



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

LUC US 20A 3.55/4.55 Rndbt/Conct PID 94407

Environmental Document Level: D2

Approved: 10/17/2018

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



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D2
PID:	94407
Project Name:	LUC US 20A 3.55/4.55 Rndbt/Conct
Project Sponsor:	DISTRICT 2 PRODUCTION
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	2018AM03ID0094FDCO
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:	\$143,313.00
Right of Way:	\$415,000.00
Construction:	\$3,928,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The proposed project involves construction of two roundabouts on Sager Road (US 20A) at the intersections with Berkey-Southern Road (State Route 95) and Whitehouse-Spencer Road (Township Road 117) in Swanton and Monclova Townships, Lucas County, Ohio. Additional activities associated with the project include construction of a guard rail barrier to eliminate the ability to drive north on Air Cargo Parkway (County Road 2470) from Sager Road and construction of a new connector road to carry traffic between Air Cargo Parkway and Berkey Southern Road.

The limits of the Sager and Berkey-Southern roundabout will be approximately 385 feet west, 440 feet north, 235 feet south, and 770 feet east of the current intersection. The roundabout is planned to be offset to the northeast quadrant to eliminate the need for new right-of-way on the south side of Sager Road. All right-of-way needed for the project will be acquired from the Toledo Lucas County Port Authority. The limits of the Sager and Whitehouse-Spencer roads roundabout will be approximately 400 feet west, 225 feet south, 340 feet east, and 340 feet north of the current intersection. The roundabout is designed to accommodate westbound trucks.



In addition to this work, Air Cargo Parkway will be closed with and guard rail installed north of Sager Road.

The closure requires design of a connector road between Berkey Southern Road and Air Cargo Parkway to allow traffic on Air Cargo Parkway to access Sager Road. This road will be designed for truck traffic and will be two lanes wide with shoulders. Berkey Southern between the roundabout and the Connector Road will be resurfaced. Any widening in this area will require lengthening of drainage pipes and potential impacts to adjacent wetlands.

The project and associated activities will not increase aircraft operations at the Toledo Express Airport.

The environmental document and associated studies are being approved using Stage 2 Design.

- **Project locational mapping and plans can be found in the Project File under General/Project Information**
- **The Stage 2 Design plans can be found in the Project File under General/Project Information**

Limits of Proposed Work:

at US-20A/SR-295 and
US-20A/Whitehouse-Spencer Rd
intersections

Start (SLM): 3.55

End (SLM): 4.55

Total Work Length (Miles): 1.0

Roadway Character

Roadway Character

Route Number: US00020

Functional Classification: Principal Arterial - Other (Urban)

Current Average Daily Traffic: 5758

Current Average Daily Traffic Year: 2016

Design Year Average Daily Traffic: 6601

Design Average Daily Traffic Year: 2034

Daily Hourly Volume: N/A

Truck %: N/A

Setting: Suburban

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	55	55
Legal Speed (MPH):	55	55



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Number of Lanes:	2	2
Type of Lanes:	Through	Through - Roundabout
Pavement Width (ft):	20	24
Shoulder Width (ft):	2	4
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	N/A

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

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

Remarks:

The proposed project will require the closure of the Sager/South Berkey Road and Sager/Whitehouse-Spencer Road intersections to through traffic. To reduce impacts to local traffic, only one roundabout will be constructed at a time. The contractor will provide closure signage in the project area. The total closure period shall not exceed 45 consecutive calendar days per intersection. Local traffic will use a detour along Eber Road, Monclova Road, and Wilkens Road. Through traffic from I-475, Perrysburg, and Waterville will use a detour along US 24 and SR 64.

Emergency services and schools were notified about the detour and road closure in an email sent by ODOT District 2 on February 26, 2018. The District requested that any comments be made within 30 days. One response was received from the Assistant Fire Chief for the airport, with a request that hydrants be extended onto US 20A if Air Cargo Parkway is closed. The response from ODOT indicated the hydrants can be extended as requested.

- **Detour route mapping can be found in the Project File under General/Maintenance of Traffic**
- **Correspondence with local public services can be found in the Project File under General/Maintenance of Traffic**



Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 2

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way: 1

Approximate acreage of Permanent Right-of-Way needed: 5.95

Approximate acreage of Temporary Right-of-Way needed: 0.153

Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area Yes

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area Yes

The existing private utility easement will be impacted by the project Yes

Coordination with identified utilities has been initiated and/or completed Yes

Remarks:

Based on Stage 2 Design Plans, approximately 0.153 acre of temporary right-of-way from one parcel will be needed. Additionally, there will be approximately 5.95 acres of permanent right-of-way take, split between two parcels, for the roundabout and access road construction.

Detailed utility coordination will be completed by the ODOT utility coordinator prior to construction.

All utility companies shall be contacted and all existing utilities, including house connections, shall be indicated on the plans as required by Section 153.64 of the Ohio Revised Code. Coordination is included in the project file.

Utilities shown on the project plans or located during construction will be relocated or adjusted by the owner of the utility. Below are listed the utilities located within the project construction limits that may require relocation:

- Telephone/Cable - AT&T, Time Warner Cable, Buckeye Cablevision, Century Link, Frontier Communications, Independents Fiber Network
- Gas - Ohio Gas Company
- Electric - Toledo Edison



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- Water and Sewer - Lucas County Sanitary Engineer, Lucas County Engineer, City of Toledo (Department of Public Utilities)
- **The Stage 1 plans can be found in the Project File under General/Project Information**



Purpose & Need

Purpose & Need

Project History:

The proposed project has been identified and established through transportation studies completed between 1998 and 2002 that evaluated capacity, pavement conditions, and freight movements along and in the area around Interstate Route 75 (I-75), including the US 20A corridor where intermodal transportation infrastructure construction is planned. The project area is south of the Toledo-Express Airport, bounded by Whitehouse Spencer Rd., Air Cargo Parkway, US 20A, and the Toledo-Express Airport.

These studies included the *Freight Impacts on Ohio's Roadways* (ODOT, 2002) and *Traffic Impact Study for S. Airfield Rd. Industrial Park* (The Mannick & Smith Group, 2012). The ODOT study established that maintenance and building of roads and bridges to carry freight trucks that link Ohio's business and industry to other markets is vital to Ohio's economy. It concluded that Ohio's economy is generating more freight movement with increased demand for reliable access to world markets. The Traffic Impact study focused on the LUC-US 20A area, concluding that congestion reduction around the proposed industrial park development, economic growth for the area adjoining the airport, and upgrading US 20A to current road standards would be addressed by efficient intermodal transportation infrastructure.

Purpose Statement:

The purpose of the proposed project is to improve facility deficiencies, reduce congestion, and enhance economic development for the area adjoining the Toledo Express Airport (proposed Airport Industrial Park Development).

Need Element(s):

Facility Deficiencies

The segment of US 20A south of the Toledo Express Airport is listed as an Access Category 3 rural intersection that does not meet recommendations for intersection spacing per ODOT State Highway Access Management Manual (SHAMM). Category 3 Access highways are designed to provide mobility at moderate to high speeds, volumes, and distances for inter-regional, inter-city, and intra-city travel. The designation is based on the ODOT SHAMM that requires at least one mile between intersections. Removing the intersections at Air Cargo Parkway/US 20A and Maumee Western/US 20A would bring the road up to current recommended spacing. In order to maintain access to the Airport via Air Cargo Parkway, a connector road is proposed to connect Berkey Southern Road (SR 295) to Air Cargo Parkway.

Congestion

In 2012, the Toledo Lucas County Port Authority (TLCPA) commissioned a Traffic Impact Study. The Mannick & Smith Group prepared a report titled *Traffic Impact Study for S. Airfield Rd. Industrial Park*. This study reviewed the changes



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in traffic with the potential development north of US 20A (Sager Road) between SR 295 and Air Cargo Drive. It examined and evaluated access configurations for potential improvements to support proposed development of the area adjacent to the airport. ODOT approved the study in 2012.

The study found a significant decrease in the Level of Service (LOS) in Design Year 2034 along the southbound Private Drive affiliated with the TLCPA, Eastbound Sager Road (US 20A) at Whitehouse-Spencer Rd, and southbound Whitehouse-Spencer Road with the proposed industrial park development. With the proposed Toledo Express Airport development (discussed in the *Traffic Impact Study for S. Airfield Rd. Industrial Park*), these intersections meet traffic volume thresholds that require action be taken to improve efficiency. Level of Service is a measure used to describe road operation conditions in terms of speed and travel time, freedom of movement, traffic interruptions, and comfort/convenience. Six levels of LOS are defined for transportation facilities. The levels are designated LOS A through LOS F. LOS A is designated as best operation conditions and LOS F is designated worst operation conditions.

The tables presented below were included in the Traffic Impact Study showing the No Build and Build LOS for the proposed Toledo Express Airport development.

Level
of
Service
Without
the
Toledo
Express
Airport
Development

AM
Minimum
Peak
Roadway
Intersection
LOS
Existing
Requirements
Conditions

Southbound
Private
Dr.
(TLCPA)

Eastbound
Sager
Road
(US
20A)
at
Whitehouse-
Spencer
Rd

Southbound
Whitehouse-
Spencer
Road



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Level
of
Service
With
the
Toledo
Express
Airport
Development

AM
Minimum
Peak
Roadway
Intersection
LOS
Existing
Requirements
Conditions

Southbound
Private
Dr.
(TLCPA)

Eastbound
Sager
Road
(US
20A)

at
Whitehouse-
Spencer
Rd

Southbound
Whitehouse-
Spencer
Road

System Linkage

The ODOT project, LUC-IR 475-7.53/Dorr Street Interchange (PID 99737), proposes to add a new interchange where US 20A passes over I-475. This will further alter the traffic characteristics of this area. Construction of this project is not yet fully funded but project development continues and is progressing. The District will be applying to the Transportation Review Advisory Council to secure construction funding, in part. Although these are independent projects and construction of one does not depend on or necessitate changes in another, the construction of the interchange and the differences in traffic volumes on US 20A has been considered in the evaluation and development of this project.

Economic Development

As stated in the Project History, ODOT and TMACOG consider multi-modal freight operations very important in Northwest Ohio. The Toledo Express Airport is home to several air cargo operators and air cargo support partners. Its proximity to I-75, the Ohio Turnpike (I-80/I-90), US 20A, and SR 2 allows for excellent surface transportation connections to other types of transportation such as rail and air. The proposed Toledo Express Airport development (discussed in the Traffic Impact Study for S. Airfield Rd. Industrial Park) would create approximately 500 jobs and



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generate \$9.5 million dollars in tax revenue a year with a Capital Investment of \$324 million. The project will also result in job creation/retention for 3,150 people with an annual payroll of \$180 million. An efficient transportation infrastructure is necessary to support development and growth in the area.

Goals and Objectives:

N/A

Summary Statement:

The purpose of this project is to resolve facility deficiencies on US 20A by bringing the road up to current standards, enhance economic growth for the area adjoining the Airport, and reduce congestion around the proposed Airport industrial park development, which will provide efficient transportation infrastructure to support development and growth around the Toledo Express Airport. All existing roads are two-lane with side-street stop control at all five intersections. The turning movements at these intersection contribute to the LOS deficiencies. The proposed roundabouts and elimination of intersections will address the spacing problems and the LOS deficiencies. The proposed improvements will improve the flow of traffic and freight movement in the I-75, US 20A, and the Toledo Airport area as detailed in the 2002 Freight Study and the 2012 Traffic Impact Study. The improvements will provide a smooth link between major roads and vehicle/freight destination.

Logical Termini and Independent Utility:

The logical termini along US 20A (Sager Rd) are, west to east, from the SR 295 (S. Berkey Southern Rd) intersection to the intersection at Whitehouse-Spencer Rd.

The project is not dependent on other planned improvements to the surrounding transportation network. It does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build alternative retains existing design and conditions along US 20A (Sager Road) at the intersections with Berkey Southern Road (SR 295) and Whitehouse-Spencer Road (Township Road 117). The No-Build alternative was considered during development of alternatives. However, the No Build does not address the need for preferred driveway spacing along the corridor, enhance economic growth for the area adjoining the Airport, nor reduce anticipated congestion around the proposed Airport Industrial Park development. Therefore, the No Build does not satisfy the Purpose and Need of the project, and no changes to the existing conditions along the corridor will contribute to congestion in the area as planned development continues.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative A	SR 295 Roundabout Offset to the Northeast + Connector Road Option 2 + US 20A/Whitehouse Spencer Roundabout Offset to the Southeast	Category 3 Wetland impacts, threatened state-listed species impacts, right-of-way requirements, and cost.	No
Alternative B	SR 295 Roundabout Offset to the Northeast + Connector Road Option 1 + US 20A/Whitehouse Spencer Roundabout Offset to the Northwest	N/A	Yes
Alternative C	SR 295 Roundabout Offset to the Northeast + Connector Road Option 3 + US 20A/Whitehouse Spencer Roundabout Offset to the Northwest	Category 3 Wetland impacts, threatened and endangered state-listed species impacts, and cost.	No

Discuss Reasons Alternative Identified as Preferred was selected:



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Traffic operations, geotechnical issues, utility and public service impacts are similar among all three alternatives. After considering the factors involved with evaluating the alternatives considered for this project Alternative B was determined to be the alternative which exhibited the lowest environmental impacts and thus was determined to be the Preferred Alternative.

Alternative C has impacts to Category 3 wetlands and state-listed species - State Threatened Bicknell's Sedge (*Carex bicknellii*) and Virginia Dwarf-dandelion (*Krigia virginica*), State Endangered Old-field Toadflax (*Linaria canadensis*), and Potentially Threatened Rough Pennyroyal (*Hedeoma hispida*). These impacts, which are the highest of all three build alternatives, discounted this alternative from being considered as the Preferred Alternative.

Alternative A has direct impacts to a population of the State Threatened Kalm's St. John's-wort (*Hypericum kalmianum*) for construction of the proposed access road.

Although Alternative B has the second highest amount of total wetland impacts between the three alternatives, Alternative B has the least amount of impacts to Category 3 wetlands. The reduction in Category 3 wetland impacts (0.13 acre) under Alternative B is more beneficial than an overall reduction (0.014 acre) in total wetland impacts under Alternative A. Additionally, Alternative B completely avoids direct impacts to populations of state-listed plant species.

Lastly, the proposed roundabout at the intersection of US 20A (Sager Road) and Whitehouse-Spencer Road/Township Road 117 (TR 117) requires no right-of-way from residential parcels under Alternatives B and C. There is an airport parcel located northeast of the intersection of US 20A (Sager Road) and Whitehouse-Spencer Road/TR 117. The airport has offered to donate land from this parcel for construction of the roundabout at this intersection. Alternative A, which shifts the roundabout to the south, would require right-of-way from two residential parcels. Alternatives B and C both avoid the residential takes and utilize the land being offered by the airport. Utilizing this roundabout alignment is seen as an added benefit to residential property owners located at the intersection since no takes will be required from their property. Alternative B is also the least expensive to construct. For all these reasons, Alternative B was chosen to be the Preferred Alternative and is proposed to be constructed.



Air

Mobile Source Air Toxics (MSATs)

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

Remarks:

The purpose of the proposed project is to improve level of service and develop an efficient intermodal transportation infrastructure to support existing and/or planned development around the Toledo Express Airport. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

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:

The proposed project is not in an air quality non-attainment or maintenance area.

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:



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The proposed project is not in an air quality non-attainment or maintenance area. Furthermore, the project is listed on the TMACOG Transportation Improvement Plan (TIP) as part of Resolution #2017-28 passed by TMACOG on December 13, 2017.

Environmental Commitments

Are there any environmental commitments?

No



Noise

Noise

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

Remarks:

The project includes a new connector road between Berkey Southern Road and Air Cargo Parkway. The land use in the proposed location of this road is vacant land. The project also includes two roundabouts that will replace existing intersections. There are no Noise Sensitive Areas (NSA) within 500 feet of the new connector road and the proposed roundabouts are not moving travel lanes fifty percent closer to NSAs. Hence, no noise analysis is required.

Environmental Commitments

Are there any environmental commitments?	No
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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: 07/05/2013

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?
Vacant Developed Parcel	3510 South Berkey Southern Road, Lucas County, Ohio 43558	Yes	No	No
Vacant Undeveloped Parcel	11355 Maumee-Western Road, Lucas County, Ohio 43558	Yes	No	No
Commercial	11940 Sager Rd , Lucas County, Ohio 43558	Yes	No	No

Date of Phase 1 ESA IOC from OES: 09/23/2013

Remarks:

An Environmental Site Assessment (ESA) Screening dated May 21, 2013, was conducted by ASC Group, Inc.. Based on review of regulatory databases and a visual inspection of the project area, the ESA Screening identified three sites of concern within the proposed project area. In correspondence dated June 21, 2013, the ODOT-OES ESA Staff initially recommended a Phase I ESA for all three sites. Based on information provided by the district, it was later determined by the ODOT-OES ESA Staff in correspondence dated July 5, 2013, that a Phase I ESA was only needed for two sites. The third site (11940 Sager Road) was leased by ODOT for the Lucas County Garage, and prior to being leased by ODOT in late 2010, a Phase I ESA was conducted.

The Phase I ESA for 3510 South Berkey Southern Road determined the site was used for storage of airport equipment. Prior to the Toledo-Lucas County Airport Authority purchasing the site in 2001-2002, the parcel contained a business that repaired cars using fiberglass body parts. No evidence of underground or aboveground storage tanks, spills, or releases on site was identified. In correspondence dated September 23, 2013, the ODOT-OES ESA Staff determined no additional environmental site assessment was warranted.

The Phase I ESA for 1355 Maumee Western Road determined the site was a vacant undeveloped parcel. Prior to the Toledo-Lucas County Airport Authority purchasing the site in 2001-2002, there were numerous residences present. No evidence of underground or aboveground storage tanks, spills, or releases on site was



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identified. There were numerous tires and a small number of 55-gallon drums that were either empty or were filled with trash.

In correspondence dated September 23, 2013, the ODOT-OES ESA Staff determined no additional environmental site assessment was warranted. Furthermore, ODOT-OES indicated the drums, tires, and miscellaneous materials should be removed during clearing and grubbing if within the proposed project area.

- **All reports can be found in the Project File under ESA/Reports**
- **Correspondence from OES can be found in the Project File under ESA/Coordination**

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

No



Cultural Resources

Cultural Properties Present

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

In July 2013, a Section 106 Request for Review (RFR) was prepared by ASC Group, Inc.. The RFR documented previous cultural resources investigations in the vicinity of the proposed project area. The majority of the proposed project area was previously investigated during a survey for the expansion of the Toledo Express Airport. That earlier work documented three archaeological sites within the defined proposed project study area, but all three were determined not eligible for inclusion in the National Register of Historic Places (NRHP). Although that previous survey included much of the proposed project study area, there were gaps in the overlap between the earlier project and the current project.

An archaeological investigation was completed by ODOT archaeological staff and a memo-to-file report dated September 26, 2013, was prepared. That investigation documented extensive ground disturbance in all portions of the project study area that had not been included in the previous survey for the Toledo Express Airport Expansion Project. Accordingly, it was recommended that no significant archaeological resources would be affected by the project and no further archaeological survey was warranted.

- **The Section 106 Request for Review can be found in the Project File under Cultural Resources/Project information**
- **The archaeological memo-to-file is included as an attachment to the Section 106 Effect Determination and can be found in the Project File under Cultural Resources/Coordination**

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

No

OES Approval/OSHPO Concurrence Date:

09/26/2013

Remarks:

In correspondence dated September 12, 2013, the ODOT-OES Cultural Resources Staff determined no previously identified historic properties were eligible for or listed on the NRHP, and no further history architecture investigations were warranted. Furthermore, the correspondence indicated the effect of the undertaking would be determined once the archaeological investigations were completed.

In correspondence dated September 26, 2013, the ODOT-OES Cultural Resources Staff determined that "no historic properties affected" was the appropriate determination in accordance with Stipulation 4(B) of the Section 106 Programmatic Agreement and 36 CFR Section 800.41(d)(1). This concluded the Section 106 process.



- **Correspondence from OES can be found in the Project File under Cultural Resources/Coordination**

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

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

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

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 03/23/2016

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 1	2	Non-Isolated	0.179	0.0
Wetland 3	3	Non-Isolated	0.054	0.0
Wetland 3A	3	Non-Isolated	0.120	0.0
Wetland 3B	3	Non-Isolated	0.043	0.0
Wetland 5	3	Non-Isolated	9.777	0.374
Wetland 7	3	Non-Isolated	0.196	0.138
Wetland 8	3	Non-Isolated	0.052	0.0
Wetland 9	3	Non-Isolated	0.295	0.021
Wetland 13A	3	Non-Isolated	0.011	0.0
Wetland 13B	3	Non-Isolated	0.003	0.0
Wetland 13C	3	Non-Isolated	0.004	0.0
Wetland 13D	3	Non-Isolated	0.003	0.0
Wetland 14	3	Non-Isolated	0.800	0.0
Wetland 23	3	Non-Isolated	3.177	0.0
Wetland 25	3	Non-Isolated	0.112	0.027
Wetland 26	3	Non-Isolated	0.042	0.0
Wetland 27	2	Non-Isolated	0.411	0.116
Wetland 28	2	Non-Isolated	0.343	0.028
Wetland 29	2	Non-Isolated	2.498	0.0
Wetland 30	2	Non-Isolated	0.058	0.000

Est. Total Size (Acres) of for Project: 18.178

Est. Total Impacted (Acres) of for Project: 0.704

Total Acres of Non-Isolated Wetlands impacted: 0.704

Total Acres of Isolated Wetlands impacted: 0



Remarks:

Based on the results of the Level 2 Ecological Survey Report (ESR) prepared by ASC Group Inc., a total of 20 wetlands were identified within the proposed project study area. The Jurisdiction Determination for the proposed project was approved by the US Army Corps of Engineers (USACE) on September 26, 2017. The determination concluded that all the wetlands delineated in the project area were non-isolated. The proposed project will result in approximately 0.7042 acres of permanent impacts to seven wetlands (Wetlands 5, 7, 9, 25, 27, 28, and 30). A breakdown of permanent impacts by wetland is provided in the table. Please note that due to decimal limitations, impacts to Wetland 30 are 0.0002 acres.

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

Streams & Rivers

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

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Stream 1 - Zaleski Ditch	490	55	Class II PHWH
Stream 3	0.0	58	Class II PHWH

Total Linear feet Impacted: 490.0

Remarks:

Based on the results of the Level 2 ESR, two streams were identified within the proposed project area. The project proposes removal of the existing culverts in Zaleski Ditch (Stream 1) at the Whitehouse-Spencer Road (Township Road 117 (TR 117))/US 20A (Sager Road) intersection. The existing structure needs to be replaced to accommodate the new roundabout that will be located northwest of the existing intersection. Approximately 470 feet of permanent and 20 feet of temporary impacts is expected to take place below the ordinary high water mark (OHWM) of Zaleski Ditch. The temporary impacts will consist of construction of cofferdams and a pump around to de-water and protect areas of excavation. The Jurisdiction Determination for the project was approved by the USACE on September 26, 2017.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	



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Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

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:	Yes	No

Please Check All types of Unique or high Quality Terrestrial habitat that are present:

Sand Barren

Remarks:

The barren community occurs within the proposed connector road alignment. The dominant species observed include *Andropogon virginicus*, *Desmodium marilandicum*, *Rubus pensylvanicus*, *Rumex acetosella*, *Lespedeza capitata*, *Solidago canadensis*, *Solidago rugosa*, and *Leptoloma cognatum*. Many of the dominant species observed are listed in Anderson's (1982) Sand Barren species list. However, the majority of the dominant species observed are low to moderate quality natives that persist under disturbance and are common in the Oak Openings region. This area would be considered unique due to the sandy soils in the area, but not rare or high quality to the state of Ohio. No listed species were observed in this area.

The majority of the communities observed in the project area are common within the state of Ohio. A sand barren community occurs within the proposed connector road alignment. This area would be considered rare due to the sandy soils that occur in the area. No listed species were observed in this area. The table below presents specifics for the impacts to terrestrial habitats.

Vegetative Community	Disturbance Level	Unique, Rare, or High Quality	Impacts (screes)
Developed Open Space	High Disturbance	NO	6.67
Grassland/Herbaceous	Intermediate Disturbance	NO	0.74
Scrub/Shrub	Intermediate Disturbance	NO	0.83
Marsh	Intermediate Disturbance	NO	0.14
Shrub Swamp	Intermediate Disturbance	NO	0.17
Forested Swamp	Intermediate Disturbance	NO	0.40
Upland Forest	Intermediate Disturbance	NO	2.62
Barren Land (Rock/Sand/Clay)	Intermediate Disturbance	YES	0.19



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Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
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:

Impacts to potential habitat for federally listed species are expected for the project. Impacts have been minimized to the greatest extent possible during the design process. Provided below is a breakdown of potential habitat impacts for federally listed species:

- Indiana bat (*Myotis sodalis*) - Three potential roost trees were identified in the project area and have the potential to be impacted. Approximately 3.01 acres of young second growth forested habitat will be impacted by the project.
- Northern long-eared bat (*Myotis septentrionalis*) - Three potential roost trees were identified in the project area and have the potential to be impacted.
- Eastern prairie fringed orchid (*Platanthera leucophaea*) - Suitable habitat is present in the refined study area and construction limits. Impacts to potential wetland habitat are expected near the Whitehouse-Spencer Road/US 20A intersection.
- Eastern massasauga (*Sistrurus catenatus*) - Impacts to approximately 3.34 acres of potential wetland and wooded habitat for the eastern massasauga are expected

Nine state-listed species were identified in the preliminary project study areas during the ecological field surveys. The species identified included:

- Variegated Scouring-rush (*Equisetum variegatum*) Endangered
- Old-field Toadflax (*Linaria canadensis*) Endangered
- Bicknell's Sedge (*Carex bicknellii*) Threatened
- Kalm's St. John's-wort (*Hypericum kalmianum*) - Threatened
- Virginia Dwarf-dandelion (*Krigia virginica*) - Threatened
- Dwarf Bulrush (*Lipocarpa micrantha*) - Threatened
- Bebb's Sedge (*Carex bebbii*) - Potentially Threatened
- Golden-fruited Sedge (*Carex aurea*) - Potentially Threatened
- Rough Pennyroyal (*Hedeoma hispida*) - Potentially Threatened

None of these species were identified in the project area/construction limits. Direct impacts to individual species are not expected. However, almost all the state-listed species identified in the field or within the 1-mile radius of the project area (65 species) have potential habitat in the refined study area and construction limits. The majority of species are usually located in dry or moist, open to semi-open situations, usually in acid, sandy soil: open woods, prairie remnants, meadows, fallow fields, swales, marshes, and low open woods. These types of habitats are present in the project area.

Potential habitat for almost all of these 65 species will be impacted from the proposed road improvements. Impacts to potential habitat for all these species is unavoidable due to the sandy soils and shallow water table that are found in this portion of the state. Essentially anywhere in the Oak Openings Region that is not in agricultural production, under pavement, or situated in a commercial or residential setting could potentially offer suitable habitat for these 65 state-listed species.



Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	09/15/2016
United States Fish and Wildlife Service (USFWS):	Yes	04/26/2017
Ohio Environmental Protection Agency (OEPA):	Yes	09/22/2016
United States Army Corps of Engineers (USACE):	Yes	09/26/2017
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

The ODNR-Division of Wildlife determined that if tree removal, presence of species and habitat, likely impacts to species and habitat, and location of construction areas, impacts to listed species are unlikely. Recommendations for specific species are listed below.

Indiana bat - If suitable habitat occurs within the project area, the Division of Wildlife recommends trees be conserved, If suitable habitat occurs with the project area and trees must be cut, cutting must occur between October 1 and March 31. If suitable trees must be cut during summer months, a mist net survey must be conducted between June 1 and August 15, prior to any cutting. Surveys should incorporate either nine nights per 0.5 square kilometer of the project area or four net nights per kilometer for linear projects.

The ODNR-Division of Wildlife also made the recommendations for the following species:

- Cattle egret - If suitable habitat will be impacted, construction should be avoided during the nesting period of May 15 to August 15.
- Lark sparrow - If suitable habitat will be impacted, construction should be avoided during the nesting period of May 1 to June 30.
- Upland sandpiper - If suitable habitat will be impacted, construction should be avoided during the nesting period of April 15 to July 31.

Suitable nesting habitat for the cattle egret, lark sparrow, and upland sandpiper is not present in the proposed construction limits. Impacts to these species are not expected for the project.

The USFWS concluded that ODOT's commitments to implement impact avoidance, minimization, and compensation measures for CC3 projects in the 2016 PBO were adequate. The service recommended following the ODOT PBO Conservation Measures Section to develop a plan to offset impact to Suitable Wooded Habitat (SWH) to be removed. A replacement ratio of 3.5:1 is required to offset impacts. The service determined that the project is consistent measures/scopes analyzed in the PBO is not likely to jeopardize the continued existence of the Indiana and northern long-eared bats.



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Ohio EPA recommends that impacts are minimized to the maximum extent possible. Additionally, any unavoidable impacts to high quality wetland resources within the Oak Openings Region has the potential to trigger the need for an Individual 401 WQC and/or an Individual Level 3 Isolated Wetland Permit, both of which would require a public hearing. Ohio EPA staff will evaluate these surface water resources and the information provided on the ORAM data forms more closely during the jurisdictional determination site visit scheduled with ODOT and the Corps.

The Ohio EPA did participate in the JD field review and provided input on the ORAM scores. Modifications to several of the ORAM scores was provided by Ohio EPA staff. The verified ORAMs have been incorporated into the Individual Section 404/401 waterway permit package.

Are there any environmental commitments?

Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area Yes

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

Remarks:

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

- Urbanized mapping showing the project study area can be found in the Project File under Other Resources/Farmlands

Are there any environmental commitments? No

Drinking Water

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

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

Coordination with the Local Public Water Administrator is required No

Present:		Impacted:
Residential Wells are present	No	

Remarks:



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Literature reviews for the project were completed by ASC Group personnel. Literature reviews involved preparing a drinking water resource map for the project area using Ohio Environmental Protection Agency (EPA) resource data. Based on the Ohio EPA mapping of drinking water sources, the footprint of the project is outside of the public water system wells and source water protection areas. The nearest protection area is greater than 0.25 miles from the proposed construction area. No impacts to drinking water resources are anticipated.

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

Are there any environmental commitments?

No



Section 4(f)

Section 4(f) Determination

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

No

Identified Section 4(f) Properties

Remarks:

Based on field investigations and review of available mapping, no publicly-owned parks, recreation areas, waterfowl and wildlife refuges, or historic properties listed on or eligible for listing on the NRHP are located within the proposed project area.

Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

Based on review of the National Park Service Land and Water Conservation Fund (LWCF) State Grant Listing by ASC Group personnel on June 28, 2017, no publicly owned properties were identified as receiving LWCF funds within the proposed project area. No impacts to Section 6(f) properties will occur and no further coordination is required.

- The grant listing can be found in the Project File under Section 6f/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 anticipated to comply with local/regional development patterns for the area established in planning studies or transportation plans. Multi-modal freight operations are very important in Northwest Ohio to both ODOT and TMACOG. The Toledo Express Airport is home to several air cargo operators and air cargo support partners. Its proximity to I-75, the Ohio Turnpike (I-80/I-90), US 20A, and SR 2 allow for excellent surface transportation connections to other types of transportation such as rail and air. The proposed Toledo Express Airport development (discussed in the Traffic Impact Study for S. Airfield Rd. Industrial Park) would create approximately 500 jobs and generate \$9.5 million dollars in tax revenue a year with a Capital Investment of \$324 million. The development project will also result in job creation/retention for 3,150 people with an annual payroll of \$180 million. An efficient transportation infrastructure is necessary to support development and growth in the area.

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

Remarks:

The proposed project is not anticipated to result in substantial negative impacts to community cohesiveness and no issues were raised during public involvement activities.

Will the proposed action result in indirect or cumulative impacts? Yes

Remarks:

Indirect and cumulative impacts of the project are expected to be minimal, because the project involves improvements to existing facilities. The proposed improvements are expected to have mostly positive impacts on the local community.

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

Remarks:

The proposed project is not anticipated to have substantial negative impacts upon health and education facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, and pedestrian and bicycle facilities. The upgrade of existing design elements will benefit vehicular traffic along the corridor with the proposed airport development.

During construction of the proposed project, the potential exists for negative impacts on health and education facilities, fire, police, emergency services, religious institutions, and public transportation. However, this potential can be minimized with early and ongoing communication and coordination with project area facilities, services, and institutions concerning start and end dates of construction, partial closures, and detours. This has been made an environmental commitment. Emergency services and schools will be notified of any delays associated with construction. A Maintenance of Traffic Plan will be developed and shared with emergency services and schools.



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Emergency services and schools were notified of the project and proposed road closures on February 26, 2018. A copy of the email coordination letter is included in the Project File under Public Involvement/Project information.

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

No

Remarks:

No residents, business, or institutional displacements are proposed for this project.

Are there any Environmental Commitments?

No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950095003	5	14
390950090003	0	9

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:

Efforts were made throughout process to reach and engage underserved populations in the process. A Property Owner Notification letter dated April 13, 2013 was sent to property owners and residents adjacent to the project area and property owners whose main residence is located outside the project area. The letter informed property owners of pending environmental fieldwork and included ODOT project management contact information.

A Property Owner Notification letter dated October 12, 2017 was sent to property owners and residents adjacent to the project area and property owners whose main residence is located outside the project area. The letter provided an overview of the project, details of the project area, planned construction dates, and requested comments.

A Press Release was prepared and issued to media outlets in the area on April 4, 2018. The press release provided an overview of the project, details of the project area, planned construction dates, and requested comments.



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The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required. The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings an UPIAR is not required.

Copies of the Property Owner Notification Letters and Press Release 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)

An email correspondence was sent to the Ohio Air National Guard on October 26, 2017 requesting a concurrence that the project will not impact any flight lines, runways, or any other operations. A copy of the email correspondence is provided in the Project File under Public Involvement/Project Information.

Emergency services and schools were notified of the project and proposed road closures on February 26, 2018. The District requested that any comments be made within 30 days. One response was received from the Assistant Fire Chief for the airport. He requested that the hydrants be extended onto US 20A if Air Cargo Parkway is closed. ODOT intends to extend the hydrants as requested. A copy of the email correspondence is included in the Project File under General/Maintenance-of-Traffic.

A March 3, 2018 Toledo Blade newspaper article discussing the proposed industrial park development is included in the Project File under Public Involvement/Project Information. The article mentions the proposed roundabouts ODOT intends to build for the LUC-20A-3.55/4.55 project.

A Property Owner Notification letter dated March 26, 2018 was sent to property owners, tenants, and residents adjacent to the project area. The letter provided an overview of the project, details of the project area, planned construction dates, road closures, and requested comments. A copy of the letter is provided in the Project File under Public Involvement/Project Information.

A Press Release has been prepared and was issued to media outlets in the area on April 4, 2018. The press release provided an overview of the project, details of the project area, planned construction dates, road closures, and provided a contact and address for comments. A copy of the press release is provided in the Project File under Public Involvement/Project Information.

A summary of the project and a request for comments was published in The Blade Newspaper On April 9, 2018. A copy of the publication is provided in the Project File under Public Involvement/Project Information.

An ODOT-OES approved Public Involvement Plan has been prepared and is included in the Project File under Public Involvement/Project Information. It presents project details, project ODOT management information, stakeholder information, and a public involvement activities schedule. The schedule includes Public Involvement that will occur during each phase of the project. A copy of the OES approval is provided 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.

Public Involvement responses, generated from the newspaper posting and direct mailings sent out in 2018, included many comments concerning the traffic volumes and other intersections in the area. Responses were sent explaining that the traffic volumes used were based on planned development and information on other intersections was sent as appropriate.

- **All public comments and corresponding 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):	No
Section 404 Individual Permit:	Yes
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:	No
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	No

Remarks:

Construction of the proposed roundabouts and access road will result in approximately 0.7042 acre of permanent impacts to seven wetlands (Wetlands 5, 7, 9, 25, 27, 28, and 30). The impacts will include impacts of approximately 0.1442 acres to three Category 2 wetlands (Wetlands 27, 28, and 30) and approximately 0.56 acres to five Category 3 wetlands (Wetlands 5, 7, 9, and 25). The project also proposes impacts of 490 ft to Zaleski Ditch (Stream 1) for proposed culvert replacement work. Approximately 470 feet of permanent and 20 feet of temporary impacts is expected to take place below the ordinary high water mark (OHWM) of Zaleski Ditch.

A Permit Determination (PD) was issued by the ODOT OES-Waterway Permits Unit (WPU) on January 4, 2018, which indicated an Individual 404 and Individual 401 permit were required for the proposed project project. The PD indicated that no work in waters shall commence until the applications are authorized and that special provisions will be completed following the USACE and



OEPA approval of the Individual 404 and Individual 401. An Individual 404/401 application for the project was submitted to the USACE and OEPA on August 16, 2018 by OES-WPU.

To offset the degradation of these impacts, ODOT proposes to mitigate for the unavoidable impacts to Zaleski Ditch at a 2.5:1 ratio utilizing mitigation credits from the off-site permittee-responsible St. John's Dam Removal stream mitigation site located in the Sandusky River and Sandusky Bay Tributaries Watershed. ODOT proposes to mitigate Category 3 wetland impacts (Wetlands 5, 7, 9, and 25) through the North Coast Regional Council of Park Districts (NCRCPD) In-Lieu Fee (ILF) program in the Lower Maumee Watershed. Category 2 Wetland impacts (Wetlands 27, 28, and 30) will be mitigated at Pearson Metropark Mitigation Bank in the adjacent Cedar-Portage watershed and through the North Coast Regional Council of Park Districts (NCRCPD) ILF program.

- All documentation related to the Waterway permitting process 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): No

Remarks:

The specifications set forth in the most current version of ODOT's *Construction and Material Specifications, Location and Design Manual, and Standard Drawings* will be used to ensure adequate erosion and sediment control during construction. A Notice of Intent will be submitted to the Ohio EPA for coverage under the NPDES construction storm water permit, since the project will cause more than one acre of earth disturbance. The contractor will be required to develop a Storm Water Pollution Prevention Plan.

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 10/31/2017

Remarks:

Based on review of the FEMA Flood Insurance Rate Map (FIRM), the proposed project is located within an existing floodplain associated with Zaleski Ditch. The preferred alternative shifts the existing Sager/Whitehouse-Spencer Road intersection away from the floodplain and therefore, the proposed project will not impact the existing floodplain. The proposed project was coordinated with the Local Floodplain



Administrator on October 31, 2017, to ensure the proposed project is in compliance with local flood zone regulations.

- **All appropriate Floodplain documentation 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 results of the Screening and Phase I ESA, no landfills were identified within and/or adjacent to the proposed project area. Therefore, no impacts to landfills will occur and no further coordination is required.

Are there any environmental commitments?

No



Environmental Commitments

Ecological

- 1) The Project Designer shall incorporate a note such as the following 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. The Contractor shall not remove trees 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 3 inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
- 2) The ODOT District 2 Environmental Coordinator shall ensure 10.01 acres of credits from the Sunday Creek Coal Company 2 (SCCC2) Bat Conservation Area are used to offset the proposed 2.86 acres of Suitable Wooded Habitat (SWH) impacts proposed for the project.

Permits - Waterway Permits

- 1) The ODOT District 2 Environmental Coordinator shall obtain all appropriate waterway permits prior to any work within any wetlands or below the ordinary high water mark of any waterway. The Waterway Permit Special Provisions shall be attached to the project plans and followed by the Contractor throughout construction. All impacts shall be mitigated appropriately.
- 2) The Project Designer shall incorporate a note such as the following into the plans: The Contractor is not authorized to place any fill in or work within any wetlands or waterway below the ordinary high water mark until the waterway permits are obtained.



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Stacy Schimmoeller (PROGRAM ADMIN 3)	10/17/2018



Appendix

General

Aerial Map.pdf
Correspondence Related to Utility Coordination.pdf
Correspondence with Emergency and Public Services.pdf
County Map.pdf
USGS Quadrangle Topographical Map.pdf

Alternatives

Alternatives Mapping Brky Sthrn.pdf
Alternatives Mapping Connector Rd.pdf
Alternatives Mapping Wths Spcr.pdf

ESA

OES Recommendations - Phase I.pdf
OES Recommendations- Screening 2.pdf
OES Recommendations- Screening.pdf

Cultural Resources

OES Determination of Eligibility.pdf
OES Section 106 Effect Determination.pdf

Ecological

Coordination with ODNR-OEPA-USFWS-USACE.msg
Coordination with USFWS.pdf
ODNR Comments.pdf
ODOT Disposition of Agency Comments.pdf
OEPA Comments.pdf
USFWS Comments 2.pdf
USFWS Comments.pdf
Wetland Finding.pdf

Other Resources

Urban Area Map.pdf
Water Source Protection Area Map.pdf



Underserved Populations

Census Mapping.pdf

Public Involvement

Correspondence with Stakeholders ANG 180th.pdf

EMA and School Notification.pdf

News Article - Toledo Blade.pdf

News Article.pdf

OES Approval - Public Involvement Plan.pdf

Press Release.pdf

Property Owner Notification Letter 2018.pdf

Property Owner Notification Letter Mailing List.pdf

Property Owner Notification Letter.pdf

Public Involvement Plan.pdf

Response to Public Comments.pdf

Stakeholder Notification Federal Aviation Administration.pdf

Permits

Coordination with Local Floodplain Administrator.pdf

FEMA FIRM.pdf

Statement of Findings.pdf