



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

Environmental Document

for

LUC IR 475 1.85 @20A Interchnge PID 99731

Environmental Document Level: D2

Approved: 5/25/2018

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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:	99731
Project Name:	LUC IR 475 1.85 @20A Interchnge
Project Sponsor:	DISTRICT 2 PRODUCTION
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018stipID0040FDRW
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:	\$3,411,949.00
Right of Way:	\$3,154,500.00
Construction:	\$21,000,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	Yes
Date Completed:	11/21/2017

Project Description:

The Ohio Department of Transportation proposes the construction of a Diverging Diamond Interchange (DDI) on Interstate Route 475 (I-475) at the existing US 20A/Illinois Avenue overpass in Monclova and Springfield Townships, Lucas County, Ohio. Work includes construction of entrance and exit ramps to and from I-475 in both directions from US 20A; construction of new one-way roads (collector-distributors) along each side of I-475 to collect traffic from the new ramps at US 20A and the existing Salisbury Road/West Dussel Drive interchange and distribute the traffic to and from I-475; and new pavement, drainage and lighting improvements on US 20A from Briarfield Boulevard to Mingo Drive. The proposed project will also construct a new multi-use path along the south side of US 20A from Technology Drive to Mingo Drive.



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I-475 is functionally classified as an Interstate. US 20A is functionally classified as a Minor Arterial in the project area.

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

No cultural, hazardous materials, or recreational sites will be impacted by the project. No noise or air quality impacts or impacts to underserved populations are associated with this project. Minor stream and wetland impacts will occur and are described in the Ecological section.

The No Build condition for the project includes construction of one additional lane in each direction within the median of I-475. The new lanes will be constructed within existing I-475 right-of-way. These lanes will be constructed under ODOT project LUC-475-0.09 (PID 95875). An Interchange Modification Study (IMS) was prepared by Arcadis, dated July 14, 2017. ODOT submitted the IMS to the Federal Highway Administration (FHWA) for review and approval. By letter dated November 21, 2017, FHWA recommended that ODOT resubmit the IMS when the No Build condition (additional lanes on I-475) is fully funded. See the IMS document and FHWA response letter in *Project File\General\PDP*.

The approval of D2 CE is based on Stage 1 plans.

- **Stage 1 plans can be found in the Project File under General/Project information/Stage 1 Design**
- **Locational mapping can be found in the Project File under General/Project Information**

Limits of Proposed Work:	I-475 & 20A new interchange
Start (SLM):	1.85
End (SLM):	3.15
Total Work Length (Miles):	1.3
Roadway Character	

Roadway Character

Route Number: IR00475

Functional Classification:	Principal Arterial - Interstate (Urban)
Current Average Daily Traffic:	15320
Current Average Daily Traffic Year:	2021
Design Year Average Daily Traffic:	20370
Design Average Daily Traffic Year:	2041
Daily Hourly Volume:	2320
Truck %:	9
Setting:	Suburban



Topography:

Rolling

	Existing:	Proposed:
Design Speed (MPH):	60	60
Legal Speed (MPH):	60	60
Number of Lanes:	4	6
Type of Lanes:	through	4 through, 2 CD
Pavement Width (ft):	96	160
Shoulder Width (ft):	22	32
Median Width (ft):	36	36
Sidewalk Width (ft):	n/a	n/a

Route Number: US00020

Functional Classification:

Minor Arterial (Urban)

Current Average Daily Traffic:

19430

Current Average Daily Traffic Year:

2021

Design Year Average Daily Traffic:

22400

Design Average Daily Traffic Year:

2041

Daily Hourly Volume:

2000

Truck %:

3

Setting:

Suburban

Topography:

Rolling

	Existing:	Proposed:
Design Speed (MPH):	50	50
Legal Speed (MPH):	50	50
Number of Lanes:	2	4
Type of Lanes:	through	through
Pavement Width (ft):	30	48
Shoulder Width (ft):	10	10
Median Width (ft):	0	0
Sidewalk Width (ft):	n/a	10

Sufficiency Rating:

092.0

General Rating:

7

Date Built:

07/01/1968

Bridge Location:

0020A



40. Bridge Type:

322

Design Criteria For Bridges
Design Criteria for Bridges

SFN: 4801024

Sufficiency Rating:

092.0

General Rating:

7

Date Built:

07/01/1968

Bridge Location:

0020A

	Existing:	Proposed:
Bridge Type:	322	TBD
Bridge Length (ft):	287	300
Number of Main Spans:	4	4
Max Span Length (ft):	84	79
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	31.30	36
Shoulder Width(ft):	2	2
Under Clearance (ft):	16.2	16.9

Bridge Type Description:

Four span pre-stressed AASTHO I-girder with reinforced concrete deck and reinforced concrete substructure

Load Restrictions Description:

HL-93 Loading, FWS-60 PSF, Superstructure & substructure

Will the structure be rehabilitated or replaced as part of the project?

Yes

If this bridge is a historic bridge, what type is it?

n/a

Remarks:

The existing bridge will be replaced with two directional bridges as part of the new diverging diamond interchange.

41. Bridge Length (ft):

287

42. Number of Main Spans:

4

43. Max Span Length (ft):

84

44. Load Restrictions (TON):

150



45. Curb to Curb Width (ft): 31.30

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:

Traffic on US 20A will be maintained as identified below per the phasing plan for construction of the new interchange and additional structures:

- Phase 1 - traffic will utilize the existing bridge while the new westbound bridge is constructed
- Phase 2 - traffic move to the new westbound bridge while the existing bridge is removed and the new eastbound bridge is constructed
- Phase 3 - traffic will move to the new eastbound bridge while the DDI is constructed. This phasing will require closures for short periods, typically a couple of days to several weeks at the end of each phase, when US20A would be closed and a detour posted.

The project sponsor (Lucas County Engineers Office) sent project notification emails to the Maumee City School District, Monclova Township Fire Department, and the City of Maumee Police & Fire Departments on 2-27-2018. The emails contained details on construction phasing as well as other project details. No comments have been received to date. Further coordination will take place with these entities as part of project development.

- **Correspondence to public entities can be found in the Project File under General/Maintenance of Traffic**

Are there any Environmental Commitments? Yes

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes



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The project requires Permanent Easement(s)	Yes
The project requires Temporary Right-of-Way	Yes
Number of parcels impacted by Permanent Right-of-Way:	18
Right of Way and Utility Involvement	
Number of parcels impacted by Temporary Right-of-Way:	4
Approximate acreage of Permanent Right-of-Way needed:	27.272
Approximate acreage of Temporary Right-of-Way needed:	0.175
Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Permanent and temporary right-of-way is required for the proposed project. No relocations will occur.

Utility companies in the proposed project area include:

- ANR Pipeline (TransCanada)
- Columbia Gas of Ohio; Columbia Pipeline Group
- Dominion East Ohio
- Panhandle Eastern Pipeline
- Independents Fiber Network
- AT&T Ohio
- Monclova Township
- Windstream Ohio
- Level 3 Communications
- Toledo Edison - Lakewood (First Energy)
- Buckeye Cable System
- Time Warner Cable
- ODOT District 2
- City of Maumee Water
- Generation Pipeline

Coordination with utilities was initiated on July 31, 2017.



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- **Coordination can be found in the Project File under General\Right-of-Way and Utility Involvement\Correspondence Related to Utility Coordination**



Purpose & Need

Purpose & Need

Project History:

The Toledo Metropolitan Area Council of Governments (TMACOG) developed the *Expressway Needs and Major Investment Study* (MIS) in 2002 to identify the transportation needs for the roadway network in the region. The study analyzed two MIS corridors: I-475 and US 23 from the I-75/I-475 system interchange in Perrysburg to the Michigan state line, and I-475 and I-75 from the I-475/US 23 System Interchange to I-75/I-280 System Interchange. Potential projects were evaluated with a priority ranking system based upon criteria established by the MIS Scoping Committee. In addition to identifying a number of concerns such as substandard roadway design, lane imbalances, improper weaving movements and substandard interchange configurations throughout the system along I-75 and I-475, the MIS identified a high priority need for two new interchanges on the I-475 corridor. A new interchange at US 20A (Maumee Western Road/Illinois Avenue) was identified as the 3rd highest ranking project, and a new interchange in the area of Dorr Street was identified as the 9th highest ranking project out of a total of 10 ranked projects in the two corridors.

In 2007, the Ohio Department of Transportation (ODOT) prepared a planning study report (*A Strategic Plan to Improve I-475*) to outline future improvements in the Toledo metropolitan area needed to meet transportation demands through the year 2035. This report discussed the overall widening of I-475 to six lanes by adding a third through lane in each direction between US 24 (Anthony Wayne Trail) to US 20 (Central Avenue) and reconfirmed the need for new service interchanges along this segment of I-475. The widening project is currently on the TMACOG Draft *On the Move, 2015-2045 Transportation Plan* as a committed project with an estimated construction year of 2018.

The area between US 24 and US 20 identified in *A Strategic Plan to Improve I-475* includes land that is controlled by both Monclova Township and the City of Maumee. The City of Maumee is a suburb of Toledo located east of the corridor, with US 20A providing a direct route to the downtown area. The city is home to several Fortune 500 companies including UPS, Dana Corporation and the Andersons. As of the 2010 census, the population of Maumee was 14,286. There is heavy commercial and industrial development concentrated along US 20A in this area, with additional vacant land available for new developments.

The Toledo Express Airport is located approximately 5 miles west of the corridor of I-475, with the Principal Arterial of US 20A providing a direct route to the south side of the airport property. Multiple partners (Lucas County, City of Maumee, City of Toledo, Monclova Township and Toledo Lucas County Port Authority) have an interest in improved access to I-475 in this area as evidenced by financial commitments to fund a potential project.



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US 20A between the airport and I-475 has been the focus of a number of intersection improvement studies since 2012. ODOT District 2 and the Lucas County Engineer's Office have been involved with studies of the four westernmost intersections in the corridor, three of which provide direct connections to the south side of the airport property. The fourth intersection is the first public road intersection east of the airport. All four intersections received recommendations to be upgraded to modern roundabouts. The US 20A & Eber Road roundabout (PID 93565) was constructed in 2015 using Highway Safety Improvement Program Funding, while the US 20A & SR 295 roundabout (PID 94407) and the US 20A & Whitehouse-Spencer Road roundabout (PID 94407) are scheduled for construction in 2018/2019. Construction of the SR 295 roundabout will include providing a connector road from the new roundabout to the South Airfield Road Industrial Park. The US 20A & Weckerly Road roundabout has been proposed by ODOT District 2 but does not currently have funding.

Purpose Statement:

The purpose of the project is to improve Interstate access to the Toledo Express Airport to accommodate air cargo facility development, enhance intermodal connectivity, and support local land use and development plans for the US 20A corridor.

Need Element(s):

Airport Access: The Toledo Express Airport, located approximately 5 miles west of I-475, is a joint civil and military airport serving commercial and charter passenger service, air cargo service, and the Ohio Air National Guard 180th Fighter Wing. The airport is bounded by Airport Road to the north and US 20A to the south. Airport Road serves as the "front gate" of the airport serving passenger access to the facility, while US 20A provides access to the south side of the airport for air cargo traffic. A number of planning documents have identified the need for direct Interstate access to the south side of the airport via US 20A in order to improve its ability to serve air cargo traffic.

The *1998 Airport Environs Plan* listed improving direct access to I-475 at US 20A as a Priority 1 Project in the Airport Access Plan. In April 2002, TMACOG published *Phase 2A: Major Investment Study (MIS) of the Expressway Needs Study*. That document discusses the regional growth and accessibility concerns for the I-475 corridor, and specifically calls out the need for good access to existing special economic generators such as the Toledo Express Airport. A follow-up to the MIS, *A Strategic Plan to Improve I-475* (2007), discussed the identification of US 20A as an economic development corridor that should serve as a southern access point to the airport in support of a proposed commercial shipping and warehousing district. The *2008 Lucas County Vacant Industrial Land Use Report* pointed out that US 20A provides direct access to vacant industrially zoned parcels in the 300-acre designated Foreign Trade Zone (FTZ) south of the airport, which would benefit from direct access to I-475.

The 4.5-mile route from the south side of the airport to the Ohio Turnpike (I-80/90) is circuitous and not optimal for trucks used to support air cargo operations. Moreover, access to I-475 via I-80/90 is not direct and requires using the surface roads of US 20 (Conant Street) and Dussel Drive as a connection between the two interstates (See blue route on *Figure 1: Airport Access to I-475* located in the project file at *Purpose and Need/Project Information*). I-80/90 serves cargo traffic traveling east- and westbound, but I-475 is the primary north- and southbound cargo route.



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The two other routes from the airport to I-475 also involve circuitous travel and/or traveling on local surface streets through densely developed areas. Truck traffic can leave the south side of the airport and go westbound on US 20A, then travel eastbound on SR 2 for 8 miles to the interchange on I-475. (*See yellow route on Figure 1.*) The last 2 miles of this route is through high density commercial development, including single- and multifamily residential properties and big box retail developments. The other alternative is to go eastbound on US 20A and then cut across one of several local streets (Butz Road, Strayer Road, or Briarfield Boulevard) to access the 2-lane local street of Salisbury Road. Butz Road and Strayer Road are 2-lane roads that provide access to single-family home subdivisions, while Briarfield Boulevard is 4-lane road that serves a business park. (*See green route on Figure 1.*) These options are not compatible with heavy cargo traffic.

The green and blue routes described above access I-475 at the interchange with West Dussel Drive/Salisbury Road. Capacity analyses were conducted for this interchange as part of the draft *Interchange Modification Study* for the project (Arcadis, 2017). *Figure 10 from that study illustrates the No Build capacity analyses for AM and PM peak periods for 2021 and 2041. (See project file/Purpose and Need/Existing and Future Conditions/Level of Service Data.pdf.)* The intersections of the interchange ramps with West Dussel Drive are at LOS E and LOS F for the 2021 and 2041 AM peaks, respectively. The first major intersection east of the interchange at Ford Street is at LOS E and LOS F in 2041 AM and PM peaks. These poor intersection operations impact traffic exiting I-475 northbound, headed west to the airport via the local streets (green route) or headed east to access the airport via I-80/I-90 (blue route).

Enhance Intermodal Connectivity: Toledo Express Airport is well situated to leverage intermodal capabilities such as rail, ship and trucking if interstate access is improved for the developing cargo growth on the south side of the airport. The *Master Plan Update* specifically identified the goal of creating a "Logistics-Focused Airport," similar to Rickenbacker International Airport with its adjacent Columbus Commerce Park, as way to leverage the multi-modal infrastructure located within the vicinity of Toledo Express Airport. Finally, the *Airport Market & Marketability Assessment* prepared in 2013 by Airport Business Solutions identified air cargo development as the most likely area of growth for the Toledo Express Airport and stressed the need for good access to multi-modal infrastructure for water, rail and highway that is provided in the Toledo area. Nearby intermodal facilities include the marine Port of Toledo, Norfolk Southern Airline Junction Intermodal Terminal in the City of Toledo, and the CSX NW Ohio Intermodal Container Transfer Facility in North Baltimore, OH which is located south of Toledo on I-75.

Support local land use and development plans: The area surrounding US 20A is primarily zoned Light Industrial, Heavy Industrial and Commercial, with some Single Family Residential and Agricultural. A number of vacant parcels that are currently zoned Single Family Residential are within noise-impacted areas of the airport and are likely to be rezoned to a more suitable use. The Toledo Express Airport is also part of Foreign Trade Zone No. 8. Approximately 337 acres of the airport is part of the designated zone. The US 20A route has been designated as an economic development corridor in an effort to support the ongoing and future development of a commercial shipping and warehousing district. A recommendation for improved access to the US20A corridor to support long-term growth plans is the outcome from a long-running planning process, including the 1998 *Airport Environs Plan*, 2002 *TMACOG Expressway Needs Study, Phase 2: Major Investment Study*, 2007 *A Strategic Plan to Improve I-475*, and 2009 *Toledo Express Airport Master Plan Update*. The proposed improvement is intended to be consistent with local transportation planning studies and development plans.

Goals and Objectives:

N/A

Summary Statement:



The purpose of the project is to improve Interstate access to the Toledo Express Airport to accommodate air cargo facility development, enhance intermodal connectivity, and support local land use and development plans for the US 20A corridor.

For nearly 20 years, airport planning and development has identified the need to develop and support a larger air cargo presence, as evidenced by numerous documents and activities supported by the Toledo-Lucas County Port Authority and the region's MPO, TMACOG. Direct interstate access for the south side of the airport will support that planned development.

Logical Termini and Independent Utility:

The logical termini for this project have been defined as extending along I-475 from the US 24 interchange to the SR 2 interchange and along US 20A from Technology Drive/Briarfield Boulevard to the west and Mingo Drive to the east. Capacity analyses of these termini intersections on US 20A indicate that no additional through capacity improvements are necessary to maintain acceptable Levels of Service in the build condition. Improvements at four key intersections along the US 20A corridor between I-475 and the Toledo Express Airport have recently been constructed or are planned as independent improvements which will not be impacted by this project. The improvements proposed as part of this project are considered a single and complete project that meet the independent utility test. In addition, the project would not have a negative effect on any other planned projects.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Condition for the project includes construction of one additional lane in each direction on I-475 within existing right-of-way. These lanes will be constructed under ODOT project LUC-475-0.09 (PID 95875). The Environmental Document for PID 95875 was approved on January 30, 2018 as a C1. The No Build Alternative also includes routine maintenance on I-475 and US 20A. This alternative does not address the Interstate access to the south side of the Toledo Express Airport air cargo facility development; the enhancement of intermodal connectivity; or support local land use and development plans for the US 20A corridor. The No Build alternative does not meet the project's Purpose & Need.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

07/20/2015

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
No Build	No Build Condition assumes construction of additional lanes on I-475 per PID 95875. Also assumes routine maintenance of I-475 and US 20A and no additional I-475 access.	Does not meet Purpose & Need	No
Diverging Diamond Interchange	New interchange with crossover intersections on each side of the interchange, which provide full access to all of the I-475 entrance and exit ramps to/from US 20A with no left turns.	Not dismissed	Yes



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Partial Cloverleaf Interchange	New interchange with one loop ramp, other ramps form diamond, one I-475 northbound entrance ramp for both eastbound & westbound US 20A, separate I-475 southbound entrance ramps from westbound & eastbound US 20A (eastbound to southbound would use loop ramp), two I-475 exit ramps from westbound & eastbound US 20A. The loop ramp would be in the northwest quadrant of the interchange.	similar or lower ratings on the seven evaluation criteria	No
Folded Diamond Interchange	New interchange with corresponding on and off ramps in the same southern quadrant of the interchange, i.e. northbound I-475 off ramp & on ramp in the southeast quadrant.	Operational concerns related to short distance between western ramp intersection and US 20A/Briarfield Blvd./Technology Drive intersection; and required three phase signals at ramp intersections.	No

Discuss Reasons Alternative Identified as Preferred was selected:

A Feasibility Study (FS) dated July 2015 was prepared by Burgess & Niple, Inc. The FS analyzed the No Build and three build alternatives (Diverging Diamond, Partial Cloverleaf, and Folded Diamond). Initial analysis was conducted on all four alternatives and the results were presented to the Stakeholders at the February 17, 2015 meeting. The Folded Diamond design was eliminated from further development and analysis for the following reasons: 1) Operational concerns due to the short distance between the western ramp intersection and the US 20A/Briarfield Blvd./Technology Dr. intersection and 2) Reduced traffic operations efficiency due to the required three phase signals at the ramp intersections.

The remaining Diverging Diamond and Partial Cloverleaf alternatives were further evaluated as to how each addressed safety, local street access and traffic operations, affected residential and business impacts, environmental impacts and construction costs and promoted future development. The Diverging Diamond alternative was selected as the Preferred Alternative as it better addressed the project's needs as compared to the Partial Cloverleaf alternative and the No Build alternative. The Preferred Alternative exhibited lower



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costs and improved operations when considering the design year traffic. The right-of-way impacts associated with each build alternative were essentially the same.

- *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	11/30/2017
OEPA Approval Date	11/30/2017

Remarks:

A Qualitative Mobile Source Air Toxics (MSAT) Analysis dated September 29, 2017, was prepared by Lawhon & Associates. In correspondence dated November 30, 2017, the Ohio Environmental Protection Agency (OEPA) did not provide additional comments and indicated that per the *FHWA Interim Guidance Update on Mobile Source Air Toxics Analysis in NEPA* (October 18, 2016), the proposed project qualifies as a project of "Low Potential for Meaningful MSAT Effects."

- The MSAT can be found in the Project File under Air/Reports
- Correspondence from OEPA can be found in the Project File under Air/Coordination

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:

Because Lucas County is not in a PM2.5 maintenance or non-attainment area, no PM2.5 analysis is required.

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area	No
The proposed project is listed on the TIP	Yes



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Remarks:

The proposed project is not located in an Ozone maintenance or non-attainment area and is included in the FY 2018-2021 TMAOG Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Therefore, Ozone is addressed and no additional analysis is required.

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	Yes
The proposed project constructs a roadway on new location	No
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	No
The proposed project adds capacity (thru travel lanes)	No
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:

The proposed project will construct auxiliary lanes that will not exceed 2500 feet in length. Based on information provided to the ODOT-OES Noise and Air Quality Unit, it was determined in correspondence dated January 24, 2017, that no noise analysis is required.

- Correspondence from OES can be found in the Project File under Noise/Coordination

Environmental Commitments

Are there any environmental commitments?	Yes
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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: 06/07/2017

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 25 Spartan Chemical Company	1110 Spartan Drive	Yes	No	No
Site 27 Panhandle Eastern Pipeline	1015 Illinois Avenue	Yes	No	No

Date of Phase 1 ESA IOC from OES: 12/08/2017

Remarks:

An Environmental Site Assessment (ESA) Screening was conducted by Lawhon & Associates, Inc. in April 2017, in accordance with the ODOT Office of Environmental Services (ODOT-OES) Guidance (2009). Based on review of the Screening it was determined by the ODOT-OES ESA Staff in correspondence dated June 7, 2017, that a Phase I was warranted for two sites (see table above).

A Phase 1 ESA was conducted by Lawhon & Associates, Inc. in December 2017. Based on the review of the Phase 1 ESA it was determined by the ODOT-OES ESA Staff in correspondence dated December 8, 2017, that no further environmental site investigation or special material management was warranted for any of the sites.

- The Screening and Phase I ESA can be found in the Project File under ESA/Reports
- Correspondence from OES can be found in the Project File under ESA/Coordination/OES Recommendations - Screening and OES Recommendations - Phase I

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.):

A records check was conducted by ODOT-OES Cultural Resources Staff, which included a review of an electronic database maintained by the State Historic Preservation Office (SHPO) to determine if properties within the proposed project area were listed on or eligible for listing on the National Register of Historic Places (NRHP). This review also included review of sites listed on the Ohio Archaeological Inventory (OAI) and the Ohio Historic Inventory (OHI). Two OAI sites were identified within the proposed project area. No OHI sites were identified. The ODOT-OES Archaeological Staff conducted a field review on June 15, 2015 and found the area developed with modern residential and some commercial properties. On July 31, 2015, ODOT-OES Archaeological Staff provided guidance to conduct Disturbance Assessment and Phase 1 Archaeological Survey. The November 1, 2017 Effect Determination Letter states that all of the buildings in the project area are modern and post-date the interstate. Based on the records check, modern development, and project footprint, no further History/Architecture investigations were warranted.

Lawhon & Associates, Inc. prepared the Disturbance Assessment and Phase 1 Archaeological Survey, dated October 5, 2017. Two archaeological sites were identified:

- Site LU0821 is a low density historic scatter within a non-stratified context and no associated historical features
- Site LU0822 consists of a set of four historical features and two historical artifacts

Both sites are severely disturbed from construction associated with I-475 in the 1960s and their information potential is severely limited. No further work is recommended for either site.

- **Correspondence from OES can be found in the Project File under Cultural Resources/Coordination/OES Scoping Guidance - Archaeology**
- **The Phase I Survey can be found in the Project File under Cultural Resources/Reports**

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?

No

OES/OSHPO Concurrence Date:

11/01/2017

Remarks:

In correspondence dated November 1, 2017, the ODOT-OES Cultural Resources Staff determined that in accordance with Stipulation 4B of the *Section 106 Programmatic Agreement* (Agreement No. 16734) executed on November 30, 2011 and amended on June 7, 2016, a finding of "no historic properties affected" was appropriate for the proposed project. No further cultural resource investigations are required, and the OSHPO was provided a 15-day opportunity to comment. No comments were received.

- **Correspondence from OES can be found in the Project File under Cultural Resources/Coordination/OES Section 106 Effect Determination**

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

No Historic Properties Affected

Archaeological Resource Adverse Effect



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History/Architecture Adverse Effect

Environmental Commitments

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 11/14/2017

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 B	2	Isolated	1.345	0
Wetland C	1	Non-Isolated	0.038	0.038
Wetland D	1	Non-Isolated	0.03	0.015
Wetland E	1	Non-Isolated	0.35	0.069

Est. Total Size (Acres) of for Project: 1.763

Est. Total Impacted (Acres) of for Project: 0.122

Total Acres of Non-Isolated Wetlands impacted: 0.122

Total Acres of Isolated Wetlands impacted: 0

Remarks:

A Level 1 Ecological Survey Report (ESR) dated June 10, 2015 and a Level 1 ESR-Tier II dated November 14, 2017, were prepared by Lawhon & Associates, Inc. Based on the results of the investigations, four wetlands were identified within the proposed project area and three will be impacted by the project (see above table).

- Wetland B is an Isolated Modified Category 2 wetland
- Wetland C is a Category 1 Wetland adjacent to an unnamed tributary to Swan Creek and receives water from precipitation
- Wetland D is a Category 1 Wetland adjacent to a non-jurisdictional ditch which links to Swan Creek and receives water from precipitation
- Wetland E is a Category 1 Wetland adjacent to a storm water basin and receives water from the highway storm water system

The 'Do Nothing' alternative would not satisfy the purpose and need of the project to improve access to the south side of the airport for air cargo and would result in serious impacts to the traveling public and the general welfare of the economy of the area.



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Avoidance of the wetland locations will be performed to maximum extent practicable. Wetland avoidance would result in unique engineering, traffic, maintenance, or safety problems. Mitigation for wetland impacts will be performed per the requirements for the waterway permit.

USACE visited the project site on January 21, 2016 and concluded that Wetland A was part of a non-jurisdictional, excavated storm water basin.

- **The Wetland Finding can be found in the Project File under Ecological/Project Information**
- **The ESR's 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	255	n/a	Class II PHWH
Stream 3	10	n/a	Class II PHWH

Total Linear feet Impacted:

265

Remarks:

Based on the results of the Level 1 ESR investigations, two streams were identified within the proposed project area (see table above).

- Stream 1: flows to Swan Creek, Maumee River, which flows to Lake Erie
- Stream 3: flows to Swan Creek, Maumee River, which flows to Lake Erie

Impacts to streams will be mitigated per the requirements of 404/401 Clean Water Act.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	Yes	No
Storm Water Management Facility:	No	
Jurisdictional Ditch:	Yes	Yes



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Other (If selected please explain in remarks):	No	
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Remarks:

Based on the results of the Level 1 ESR - Tier II investigations, one jurisdictional ditch was identified by the USACE during their January 21, 2016 field visit. Six ponds all related to storm water detention were identified in the project area and none will be impacted.

- Approximately 0.1756 acres of the jurisdictional ditch (Ditch 1), which flows to Stream 3, Swan Creek, Maumee River, and to Lake Erie, will be impacted

No other surface waters were identified within and/or adjacent to 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 1 ESR investigations, terrestrial habitat within the proposed project area consists of common mixed vegetation and trees and includes High Density Developed (apartment complexes, rowhouses, and commercial/industrial), Developed Open Space (mowed right-of-way, single family housing, parks, etc.), Upland Forest (uplands dominated by trees), Marsh (wetland dominated by submergent, floating, and/or emergent vegetation), Scrub/Shrub (true shrubs, and young trees), Cultivated Crops (annual crops, actively tilled, perennial orchards & vineyards), and Open Water. A total of 180.8 acres of terrestrial habitat will be impacted, of which 6.28 acres is upland forest and 11.68 acres is scrub/shrub.

No unique or high quality terrestrial habitats occur within the proposed project area.

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?	No	

Remarks:

The proposed project is within the known range of the following federally (F) listed threatened and endangered species. According to the ODNR Ohio Heritage Program (NHD) review, the project is within 1 mile of the known range of the following state listed threatened and endangered species.

- Indiana bat (*Myotis sodalis*) - F



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- Northern long-eared bat (*Myotis septentrionalis*) - F
- Karner blue butterfly (*Lycaeides Melissa samuelis*) - F
- Kirkland's warbler (*Dendroica kirklandii*) - F
- Piping plover (*Charadrius melodus*) - F
- Rayed Bean (*Villosa fabilis*) - F
- Prairie fringed orchid (*Platanthera leucophaea*) - F
- Rufa red knot (*Calidris canutus rufa*) - F
- Eastern massasauga (*Sistrurus catenatus*) - F
- Upland sandpiper (*Bartramia longicauda*) - S

The project is also within the known range of the following federally and state listed species of concern

- Bald Eagle (*Haliaeetus leucocephalus*) - F
- Sharp-shinned hawk (*Accipiter striatus*) - S

For the Indiana bat, approximately 6.253 acres of suitable wooded habitat (SWH) including 24 potential maternity roost trees expected to be impacted by this project. Approximately 1.694 acres of the SWH is within 100' of the road and 4.559 acres are beyond 100' of the road. Review of ODNR's NHD did not identify a capture within five (5) miles of the proposed project area. This project meets CC-3 and *may affect, and is likely to adversely affect* this species.

For the Northern long-eared bat, suitable habitat similar to that of the Indiana bat was identified. This species also prefers man-made structures and caves. No caves were identified within the proposed project area and no man-made structures will be removed. This project meets CC-3, and *may affect, and is likely to adversely affect* this species.

For the Karner blue butterfly, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Kirkland's warbler, no suitable habitat was identified within the project area and is not located within 3 miles of Lake Erie, therefore no impacts are anticipated to this species or its habitat.

For the Piping plover, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Rayed Bean, while the species was located within 0.5 miles of the project area within Swan Creek, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Prairie fringed orchid, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Rufa red knot, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.

For the Eastern massasauga, no suitable habitat was identified within the project area, therefore no impacts are anticipated to this species or its habitat.



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For the Upland sandpiper, suitable habitat was identified within the project area in the form of developed open space. The species may be impacted, but is not likely to be impacted by the project.

For the Bald Eagle, suitable nesting and foraging habitat was identified within the project area. Review of ODNR's NHD identified a nest two miles south of the project area. No nesting activity has been reported within 1/2 mile of the proposed project area. No impacts to this species or its habitat is anticipated.

For the Sharp-shinned hawk, suitable habitat was identified within the project area. Only a small portion of the woodlots are anticipated to be impacted. Review of ODNR's NHD identified a record 0.8 miles south of the project area. The species may be impacted, but is not likely to be impacted by the project.

On October 10, 2017, the I-475/Manley Road, I-475/W Dussel Drive, and I-475/US 20A Illinois Avenue bridges were inspected and no nesting bird colonies or peregrine falcons were observed.

Additional details and full results of the field surveys can be found in the Level 1 ESR. See *Project File\Ecological Resources\Reports\Level1ESRTierII.pdf*.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	Yes	01/02/2018
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

Coordination under the February 29, 2016 Framework Programmatic Biological Opinion was submitted to USFWS on December 13, 2017.

The USFWS concurred on January 2, 2018 that the project falls under the CC-3 category of impacts which *may affect, is likely to adversely affect* the Indiana bat and the Northern long-eared bat provided ODOT adheres to clearing any trees only between the dates of October 1 and March 31; minimizes tree removal, the project footprint, aquatic resource impacts, and forested upland habitat impacts. The CM-1a will offset the 4.56 acres of SWH to be removed beyond the 100 feet from the edge of pavement by subtracting acreage credit from the SCCC2 Bat Conservation Area at a replacement ratio of 3.5:1. The impacts will cause incidental take of Indiana bats and Northern long-eared bats. A plan note has been added.

The USACE conducted a jurisdictional determination field visit on January 6, 2016. Stream 2 was determined to be Jurisdictional Ditch 1; Wetland A was part of a non-jurisdictional storm water system, Ponds 1-6 were determined non-jurisdictional; and Wetland D & E were designated. Additional field investigations followed to address the comments. The Level 1 ESR was revised to incorporate these comments and field findings on November 14, 2017.

A coordination email was sent to ODNR on October 1, 2015. ODNR concurred on October 29, 2015 with tree cutting restrictions. ODNR noted that if upland sandpiper habitat will be impacted that construction should be avoided in this habitat during the species' nesting period of April 15 through July 31. An environmental commitment for a plan note has been added. No other state species habitat listed by ODNR in their coordination letter will be impacted by the project and therefore, no additional environmental



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commitments or plan notes are needed. The November 14, 2017 Level 1 ESR Tier II did not require additional coordination with ODNR.

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.

Are there any environmental commitments? No

Drinking Water

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

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

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The OEPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the proposed project study area. The map indicates there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within 1/2 mile of the proposed project area. Furthermore, the proposed project area is not within a designated sole source aquifer. A search of the ODNR Division



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of Soil and Water Well Logs did not identified any residential drinking water well within 1/4 mile of the project location. No impacts to residential drinking water sources is 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:

An eight-foot wide paved sidepath is located along the west side of Technology Drive and Briarfield Boulevard within the proposed project area. According to the Lucas County Engineer's Office, the sidepath was constructed by the Triad Business Park Association and the Briarfield Business Park Association in lieu of a sidewalk. The sidepath is located within existing roadway right-of-way and is owned by Lucas County. The sidepath is maintained by the Triad Business Park Association and the Briarfield Business Park Association, with the exception of a portion of two properties in the northwest and southwest quadrants (parcels 38-27932 & 38-86064) of the intersection with US 20A that is maintained by the Lucas County Engineer. The sidepath is not considered a recognized Section 4(f) property and is not associated with a recognized Section 4(f) property. No impacts are anticipated to occur to the sidepath and access for the sidepath will be maintained at all times during construction, with the exception of the time needed to mill and pave a portion of the roadway that the sidepath crosses over. This will ensure there are no pedestrian detours, as also described in the Underserved Populations tab.

Based on available mapping, two recreational properties, Monclova Park and the Brandywine Country Club Golf Course are located adjacent to the proposed project area. However, based on the scope of work, no impacts and/or access restrictions to the properties are anticipated. No coordination is required.

Are there any environmental commitments?

Yes



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

No outdoor public recreation areas were identified within and/or adjacent to the proposed project area and based on review of the Land and Water Conservation Fund State Grant Listing, there are no Section 6(f) properties within the proposed project area.

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 consistent with local plans in the area. The project is listed in the Toledo Metropolitan Area Council of Governments' FY 2018-2021 Transportation Improvement Program. The purpose of the project is to improve Interstate access to the area south of the Toledo Express Airport to accommodate air cargo facility development and improve intermodal connectivity in the region.

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

Remarks:

The proposed project is not expected to result in any negative impacts to community cohesion. No changes are anticipated to the neighborhood along the east side of I-475. The area along the west side is primarily commercial offices and industrial. The pedestrian improvements on US 20A will enhance the pedestrian access across the new interchange area.

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

Remarks:

The proposed improvements will not result in a reasonably foreseeable indirect or cumulative impact.

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

Remarks:

Substantial impacts will not occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, or public transportation facilities. Inconveniences will be experienced by public services (fire, police, and emergency services) as a result of the planned closures with detours at several points during construction; but the inconvenience will be temporary and short in duration. Emergency services and schools will be notified of any delays and closures associated with construction. The completed new interchange project will improve emergency services access.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

There will be no residential, business, agricultural or institutional displacements as a result of the project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950090001	12.5	17.3
390950071011	30.4	36.7

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 data obtained using ODOT's Transportation Information Management System (TIMS), minority and low-income population percentages are mixed within and/or adjacent to the proposed project area. The minority population ranges from 12 to 30 percent and low-income population ranges from 17 to 36 percent. Furthermore, older adult percentages were approximately 17 percent and LEP proficiency was 0 percent population.

Existing US 20A within the proposed project area does not have pedestrian access in this primarily industrial area. Due to lack of access, there is minimal pedestrian activity in the proposed project area. No pedestrian



detours are planned during construction as also described in the Section 4(f) tab. The proposed new interchange will improve pedestrian access by adding a 10-foot wide walkway through the interchange area.

Public Meeting notifications in the form of fliers were posted at various community locations near the project area inviting the public to the public meeting held on February 22, 2018. Letters were sent to various community organizations within and near the project area to enable these groups to help inform Underserved Populations of the meeting to be held. Included in the letters were fliers for the organizations to display. Locations that received letters and flyers included:

- Maumee Watershed Methodist Church
- Heritage Church of God
- Father's House Church
- Pathway, Inc.
- Maumee Branch Library
- Walt Churchill's Market

No comments were received in regards to any impacts associated with the project upon Underserved Populations.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based upon the above findings an UPIAR is not required.

- **Census mapping can be found in the Project File under Underserved Populations/Project Information**
- **All documentation and correspondence 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)

Property owner letters were sent on November 14, 2014 and February 29, 2016 to notify property owners of the project and planned fieldwork associated with the project. The letters included project information and provided an opportunity for the public to comment on the project. No comments were received.

A Stakeholder Meeting was held on February 17, 2015 to introduce the I-475 study, describe the study process, introduce the preliminary alternatives. There were 17 people in attendance including representatives from the Lucas County TID, Lucas County Engineer's Office, ODOT, and other project team members. Based upon meeting discussions, some adjustments were made to the preliminary alternatives prior to the public meeting.

A Public Meeting was held on March 18, 2015. A meeting announcement was sent to stakeholders and adjacent property owners on March 4, 2015. A press release was also issued on March 4, 2015. The meeting was held at the Springfield Township Hall, 7617 Angola Road, Holland, Ohio. The purpose of the meeting was to present alternatives for new two interchanges at I-475 & US 20A; and I-475 & Dorr Street. There were 175 people in attendance at the Public Meeting representing city & township officials, residents, businesses, and the media.

The Lucas County Engineer periodically attends the routine ODOT project progress meetings and provides informal updates the Lucas County TID and Township during regular meetings.

Project Website was established within the ODOT District 2 website. Project information, public meeting information, and opportunities to comment are part of the website.

The Public Involvement Plan was approved by OES on December 8, 2017.

A Public Meeting was scheduled for January 18, 2018. Meeting announcements were sent to stakeholders and project area property owners on December 18, 2017. The meeting had to be rescheduled due to advertising errors.

A Public Meeting was held on February 22, 2018. A meeting announcement was sent to stakeholders and project area property owners with the rescheduled meeting information on January 16, 2018. A press release was issued on February 2, 2018. The meeting was held at the City of Maumee Council Chambers, 400 Conant Street, Maumee, Ohio. The purpose of the meeting was to present the preferred alternative and preliminary right-of-way impacts for the new I-475/US 20A interchange. There were 116 people in attendance at the meeting representing city & county officials, businesses, residents, media, and TMACOG (MPO).

Toledo Blade published an article 2-17-2018.

An ad was published in Toledo Blade 2-18-2018.



Channel 13 ABC and Channel 11 CBS ran news stories on meeting.

All public involvement materials can be found at *Project File\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.

Thirty-eight written comments were received at or following the March 18, 2015 public meeting that discussed this project at US20A and the proposed interchange at Dorr Street. Comments included support for both projects in general, questions related to schedule, project cost, supporting various alternatives, requesting sidewalks on Dorr Street, roadway sight distance on US 20A west of I-475, not in favor of either interchange, supporting avoidance of park impacts, needs details on projects likely to impact a business, consider creating alternative access for subdivision along Dorr, concern for noise impacts, property value impacts, rather have impacts to Saturn Cuba Park, not in favor of Dorr interchange will have negative effect on property, concern that Dorr was chosen to appease the University, will need sound barrier if trees removed along I-475, concern for left merging traffic, identified missing access to apartment complex, concern for widening of I-475 which is not part of this project, will need traffic signal at Dorr & Cuba, consider impacts to other roadways from this project, support of both interchange projects, concern for street lights that shine through second story windows, consider trees along Dorr where Joyce & Saturn currently connect, not in favor of US 20A interchange, need not demonstrated for Dorr interchange, local streets in the area need improvements more, concern that I-475 will need more lanes to handle traffic from new interchanges, and TransCanada provided details on pipelines in the area. In addition, Spartan Chemical located on US 20A west of I-475 had concerns related to acquisition of their property and changes to driveway accesses. ODOT responded to these comments and the comments will be considered during further project development. ODOT has met individually with Spartan Chemical to work out concerns.

Twenty-seven written comments were received at or following the February 22, 2018 public meeting for this project. Comments included support for project, complete the project as quickly as possible, the project is not needed use funding on US 23, want roundabout at US 20A & Strayer Road to handle increased traffic, too close to Salisbury Interchange, should improve Briarfield Blvd/Technology Dr. intersection, new interchange area should have upscale landscaping, not want new interchange too much truck traffic on US 20A now, in favor of project but US 20A needs access management plan, need to manage access to US 20A, and should place solar cells & mini turbines in interchange area to provide power for lighting. Promedica owns property through a trust opposite Spartan Chemical and would like to discuss access options related to changes in Spartan Chemical's access. There was also a comment related to the I-475/Dorr Street project.

ODOT responded to the written comments via mail or email depending upon what contact information was available on March 19, 2018. Due to the large number of comments related to the US 20A & Strayer Road intersection, ODOT will conduct a Traffic Study in April 2018. The study will determine future improvements. Other responses include: the Briarfield/Technology intersection will be improved as part of this project, managing new access along US 20A is important and will require coordination with multiple government entities, the US 23 project is fully funded and is being completed in stages, the new interchange



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meets current federal spacing & design standards, and upscale landscaping must be maintained by locals
ODOT does not have capability to do intensive landscape maintenance. ODOT will meet individually with
Promedica to discuss access options.

Are there any Environmental Commitments?

No



Permits

Waterway Permits

Are Waterway Permits required? Yes

Is the Waterway Permits Determination Complete? No

Army Corps of Engineers

Regional General Permit (RGP):

Nationwide Permit (NWP):

Section 404 Individual Permit:

Section 10 Permit:

Ohio EPA

Section 401 Water Quality Certification:

Level 1 General Isolated Wetland Permit:

Level 2 Individual Isolated Wetland Permit:

Level 3 individual Isolated Wetland Permit:

US Coast Guard

Section 9 Coordination:

Section 9 Bridge Permit:

ODNR

Shore Structure Permit : No

Remarks:

The Permit Determination Request will be completed after Stage 2 plans have been completed and submitted to ODOT-OES. The Permit will be obtained by ODOT prior to the start of construction. All special provisions will be included in the plans.

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 proposed improvements will result in greater than one acre of earth-disturbing construction activities that requires submittal of a Notice of Intent (NOI) to the OEPA requesting coverage under a National Pollutant Discharge Elimination System (NPDES) General Permit for storm water discharges.

Are there any environmental commitments?

No

Floodplains

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

No

Remarks:

Based upon review of the FEMA Flood Insurance Rate Map (FIRM) Community Panels 39029C0229E, 39029C0233E, & 39029C0237 by Lawhon & Associates, Inc. on February 9, 2017, the project is not located within any regulated floodplain. See Project File/Permits/Floodplains/FEMA FIRM.pdf

Are there any environmental commitments?

No

Landfills

Is a 2713 Permit required?

No

Remarks:

Based upon ESA studies conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No permit is required.

Are there any environmental commitments?

No



Environmental Commitments

General Project Information

1) ODOT shall ensure the proposed interchange at I-475 and US 20A will not open to traffic until the third lane on I-475 is constructed and in operation to ensure the US 20A interchange does not overburden operations on I-475. If a portion of the I-475 add lane project (LUC-475-0.09, PID 95875) is sold with this project, the project design engineer shall incorporate a note into the plans explaining that the Contractor shall not open any of the 475/20A interchange ramps until all six lanes of I-475 are constructed and open to traffic.

Noise

1) The Project Designer shall incorporate a plan note such as the following for the contractor to adhere to: All local noise ordinances must be followed, except if a waiver is obtained prior to the work commencing.

Ecological

1) 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 live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

2) The Project Designer shall incorporate a plan note such as the following into the plans: The project is located within the known habitat of the state endangered upland sandpiper. The habitat consists of developed open space, mowed grass, pastures, similar to grassy expanses of airports. The Contractor shall not conduct any work within the habitat between April 1 and July 31.

Section 4(f)

1) The Project Designer shall incorporate a note such as the following note into the plans: The sidepath along the west side of Briarfield Boulevard and Technology Drive is within public right of way and the Contractor shall maintain access to the sidepath at all times during construction activities.

Permits - Waterway Permits

1) The District 2 Environmental Coordinator shall obtain all appropriate waterway permits prior to any work below the Ordinary High Water Mark of any waterway and ensure that the Waterway Permit Special Provisions are attached to the project plans.



Environmental Document Level: D2
PID 99731 LUC IR 475 1.85 @20A Interchnge
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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
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Appendix

Noise

OES Approval - No Analysis Required.pdf

Air

OEPA Approval - Qualitative MSAT.pdf

Section 6(f)

LWCF Grant Listing.pdf

General

County Map.pdf

Project Study Area Map.pdf

Correspondence Related to Utility Coordination.pdf

FHWA Comments - IMS.pdf

Correspondence with Emergency and Public Services.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

Certified Traffic.pdf

Level of Service Data.pdf

OES Acceptance - Purpose and Need.pdf

Alternatives

OES Acceptance - Feasibility Study.pdf

ESA

OES Recommendations - Screening.pdf

OES Recommendations - Phase I.pdf

Cultural Resources

Section 106 Scoping Request Form.pdf

OES Scoping Guidance - Archaeology.pdf

OES Section 106 Effect Determination.pdf

Ecological

Coordination with USFWS - Tier II.pdf

ODNR Comments .pdf



Coordination with USFWS.pdf

Wetland Finding.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

USFWS Comments.pdf

Coordination with USACE.pdf

USACE Comments.pdf

Other Resources

Water Source Protection Area Map.pdf

Well Log Data.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Public Meeting Exhibits - 3-18-2015.pdf

Public Meeting Sign In Sheet - 3-18-2015.pdf

Public Meeting Exhibits - Diverging Diamond - 2-22-18.pdf

Public Meeting Exhibits - Maintenance of Traffic - 2-22-18.pdf

Public Meeting Exhibits - Project Overview - 2-22-18.pdf

Public Meeting Exhibits - Right-of-Way - 2-22-18.pdf

Public Meeting Notification - Newspaper.pdf

Public Involvement Plan.docx

Public Notification Mailing List - 2-22-2018 Meeting.pdf

Public Notification Mailing List - 2-22-2018 Meeting Flier.pdf

Property Owner Notification Letter.pdf

Press Releases 02-22-18.pdf

Press Release.pdf

Property Owner Notification Letter 2.pdf

Public Comments Received.pdf

Public Meeting Notification 2.pdf

Public Meeting Notification.pdf

Public Meeting Notification - Flier.pdf

Public Meeting Exhibits - February 2018.pdf



Approved: 5/25/2018

Public Notification Mailing List - March 2015.pdf

OES Approval - Public Involvement Plan.pdf

News Article.pdf

Stakeholder Meeting Minutes or Notes - 2015.pdf

Public Meeting Handouts - 2-22-2018.pdf

Response to Public Comments 2-22-18.pdf

Response to Public Comments.pdf

Public Comments Received 2-22-18.pdf

Public Meeting Notification - March 2015.pdf

Public Meeting Handouts - Comment Form 2-22-2018.pdf

Public Meeting Sign In Sheet 2-22-18.pdf

News Article 2-22-18.pdf

Permits

FEMA FIRM.pdf