Yes

The proposed project involves temporary ROW Yes

The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less No

Undeveloped land being used for construction purposes is protected by a conservation easement No

Undeveloped land being used for temporary ROW will be returned to equal or greater productive capability upon completion of the proposed project Yes

Completion of the Farmland Conversion Impact Rating (FCIR) Form and subsequent coordination with OES and the Natural Resource Conservation Service (NRCS) is required to determine if land to be acquired is subject to the FPPA.

OES Concurrence Date 09/15/2016

NRCS Approval Date 05/20/2016

Land being used for the proposed project is part of an Agricultural District No

Remarks:

The proposed project is located within an urbanized area on the north side of the Maumee River and non-urbanized agricultural land area on side of the Maumee River. The proposed project will acquire approximately 3.27 acres of permanent right-of-way and 0.00 acres of temporary right-of-way from agricultural land. The amount of right-of-way needed exceeds established criteria 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. Therefore, a Farmland Conversion Impact Rating (FCIR) Form was completed to determine if land to be acquired was prime or unique farmland and/or was considered to be statewide and local important farmland. The site assessment completed for the proposed project totaled 90 points out of a possible total score of 260 points. Based on the assessment score being below 160, the Natural Resource Conservation Service (NRCS) determined proposed impacts are not considered significant and do not require mitigation. No further coordination is required and the proposed project is in accordance with the Farmland Policy Protection Act (FPPA) of 1981 and the implementing regulations at 7 CFR 658.



- **The FCIR Form 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	Yes	No

Specify Source Water Protection Area

Wellhead Protection Area:

No

Emergency Management Zone:

No

Bellevue Castalia Karst Plain:

No

Lake Erie:

No

Ohio River:

No

Other:

Yes

Please describe what your selection of 'Other' above refers to.

The project is partially located within the Corridor Management Zone for the Henry County Regional Water & Sewer District's McClure drinking water resource area. Coordination with the Henry County Planning Commission was conducted, as they oversee this source water protection area. The Henry County Planning Commission requires a plane note to be placed in the plans to protect the Maumee River Watershed from accidental spills of hazardous materials during construction.

- **The Drinking Water Maps and Coordination can be found in the Project File under Other Resources/Drinking Water.**

Coordination with the Local Public Water Administrator is required

Yes

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

A review of OEPA's Division of Drinking and Ground Water's GIS database (Drinking Water Source Protection Areas) and ODNR's Division of Water Resources GIS database were conducted in February and April of 2016, and verified in



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February 2018. No sole source aquifers or residential wells were present within or adjacent to the proposed project area.

The proposed project is partially located within the Corridor Management Zone (CMZ) for the Henry County Regional Water and Sewer District's McClure drinking water resource area. Correspondence with the Henry County Planning Commission was conducted, as they oversee this source water protection area. The Henry County Planning Commission required a plan note be placed in the plans to protect the Maumee River Watershed from accidental spills of hazardous material during construction activities. No additional research or coordination is required.

- Resource mapping can be found in the Project File under Other Resources/Drinking Water
- Coordination can be found in the Project File under Other Resources/Drinking Water

Are there any environmental commitments?

Yes



Section 4(f)

Section 4(f) Determination

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

Yes

Concurrence received from the OWJ

Yes

Were there multiple OWJs?

Yes

OWJs

Name	Date concurrence received
City of Napoleon Parks and Recreation Department	05/16/2018
Ohio Department of Natural Resources - Parks and Watercraft	07/02/2018
Henry County Park District	04/18/2018
Ohio Department of Natural Resources - Scenic Rivers	09/22/2016
State Historic Preservation Office	03/20/2018

Present:

Impacted:

Publicly owned Park(s):	Yes	Yes
Publicly owned recreation facility(ies) and/or area(s):	Yes	Yes
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	No	

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Vorwerk Park	Publicly owned Park	0.0	1.04	De Minimis	07/03/2018
ODNR Miami, Wabash and Erie Canal Lands	Publicly owned Park	0.0	0.17	Temporary No Use	07/03/2018
Maumee River	Publicly owned Recreational Facility and/or Area	0.0	0.0	Temporary No Use	10/27/2016
Ritter #1 Site (33HY0167)	Historic Site	1.5	0	Archaeological Site Exception - 774.13(b)	03/20/2018

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Miami, Wabash and Erie Canal Trail	Publicly owned Recreational Facility and/or Area	0.0	0.096	De Minimis	07/03/2018
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Remarks:**Maumee River**

The river is a designated State Scenic and Recreational River, and Water Trail by the Ohio Department of Natural Resources (ODNR). The proposed project is located within the recreational portion of the river, which is primarily utilized by boaters during Ohio's prime boating months of May through September. The nearest ODNR boat ramp for river access is approximately 2.5 miles upstream at the Meyerholtz Maumee River Access. Private property owners along the river can own docks for their boats. No permanent restrictions to recreational activities will occur, however, temporary impacts are expected. A temporary causeway will be constructed utilizing a staggered construction method to avoid complete obstruction of boat traffic during construction. Limited closures may be required during the placement of the causeway and at several specific points during construction of the bridge for the safety of boaters and workers.

ODNR Miami, Wabash, and Erie Canal Lands

This property is a 3.50-acre parcel located along the south side of East Riverview Avenue. The land consists of green space with no recreational facilities (i.e. trails, baseball/softball diamonds, tennis courts, basketball courts, soccer fields, etc.), and no formal or programmed recreational activities take place. The ODNR has granted a 15 year lease of the land to the Henry County Park District that ends September 30, 2020, with an option for the Park District to renew the lease for another 15 years. The parcel is to be maintained for recreational and public purposes. No permanent restrictions will occur and access will be maintained at all times, except for the time need to temporarily occupy 0.17 acre of land for construction activities. Temporary impacts are to facilitate minor grading and the land disturbed will be returned to existing conditions.

Vorwerk Park and Miami, Wabash and Erie Canal Trail

The park is located along the south side of East Riverview Avenue and is approximately 28.81 acres of land owned and managed by the City of Napoleon. The park features amenities such as picnic tables, grills, restrooms, drinking fountains, and recreational features including fishing access and a multi-use gravel trail. The gravel trail is part of the Miami, Wabash, and Erie Canal Trail, that runs approximately 22 miles between Independence Dam State Park and Providence State Park, through Defiance, Henry and Lucas Counties. The section of trail within Vorwerk Park follows the towpath and serves as driveway access to adjacent properties. This section of the Miami, Wabash and Erie Canal trail is owned and maintained by the City of Napoleon. The trail is part of the 1,444 mile-long Buckeye Trail Network and the 1,050 mile-long National Park Service (NPS) North Country National Scenic Trail Network.

The proposed project will relocate approximately 270 feet of the trail and require 1.0362 acres of temporary right-of-way from Vorwerk Park to accommodate construction activities. A new bridge abutment, the north approach, and southern leg of the roundabout will be located in Vorwerk Park and on the trail by use of an agreement between Henry County and the City of Napoleon. The trail will be rerouted on a new trail segment around the south face of the abutment. The new trail segment will be 12-feet wide with 3 feet turf shoulders on each side with limestone screening. Trail access will be temporarily obstructed for the duration of construction, but a detour will be maintained along SR 424 around the construction work zone, and park access will be maintained throughout construction activities. The proposed project will require the acquisition of approximately 0.7857 acre of permanent ROW from Parcel 280700640000 (901 block of E. Riverview Ave.) for the new bridge, the trail, and roundabout. After construction, the parcel will be transferred to the City of Napoleon for incorporation into Vorwerk Park.

Ritter #1 Site (Site 33HY0167)

The site is eligible for listing on the NRHP. In correspondence dated March 20, 2018, the ODOT-OES Cultural Resource Staff confirmed the proposed project meets the criteria as an exception to Section 4(f) in accordance with 23 CFR 774.13(b)(1) and (2). The site does not require preservation in place and the USACE commits to data recovery prior to the start of construction activities. The SHPO (Official with Jurisdiction), did not object to the ODOT-OES finding that the site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place.



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Are there any environmental commitments?

Yes



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Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based on review of the U.S Department of the Interior's Land and Water Conservation Fund (LWCF) website in November 2014 and a review of the LWCF Coalition GIS website in February 2018 by The Mannik & Smith Group, Inc., the listing of LWCF properties for Henry County did not indicate these type of properties were identified within the proposed project area.

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

Are there any environmental commitments?

No



Community Impacts

Community Impacts

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

Yes

Remarks:

The proposed project is designed to comply with local zoning, comprehensive plans, and development patterns within the region. The proposed project supports the City of Napoleon Master Plan (2009) and the Henry County Comprehensive Plan (2003) as both plans recommend providing a new river crossing between the SR 108 existing bridge and the US 6 existing bridge to provide enhanced community connectivity and to provide improved connections between industrial/business areas located on both sides of the Maumee River.

- **Zoning maps can be found in the Project File under Community Impacts/Project Information**
- **The City of Napoleon Master Plan and Henry County Comprehensive Plan can be found in the Project File under Community Impacts/Project Information**

Will the proposed action result in substantial negative impacts to community cohesion?

No

Remarks:

The proposed project will enhance connectivity and community cohesion by providing a transportation facility that improves local roadway access for developed portions of the City of Napoleon and Henry County on the north and south sides of the Maumee River. The proposed project will include a new Maumee River Crossing that will a new bridge with a sidewalk on the west side of the bridge, a roundabout with sidewalks at SR E. Riverview Road and a roundabout at SR 110. This will enhance direct access to the industrial area on the south side of the Maumee River with Industrial Drive and Industrial business on the north side of the river.

There are currently no bike or pedestrian facilities between the north and south sides of the Maumee River east of Downtown Napoleon. The closest river crossing is in Downtown Napoleon, approximately 1.5 miles to the west. There area no pedestrian facilities along Industrial Drive, E. Riverview Road, and SR 110. There is Miami, Wabash & Erie Canal Trail that runs along the northern banks of the Maumee River from approximately 1.1 east of Downtown, eastward to Vorwerk Park. There have been no studies, but there are no physical indications that pedestrians are using Industrial Drive, E. Riverview Road, and SR 110. There will be pedestrian facilities on the new bridge and Industrial Drive/E. Riverview Road roundabout.

Vorwerk Park is located along the northern bank of the Maumee River and has the all-purpose Miami, Wabash & Erie Canal Trail, vehicle parking, picnic tables, and portable restroom facilities. The project will not change accessibility to Vorwerk Park and the Miami, Wabash & Erie Canal Trail. A section of the Miami, Wabash & Erie Canal Trail will be re-routed under the new bridge to avoid an at-grade trail crossing and pedestrian conflicts with vehicle on the new bridge.



Will the proposed action result in indirect or cumulative impacts?

No

Remarks:

The proposed project will not result in significant indirect effects and cumulative impacts as defined by ODOT's "Guidance on Indirect Effects and Cumulative Impacts (ICE) Analyses" (2014). This conclusion was based on the evaluation of factors including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are contained in the project file. Therefore, further evaluation of indirect effects and cumulative impacts in a detailed analysis is not warranted.

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:

No substantial impacts are anticipated, as the current roadway network will remain open during the majority of the construction activities associated with the new bridge and roadway improvements to ensure impacts are minimal to traffic, utilities, public services, school transportation, pedestrian/trail users, emergency services, local hospital, religious institutions, fire/police services. The new bridge and improved roadway will provide positive benefits to the health of the community through better access and enhanced connectivity for the City of Napoleon and the community served by E. Riverview Road and SR 110 by providing a second river crossing that is close to the community hospital and to major employment areas and by providing an additional access to both sides of the river. Currently users must traverse west by approximately 3 miles (roundtrip) to the existing SR108 bridge in downtown Napoleon or traverse east by approximately four miles (roundtrip) to the existing US6 bridge. The new river crossing will also provide the opportunity to include utilities on an additional structure that connects both sides of the community with utility services. The proposed project will also support local land uses and development plans for Campbell's Soup and enhance emergency services response by providing a second river crossing.

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

No

Remarks:

The proposed project does not displace any residents, businesses, institutions, or farms and only requires strip takes of property to construct the new river crossing and roadway connector to SR 110 on the south side of the river.

The Ohio Department of Transportation (ODOT) has been and will continue to assist business and residential property owners in the coordination of project impacts. All property acquisitions will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (Uniform Relocation Act) (P. L. 91-646).

Are there any Environmental Commitments?

No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390690004001	12.91	53.57
390690004002	15.64	30.47

Are Underserved Populations located within and/or adjacent to the proposed project area? Yes

Are there any relocations? No

Will there be changes to access? Yes

Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an Underserved Population? No

Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Underserved Population? No

Will access to or use of the transportation improvement be denied to any Underserved Populations (for reasons such as cost to use, ability to access, etc.)? 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:

Based on review of Census Mapping, the Minority Population ranged from 13% to 16%, the Low-Income Population ranged from 30% to 54%, the Limited English Proficiency Population (LEP) ranged from 0% to 2%, and the Older Adult Population ranged from 20% to 21% within the Block Groups located within the proposed project area. The surrounding area is suburban residential and light industrial/commercial with rural farming to the immediate south and southeast. The proposed project area is bisected by the Maumee River and Vorwerk Park. Pedestrian access to the Miami, Wabash and Erie Canal Trail in Vorwerk Park will be closed during construction, however, there are no dedicated pedestrian facilities in the majority of the proposed project area. Pedestrian facilities will be constructed as part of the Riverview Avenue/Industrial Drive roundabout and along the west



side of the Maumee River Bridge. Maintenance of traffic during construction and post-construction sidewalks (pedestrian access) were included in the public meeting handout and displays. A comment was received by the Henry County Park District requesting the trail pass under the bridge instead of at grade for safety purposes. No additional comments were received regarding pedestrian access.

Underserved Populations were involved as part of the public involvement process and offered the opportunity to comment on the project through the Henry County website/Facebook page, at public meetings, and were provided information on who to contact to express concerns. A series of direct mailings concerning the proposed project were sent to property owners, residents, and businesses within the proposed project area, as well as stakeholders, local governmental officials, and organizations. The project notification letters outlined the status of the project, ongoing environmental investigation activities, upcoming public meeting, and contact information. Public meeting letters included a project summary and contact information. In addition, the public meetings were covered by the local print and television media. No comments have been received or issues raised concerning the project's impacts to Underserved Populations as a result of the public involvement activities listed above.

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 LEP, 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 (UPIAR) is not required.

- Census mapping can be found in the Project File under Underserved Populations/Project Information
- **Comments received can be found in the Project File under Public Involvement/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)

Public involvement activities involved several early coordination meetings with key stakeholders and officials at the start of the project from 2000 to 2003. A Public Involvement (PI) Plan was developed early on and was included within Section II of the Final Planning Study Report (October 2009) that outlined the process to include public input into the decision making process. The PI Plan was updated in October 2013 in the Feasibility Study (2013) to reflect the need for an additional public meeting to solicit public input on the recommended preferred alternative.

To date, a summary of the key public involvement activities for the project are outlined below:

- Henry County discussions for a second Maumee River crossing (2000)
- Property Owner Notification Letters for preliminary screening analyses (November 8, 2002)
- Stakeholder meetings to discuss project and preliminary analyses findings (March 27, 2003 and November 14, 2003)
- Public meeting notifications, press release, and flyer for Public Meeting #1 (February 13, 2004)
- Public Meeting #1 on February 24, 2004 (approximately 150 attendees)

(Project goes into minimal work period from 2005 to 2011 from lack of funding for next phase and from recession impacts in 2008-2010, project becomes active again in 2012)

- Property Owner Notification Letters regarding activities to update environmental studies and surveying data (October 11, 2012)
- Alternatives Evaluation Workshop held at ODOT District 2 Office on February 11, 2013
- Advertising for Public Meeting #2 is conducted via Press Release to local media Northwest Signal; Crescent-News; WNDH radio; WTOL television; ODOT web page; local government offices; key local properties/businesses; and a meeting notice was posted to Henry County's Facebook page (November 27, 2013)
- Public Notice published in local newspaper (Northwest Signal) on December 2, 2013
- Public Meeting #2 held on December 16, 2013 to present recommended Preferred Alternative (approximately 20 attendees)
- Newspaper Articles in both Northwest Signal and Crescent-News on December 17, 2013
- Notice of Section 4(f) impacts to Vorwerk Park was posted to the County Engineer's website for public comment on March 28, 2018.

All materials related to Property Owner Notification letters, Public Meetings, press releases, and website postings can be found in the Project File under Public Involvement/Project Information



Was Public Involvement conducted in compliance with Title VI requirements?

Yes

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

Following is a summary of stakeholder and public meetings.

Stakeholder Meeting #1 (March 27, 2003):

Attendees included the Henry County Engineer's Office, local police, fire, and EMS representatives, Napoleon City Schools, and the City of Napoleon Engineer and Zoning Administrator.

General discussion items included:

- Purpose and Need for a second river crossing
- Fire/EMS/police concerns with delays due to having only one river crossing (SR 108)
- Heavy traffic periods particularly during school traffic and Campbell Soup Plant shift changes during the week
- Fire department difficulty servicing the community with developed areas being located on both sides of the river and the fire station being located only on the north side
- Fire/EMS increase in response times as traffic has increased on the SR 108 bridge
- Bridge closures due to accidents or some other type of emergency would increase response time to the Campbell Soup plant from 4 to 20 minutes as Fire/EMS would have to utilize the US Route 6 river crossing located downstream from the SR 108 bridge
- Location for a new crossing would best be suited at Industrial Drive to tie into it's interchange at the US Route 6/US Route 24 bypass and connect on the south side of the river to SR 110 near the Campbell Soup plant (this would allow trucks and employees of Campbell Soup to access US 6/US 24 instead of passing through the downtown area using the SR 108 bridge)

Stakeholder Meeting #2 (November 14, 2003):

Attendees included ODOT District 2, ODOT-OES, Henry County Engineer's Office, and Mannik and Smith

General discussion items included:

- ODOT's Project Development Process
- Environmental screenings of conceptual alternatives and impacts
- Red Flag Summary review
- Purpose and Need
- Conceptual Alternatives Study
- Conducting a public meeting for four build alternatives (Glenwood Ave.; Industrial Drive; County Road 12; Abandoned RR bridge) and the No Build



Public Meeting #1 (February 24, 2004):

The public meeting was held in Napoleon and attended by approximately 150 people. The meeting was conducted in an Open House format and included a formal presentation of the four Build Alternatives and the No Build. A total of 150 comments were returned and responded to by officials.

- The question as to whether a second river crossing was needed revealed 93% of respondents indicated Yes, 5% indicated Undecided, and 2% indicated No
- Comments indicated 56% of respondents favored Industrial Drive as the preferred alternative, 33.5% favored the County Road 12 alternative, and less than 6% favored the other two alternatives
- Common issues identified as to why a second river crossing was needed included improve traffic flow in the community; remove truck traffic; alleviate traffic in downtown; improve roadway and safety services; encourage growth in industrial areas; provide improved access to Campbell's Soup facility; and improve emergency services to hospital

Alternatives Evaluation Workshop (February 11, 2013):

Attendees included ODOT District 2, ODOT-OES, FHWA, Henry County Engineer's Office, City of Napoleon, ODOT Jobs & Commerce, Henry County Commissioners, Henry County TID, and the consultant team.

General discussion items included:

- Project history and overview
- Review of two build alternatives from approved Planning Study Report (May 2010)
- Review of the Preferred Alternative from the Feasibility Study (December 2012)
- Second public meeting
- Remaining PDP items to complete

Public Meeting #2 (December 16, 2013):

The public meeting held in the City of Napoleon had approximately 20 attendees. The meeting was conducted in an Open House format with a formal presentation of the Preferred Alternative.

A comment regarding accommodation of the Towpath Trail was responded to by local officials. Two verbal comments regarding added noise from the new bridge and how a driveway would be impacted were discussed. There was no controversy brought to the attention of the staff at the meeting nor in the comments.

Section 4(f) Public Notice (March 28, 2018)

In accordance with existing regulations, a public notice was issued regarding impacts to Vorwerk Park. One comment was received regarding impacts to the Section 4(f) property (Vorwerk Park). As part of the comment, the individual also requested to be a Section 106 Consulting Party, which was granted.



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- **The public notice for Section 4(f) can be found in Appendix D of the *Section 4(f)/6(f) Determination Request Form for Recreational Properties* in the Project File under Section 4(f)/Reports**
- **All Public Involvement materials related to public meetings, mailings, media coverage, website information, public comments received and responses can be found in the Project File under Public Involvement/Project Information**

Are there any Environmental Commitments?

No



Permits

Waterway Permits

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

Remarks:

Based on proposed impacts to the Maumee River to facilitate construction activities, a Section 404 Nationwide Permit (NWP) #14 and an Individual Section 401 OEPA Water Quality Certification (WQC) are required to be obtained prior to the start of construction activities. This determination was made by the ODOT-OES Waterway Permits Unit (WPU) on February 5, 2016. The proposed project will result in 40 linear feet of impacts to the Maumee River and 0.10 acres of permanent impacts to wetlands, based on defined construction limits in Stage 2 Design Plans. The Henry County Engineer's Office received a Provisional NWP from the USACE on August 24, 2017. The Individual Section 401 WQC was submitted to the OEPA in July 2018 and authorization is currently pending. Special Provisions will be provided once permits from the USACE and OEPA are obtained.



It is anticipated that no mitigation will be required, and no waters shall be impacted until the appropriate permits have been obtained.

- **All coordination and documentation regarding Waterway Permits can be found in the Project File under Permits/Waterways**

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): Yes

Remarks:

The proposed project will have over one (1) acre of earth disturbance, which will require an Ohio EPA Notice of Intent (NOI). The NOI will be jointly completed by ODOT and the contractor prior to the start of construction, following the ODOT standard procedures.

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 05/13/2015

Remarks:

The proposed project will result in increases in the Effective and Corrected Effective (Existing) 1% annual chance water-surface elevations, 1% annual chance floodplain, and flood way for the Maumee River. The floodway will be revised from a point approximately from 275 feet downstream and ends 700 feet upstream of the Industrial Drive and State Route 424 intersection in the vicinity of Holley's Island.

As a result of the revision, the Effective 1% annual chance water-surface elevation shall have a maximum increase of 0.17 feet at a point approximately 700 feet upstream of the Industrial Drive intersection. There is no decrease in the Effective 1% annual chance water-surface elevation. The Existing 1% annual chance water-surface elevations shall increase a maximum 0.03 feet between the Industrial Drive intersection and the upstream limit of area of revision. The Existing 1% annual chance floodplain shall widen a maximum 112 feet upstream of the Industrial Drive intersection and narrow a maximum 155 feet near the Industrial Drive intersection. The floodway shall widen a maximum of 0.03 feet between 200 and 400 feet upstream of the Industrial Drive intersection



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On August 8, 2016, a Conditional Letter of Map Revision (CLOMR) Comment Document was issued from the Federal Emergency Management Agency (DHS-FEMA) on behalf of the Henry County Transportation Improvement District (HCTID) and City of Napoleon to revise FIRM 3902660005D for Napoleon, Ohio and 3907760050B for Henry County, Ohio, along the Maumee River.

Public Involvement Efforts for Floodplain impacts and the CLOMR included a July 7, 2016 Notifications of Increase letter that were sent out to impacted property owners; a July 21, 2016 Legal Notice the local Northwest Signal and posting on the Henry County Engineer's project website.

- **The Statement of Findings, Floodplain Permit Application, Floodplain coordination, and floodplain public involvement can be found in the Project File under Permits/Floodplains**

Are there any environmental commitments?

No

Landfills

Is a 2713 Permit required?

No

Remarks:

Based on the result of the ESA investigations, no landfills were identified within and/or adjacent to the proposed project area. Therefore, a 2713 permit is not required and no further work is warranted.

Are there any environmental commitments?

No



Environmental Commitments

General Project Information

1) The Project Designer shall incorporate into the Maintenance of Traffic Plans a note such as the following: The 45 day closure of East Riverview Avenue shall occur between June 1st and August 15th. However, should the Henry County Engineer and/or ODOT receive written approval from the Napoleon Area Schools that alternative timeframe acceptable prior to the plan package being submitted, the note shall not be required.

ESA

1) The Project Designer shall incorporate a note such as the following into the plans: All excavated materials containing construction debris identified on Parcel #28-0700640000 and #28-0700600000 that cannot be reused on the project shall be disposed of by the contractor in Construction and Demolition Debris Landfill.

Cultural Resources

1) ODOT will not authorize the construction contractor to start construction activities within the limits of archaeological site 33HY0167 until the data recovery fieldwork for archaeological site 33HY0167 has been completed and the SHPO has approved the Executive Summary to be submitted by the archaeological consultant; no construction ground disturbing activities will take place within or in the vicinity of the archaeological site 33HY0167 until after the USACE determines that the data recovery has been completed.

2) To protect the part of site 33HY0167 that occurs outside of the project construction limits the Project Designer shall identify the site as an "Environmentally Sensitive Area" on the construction plans and shall add a plan note such as the following to protect it from ancillary construction activities: The area labeled as "Environmentally Sensitive Area" located outside the project limits shall not be used for any construction related activity including but not limited to the staging of construction equipment or materials, laydown, access, etc. The contractor shall install temporary orange construction fencing along the construction limits prior to the start of construction activities to protect this environmentally sensitive area.

Ecological

1) The Project Designer shall incorporate a note such as the following into the plans: No in-stream work shall occur in the Maumee River from April 15 to June 30

2) The Project Designer shall incorporate a note such as the following into the plans: ODOT shall ensure that a mussel survey and, if necessary, a mussel relocation shall occur at the project site in accordance with ODNR and USFWS protocols. No in-stream work shall occur prior to the mussel survey/relocation.

3) The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana Bat and Northern Long-eared Bat. No trees shall be removed under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as: a live, dying, or dead woody plant, with a trunk 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. If suitable trees must be cut during the summer months, the DOW recommends a net survey be conducted between June 1 and August 15, prior to cutting.

4) The Project Designer shall incorporate a note such as the following into the plans: The Contractor shall notify the U.S. Coast Guard Ninth District at least 30 days prior to the start of construction activities. The contact is Scot Striffler, Bridge Project Manager, Ninth Coast Guard District - phone; (216) 902-6087; fax: (216) 902-6088; or email: scot.m.striffler@usgs.mil



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- 5) The Project Engineer shall provide documentation as required by the U.S. Coast Guard once bridge construction is complete. Complete drawings are not required but a single page showing an overhead and side view of the bridge with clearance information from International Great Lakes Datum 1985/Low Water Datum (IGDLD85/LWD).
- 6) The District 2 Environmental Coordinator (DEC) shall continue to work with ODNR to ensure comments and concerns are addressed to the satisfaction of both agencies, and to develop plan notes and/or special provisions to ensure ODNR Scenic River's concerns are adequately implemented. In accordance with ORC Section 1547.82, the DEC shall ensure that approval from the Director of ODNR is received prior to the start of construction.
- 7) The Project Designer shall incorporate a note such as the following into the plans: The ODOT right-of-way shall be vegetated with a native seed mix where the slope is 2:1 or flatter

Other Resources - Drinking Water

1) The Project Designer shall incorporate a note such as the following into the plans: This project is located in or near the source of the Henry County Regional Water & Sewer District's McClure Drinking Water Resource Area public drinking water supplies. If refueling of equipment is necessary south/east of East Riverview Avenue within the project limits, provide secondary containment with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill. Do not perform maintenance activities associated with any viscous material that has potential to contaminate the groundwater. All equipment or liquid containers shall be regularly checked for leaks prior to entering the restricted areas. Identify all areas of fuel storage, equipment maintenance and spill kits on the Stormwater Pollution Prevention Plan. All areas utilized by the Contractor not included within the table below and not in the project limits shall be assessed for potential groundwater contamination and be indicated on the Stormwater Pollution Prevention Plan or Spill Prevention Control and Countermeasures Plan. The Contractor shall immediately take steps to mitigate any event, such as a spill of fuels, oils, or chemicals. Any such spill or event shall be reported immediately to the emergency contact listed below for each drinking water source. If the spill is a reportable amount, the Contractor should contact the City of Napoleon Fire Chief, Clayton O'Brien at (419) 592-0441 for clean-up of the spill; as well as the Local Emergency Planning Committee (LEPC) Director, Nick Nye at (419) 599-5827; the Local Emergency Management Agency (EMA) Director, Tracy Busch at (419) 599-6432; and Ohio EPA Environmental Response and Revitalization (419-373-3031 or 800-282-9378) for cleanup of the spill.

Section 4(f)

1) The District Environmental Coordinator shall coordinate the marine maintenance of traffic plan for appropriate installation of warning signs and buoys in the water, with ODNR prior to plan package.



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2) The Project Designer shall incorporate a note such as the following into the plans: Federally protected recreational properties are located within and adjacent to construction limits, including the Miami, Wabash & Erie Canal Lands; the Miami, Wabash and Erie Canal Trail; Vorwerk Park; and the Maumee River as shown on Sheet X. The following measures to minimize harm to these recreational resources shall be adhered to.

1) No staging and/or storage of construction equipment or materials shall occur outside the proposed construction limits within the recognized boundaries of the 4(f) properties 2) Access to all recreational properties outside construction limits shall be maintained at all times during construction 3) Advance notice shall be provided to the Project Engineer a minimum of 18 days prior to beginning construction. The Project Engineer shall notify the following state/local public agencies no later than 16 days prior to the start of construction: Ohio Department of Natural Resources Mike Pettegrew Mike.Pettegrew@dnr.state.oh.us Ohio Department of Natural Resources Scenic Rivers Christina Kuchle Christina.Kuchle@dnr.state.oh.us Henry County Engineer Tim Schumm TSchumm@henrycountyengineer.com Henry County Park District Greg Wisniewski info@henrycountyparks.org City of Napoleon Park and Recreation Department (Notice shall be posted on their website 15 days prior to the start of work.) Tony Cotter TCotter@napoleonohio.com Buckeye Trail Network Richard Lutz gis@buckeyetrail.org National Park Service (NPS) North Country National Scenic Trail Network Chris Loudenslager Christopher.Loudenslager@nps.gov ODOT District 2 Environmental Coordinator (Notice shall be posted on their website 15 days prior to the start of work.) Stacy Schimmoeller Stacy.Schimmoeller@dot.ohio.gov 4) Advance notice shall be provided to the Project Engineer a minimum of 72 hours prior to any and all closures to Vorwerk Park and Miami, Wabash & Erie Trail so that the Henry County Engineer and the Henry County Park District can be notified 48 hours prior to all closures. 5) Prior to the start of construction activities, in order to protect the public and portions of the recreational resources outside the construction limits, temporary construction fencing shall be installed along the proposed construction limits between the construction and a) the Miami, Wabash, & Erie Canal Lands b) the Miami, Wabash, & Erie Canal Trail (old towpath trail) c) Vorwerk Park 6) Miami, Wabash, & Erie Canal Trail a) Access to the Miami, Wabash, & Erie Canal Trail shall be maintained at all times during construction via a detour around the work zone along the Riverview Avenue right-of-way (See Sheet X for detour details); b) Appropriate closure/detour signs shall be installed as shown on the Maintenance of Traffic plan (Sheets X-Y) a minimum of 15 days prior to any and all trail closures; e) The area adjacent to the trail within the proposed construction limits that will be temporarily disturbed by construction shall be returned to a condition at least as good as that existing before construction; 7) Maumee River: a) Advance notice shall be provided to ODOT, ODNR Scenic Rivers (Christina Kuchle), the Henry County Engineer: i) 15 days prior to beginning construction. ii) a minimum of 4 days prior to start of causeway placement in the river so that the public can be notified 48 hours prior to any and all closures of the river to marine traffic.; iii) a minimum of 4 days prior to any and all closures of the river to marine traffic so that the public can be notified 48 hours prior to any and all closures of the river to marine traffic.; b) Appropriate notices shall be installed both upstream and downstream of the construction zone as shown on the Marine Maintenance of Traffic plan (Sheets X-Y) a minimum of 48 hours prior to any and all partial and full river closures.

Permits - Waterway Permits

1) The ODOT District 2 Environmental Coordinator shall obtain all appropriate waterway permits prior to any work below the ordinary high water mark of the Maumee River or within the wetland. The Waterway Permit Special Provisions shall be attached to the project plans and followed by the Contractor throughout construction. All impacts will be mitigated appropriately.



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Preparers and Approvals

Form Preparer:

Christopher Owen
Mannik & Smith Group, Inc.
23225 Mercantile Road, Beachwood OH 44122
330-256-6241
cowen@manniksmithgroup.com

Supporting Form Preparer(s):

Katie Simon
Maura Johnson
Patrick Etchie
Robert Chidester

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Stacy Schimmoeller (PROGRAM ADMIN 3)	7/24/2018



Appendix

Section 4(f)

Determination Request Form for Recreational Properties.pdf

Correspondence from North Country Trail.pdf

Correspondence with Buckeye Trail.pdf

OES Recreational 4(f) Determination - de minimis.pdf

OES Recreational 4(f) Determination - Temporary No Use.pdf

Courtesy Correspondence with Buckeye Trail Association.pdf

Courtesy Correspondence with North Country Trail .pdf

Air

OES Concurrence.pdf

Noise

OES Approval - Noise Analysis.pdf

Section 4(f)

Correspondence from Buckeye Trail - Response.pdf

OES Cultural Resources 4(f) Determination.pdf

Correspondence with Buckeye Trail 2.pdf

Correspondence from North Country Trail - Response.pdf

Air

OEPA Approval - Qualitative MSAT.pdf

General

USGS Quadrangle Topographical Map.pdf

Basic Location Map.pdf

Napoleon Area Schools Transportation Supervisor Response.pdf

City of Napoleon Director of Public Works Response.pdf

City Manager Response.pdf

Henry County Hospital Response.pdf

Meeting Minutes.pdf

Project Study Area Map.pdf

Aerial Map.pdf



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Correspondence Related to Utility Coordination.pdf

Right of Way Plan Sheets.pdf

Purpose and Need

Level of Service Data.pdf

FHWA Acceptance - Purpose and Need .pdf

OES Acceptance - Purpose and Need.pdf

Crash Data.pdf

Alternatives

Alternatives Evaluation Matrix.pdf

District Approval - Feasibility Study.pdf

ESA

OES Recommendations - Phase I - Re-evaluation.pdf

OES Recommendations - Screening.pdf

OES Recommendations - Phase I.pdf

Cultural Resources

USACE Letter - MOA Signatories.pdf

USACE Request for Comments - Phase III Stage I Report.pdf

OES Scoping Guidance - Archaeology.pdf

USACE Transmittal of Executed MOA.pdf

Consulting Party Request Acknowledgement - VanLandingham.pdf

Tribal Consultation - USACE to FRT.pdf

USACE Public Notice of Adverse Effect.pdf

Tribal Response - E. Shawnee Tribe (Consulting Party Reply).pdf

SHPO Concurrence - Completion of Section 106 Process.pdf

OES Scoping Guidance - Archaeology Phase II.pdf

Consulting Party Comments - ODOT to USACE.pdf

Consulting Party Request Acknowledgement - USACE to OAC.pdf

ACHP Coordination - USACE Determination of Adverse Affect.pdf

ACHP Response.pdf

Consulting Party Request Acknowledge - USACE to Miami Tribe.pdf

Consulting Party Request Acknowledge - USACE to E. Shawnee .pdf

SHPO Response-Eligibility Determination.pdf



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Records Check.pdf

OES Scoping Guidance - History Architecture.pdf

OES Scoping Guidance - Archaeology Phase III.pdf

SHPO Concurrence - Adverse Effect.pdf

Executed MOA.PDF

SHPO Coordination - Adverse Effect.pdf

SHPO Concurrence - Non Objection, HA Eligibility (800.4)(c).pdf

SHPO Response - USACE Buffalo District.pdf

SHPO Concurrence - Phase III Stage I Report.pdf

SHPO Concurrence 2 - Completion of Section 106 Process.pdf

SHPO Coordination - Revised Section 106 Finding.pdf

Ecological

USACE Preliminary Jurisdictional Determination.pdf

ODNR Comments - Waiver Approval.pdf

ODNR Comments.pdf

USFWS Comments.pdf

Project Related OES Guidance - Ecological (Scenic River).pdf

ODNR Comments - Scenic River Tier V.pdf

Coordination with ODNR - Scenic River Tier V Request.pdf

Coordination with USACE OEPA ODNR and USFWS.pdf

Project Related OES Decision - Ecological .pdf

Coordination with ODNR - Waiver Request.pdf

ODOT Disposition of Agency Comments.pdf

Wetland Finding.pdf

ODOT Specific In-stream Work Restriction Waiver Request Form.pdf

Other Resources

Site Specific Resource Mapping.pdf

FCIR Form.pdf

Hydric Soil Mapping.pdf

Water Source Protection Area Map.pdf

Urbanized Area Census 2010 Mapping.pdf

Coordination with Henry County Regional Water Sewer District.pdf



Underserved Populations

Census Mapping.pdf

Public Involvement

Public Comments Received - VanLandingham.pdf

OES Approval - Public Involvement Plan.pdf

Public Notification Mailing List - 2002.pdf

Public Meeting Handouts - 2004.pdf

Public Meeting Exhibits - 2013.pdf

Public Meeting Exhibits - 2004.pdf

Public Meeting Handouts - 2013.pdf

Public Meeting Notification - 2013.pdf

Public Involvement Plan.pdf

News Article - 2004.pdf

Press Release - 2013.pdf

Press Release - 2004.pdf

News Article - 2013.pdf

Property Owner Notification Letter - 2002.pdf

Public Comments Received - 2013.pdf

Public Comments Received Summary - 2004.pdf

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Response to Public Comments - 2013.pdf

Response to Public Comments - 2004.pdf

Public Notification Mailing List - 2013.pdf

Public Meeting Notifications - 2004.pdf

Stakeholder Meeting Minutes or Notes - 2013.pdf

Stakeholder Meeting Minutes or Notes - 2003.pdf

Public Meeting Presentation - 2013.pdf

Public Meeting Presentation - 2004.pdf

Public Meeting Sign In Sheet - 2004.pdf

Public Notification Mailing List - 2004.pdf

Public Meeting Sign In Sheet - 2013.pdf

Permits



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Local Floodplain Administrator Approval - Permit.pdf

Statement of Findings.pdf

Coordination with FEMA - FIRM Revisions.pdf