



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

317 E. POE RD. • BOWLING GREEN, OH 43402 • 614-995-7902

Environmental Document

for

LUC IR 475/Dorr St Interchange PID 99737

Environmental Document Level: D3

Approved: 1/29/2018

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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:	D3
PID:	99737
Project Name:	LUC IR 475/Dorr St Interchange
Project Sponsor:	DISTRICT 2 PRODUCTION
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018MODID0028FDPE
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:	\$3,025,843.47
Right of Way:	\$5,700,798.00
Construction:	\$15,450,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The Lucas County Transportation Improvement District (LCTID), in cooperation with the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA), proposes to construct a new interchange on Interstate Route (IR) 475 at the existing Dorr Street underpass, in Toledo, Ohio within Springfield Township and Lucas County. The interchange will include multi-lane "teardrop" shaped roundabouts at both ramp intersections. The proposed project also includes corridor improvements along Dorr Street from McCord Road, west of the underpass, east to Holland-Sylvania Road. Dorr Street will be widened from its current two (2) lane configuration to five (5) lanes, with two (2) lanes in each direction, and a two-way center left turn lane. Also included in the project are new service roads for Dorr Street access located east and west of the new interchange. The interchange will provide complete access to and from IR 475 at Dorr Street. The construction of this new interchange will require completion of an Interchange Justification Study (IJS) and approval by FHWA. The IJS has yet to be submitted to FHWA.



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The proposed project will also include roadway reconstruction, earth grading and subgrade work, new storm sewers, drainage, utility relocations, traffic signal and traffic control installations, noise walls, earth retaining structures and a new parking lot for Cuba Saturn Park.

The project area is characterized as a relatively flat suburban setting with a mix of residential, retail and commercial uses. The eastern side of the project consists mostly of single-family residences, a retail area and gas station at the eastern end of Dorr Street, a public park on the south side of Dorr Street, and a nursery operation along the east side of IR 475 on the north side of Dorr Street. The western side of the project area consists of large apartment complexes, some single-family residences, a retail area and gas station at the western end of Dorr Street, and a soil/mulch operation along the west side of IR 475 on the north side of Dorr Street. The project will require one business relocation and eighteen residential relocations.

Limits of Proposed Work: I-475/Dorr St Interchange
Start (SLM): 7.21
End (SLM): 7.80
Total Work Length (Miles): 0.2
Roadway Character

Roadway Character

Route Number: IR00475

Functional Classification: Principal Arterial - Interstate (Urban)
Current Average Daily Traffic: 90100
Current Average Daily Traffic Year: 2021
Design Year Average Daily Traffic: 103710
Design Average Daily Traffic Year: 2041
Daily Hourly Volume: 9140
Truck %: 14
Setting: Urban
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	70	70
Legal Speed (MPH):	65	65
Number of Lanes:	4	6
Type of Lanes:	Asphalt	Asphalt
Pavement Width (ft):	12	12



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Shoulder Width (ft):	10	10
Median Width (ft):	84	40
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	Yes
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:

Construction of the interchange and improvements to Dorr Street can be substantially completed while keeping Dorr Street in service. Traffic access for local residents and businesses will be provided at all times. Two lanes of traffic, in each direction, will be maintained along IR 475 during construction activities. One directional lane of traffic will be maintained during construction. A short-term closure of Dorr Street, lasting approximately 60-90 days, will be required during construction of the interchange roundabouts. The planned detour for through traffic is approximately 3 miles and will utilize Holland Sylvania/Bancroft/McCord roads. The closure will be closely coordinated with local emergency, law enforcement, and school officials.

Initial coordination with local public services and agencies was made through public involvement activities and a project e-mail letter (December 12, 2017) from Jeff Lohse, Chief Design Engineer, Lucas County Transportation Improvement District. The public involvement portion of the project via use of notifications to local governmental agencies and officials with Press Releases of public meetings and decisions, notification letters of public meetings, direct mailings to property owners along the corridor, elected officials, and local governments, and through a public comment period.

The specifics of the Maintenance of Traffic (MOT) plans will be developed as detailed plans are completed with input from local officials

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



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

Are there any Environmental Commitments? Yes

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) No

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 61

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way: 41

Approximate acreage of Permanent Right-of-Way needed: 18.414

Approximate acreage of Temporary Right-of-Way needed: 4.241

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

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area No

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

Remarks:

Coordination with utilities has been initiated and Stage 1 Design Plans were provided to the identified utilities within the proposed project area with a request to review the plans to confirm the location accuracy of their facilities and provide comments.

The following utilities received the aforementioned correspondence on 1/13/16:

- Toledo Edison
- Columbia Gas
- Lucas County Sanitary Engineer
- AT&T
- Level 3 Communications



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- Independent Fiber Network
- Buckeye CableSystems
- Frontier
- City of Toledo, Division of Water Distribution
- City of Toledo, Department of Transportation
- City of Toledo, Commission of Engineering Services
- Great Lakes Comnet, Engineering Department

Responses were received from Buckeye Cable, City of Toledo Division of Water Distribution, and Columbia Gas. Coordination and correspondence will continue throughout the detailed design process as construction plans are finalized.

- **A copy of the correspondence can be found in the Project File under General/Right-of-Way and Utility Involvement**



Purpose & Need

Purpose & Need

Project History:

The City of Toledo is located in northwest Ohio along the banks of the Maumee River and is the fourth most populous city in the state. The University of Toledo and the healthcare industry are two of the biggest employers in the city and metropolitan areas. According to The Regional Growth Partnership (Northwest Ohio), ProMedica Health Systems is the largest employer in the Northwest Region with 14,465 employees. Mercy Health, located in Lucas County, has over 8,800 employees, while University of Toledo employs over 6,600 people in Lucas County. Additionally, Welltower is a Fortune 1000 Company whose corporate headquarters are located on Dorr Street approximately 2.5 miles east of IR 475.

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 expressway network in the region. The study analyzed two MIS corridors:

- IR 475 and US 23 from the IR 75/IR 475 system interchange in Perrysburg to the Michigan state line
- IR 475 and IR 75 from the IR 475/US 23 System Interchange to the IR 75/IR 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 IR 75 and IR 475, the MIS identified a high priority need for two new interchanges in the IR 475 corridor:

- US 20A (Maumee Western Road/Illinois Avenue)
- Dorr Street

In 2007, 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. The report discussed the overall widening of IR 475 to six lanes by adding a third through lane in each direction between US 24 (Anthony Wayne Trail) to US Route 20 (Central Avenue) and reconfirmed the need for new service interchanges along this segment of IR 475. The proposed widening of IR 475 is needed due to projected traffic demand and is not related to the proposed access points. The widening project is currently on the TMACOG *On the Move, 2015-2045 Transportation Plan (December 2016)* as a committed project for 2018. In its section related to Accessibility, *A Strategic Plan to Improve I-475* identified "safer and greater access from IR 475" for the University of Toledo, located on Dorr Street approximately 5 miles east of IR 475, as a component in support of its Long Range Facilities Master Plan goal of improving the campus corridor along Dorr Street. It also noted that TMACOG included a new Springfield Township interchange on IR 475 as a Priority Plan Project in the 2004 update of its 2025 Regional Transportation Plan.

The area between SR 2 and US 20 identified for improved interstate access in *A Strategic Plan to Improve I-475* includes land that is controlled by the City of Toledo, Springfield Township and Sylvania Township in Lucas County, Ohio. Interstate Route 475 acts as an informal boundary between the City and the Townships, with suburban development located on the west side of I-475 and urban development on the east side. Dorr Street extends east-west across the northern end of Springfield Township and is classified as a two lane Major Collector between the western township boundary and King Road, where it becomes a Minor Arterial for a 3-mile segment straddling IR 475. A half mile east of I-475, Dorr Street becomes a five lane roadway. At US Route 20 (Reynolds Road) inside the City of Toledo, Dorr Street becomes a Principal Arterial that terminates at Washington Street near IR 75 in Downtown Toledo.

Within the City of Toledo, communities served along the corridor include the University of Toledo (UT); the Dorr Street West Central Alliance comprised of four Community Development Corporations: Friendship New Vision (FNV), Ottawa Community Development Corporation (OCDC), Toledo Community Development Corporation (TCDC), and Organized Neighbors Yielding Excellence (ONYX); and the Dorr Street Corridor Coalition (DSCC). These entities worked together to create *The Dorr Street Corridor Vision Plan 2009* that defined common goals for



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issues related to land use, transportation, and community facilities in the Dorr Street Corridor between UT and Downtown. The plan was developed to address underutilization of the corridor that resulted from cultural upheaval and a Federal Urban Renewal Program in the 1970s and 1980s. Toledo City Council adopted the plan on December 21, 2010.

In that past five years, public roadway improvements in the general area of the Dorr Street corridor include the 2012 reconstruction and 3-lane widening of McCord Road from Regents Park Boulevard to Central Avenue, the 2013 Westwood Avenue Rebuild project, the 2014 Douglas Road Rebuild project, the 2014 Dorr Street Safety project, the 2014 Dorr Street & Centennial Road roundabout installation, the 2015 Dorr Street & King Road roundabout installation, the 2016 Dorr Street/Douglas Road intersection improvement project and the 2017 Bancroft Street Rebuild project. In 2021, Lucas County will be constructing a roundabout at the intersection of Dorr Street and McCord Road. Also in 2021, the City of Toledo will be improving Bancroft Street from the city limit at I-475 to Holland Sylvania Road and will be improving Holland Sylvania Road from Bancroft Road north to Elmer Drive.

Purpose Statement:

The purpose of the project is to improve interstate access for the communities served by Dorr Street, support local land use and development plans for the University of Toledo and local neighborhoods, and improve emergency services response time.

Need Element(s):

Access

Interstate access for the Dorr Street corridor is currently available via the US Route 20 (Central Avenue) and IR 475 interchange, which is located approximately 1.5 miles north of Dorr Street. This interchange was recently upgraded to a Single Point Urban Interchange (SPUI) to address congestion and safety issues. From the US Route 20 interchange, motorists can travel east on Central Avenue to Reynolds Road, where US Route 20 turns south towards Dorr Street. This route is approximately 2.25 miles long on a five lane Principal Arterial. Central Avenue serves a busy retail corridor both inside and outside the City of Toledo. Reynolds Road serves a number of home improvement/construction suppliers, office buildings and the ProMedica Wildwood campus near Central Avenue before transitioning to serving local retail strip shopping centers adjacent to residential neighborhoods south of Elmer Drive.

Other Interstate access for Dorr Street is available via the Secor Road and IR 475 interchange, located nearly 2.5 miles north of Dorr Street. Secor Road is a five lane Principal Arterial serving a retail corridor that extends approximately one mile south of the interstate before transitioning to a four lane Principal Arterial flanked by single-family homes. The four lane Principal Arterial ends at the intersection with Dorr Street at the western edge of the University of Toledo. From the south, IR 475 access is available four miles away at the SR 2 interchange travelling east to either Holland Sylvania Road or US 20 (Reynolds Road). Airport Highway (SR 2) is a five lane Principal Arterial serving a heavily developed retail corridor, Sylvania Holland Road is a three lane Minor Arterial serving a predominately residential area north of the Airport Highway retail area, and US Route 20 is a five lane Principal Arterial serving local strip shopping centers adjacent to residential neighborhoods.

- **Mapping can be found in the Project File under Purpose and Need/Project Information**

Improve EMS Response Times



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Springfield Township is located directly west of the City of Toledo and includes all of IR 475 between the Ohio Turnpike (IR 80/90) and Bancroft Street, north of Dorr Street. There is one interchange on IR 475 within the township, at Airport Highway (SR 2). The Fire Chief for the Springfield Township Fire Department provided documentation that average response time is 13 minutes to incidents on the IR 475/US23 corridor in the 4.5 miles between Airport Highway and Central Avenue; response times to incidents in the southbound lanes are substantially greater. The information provided indicates that response times would be reduced by 50% if there was a direct route to this area of IR 475.

- **Correspondence from the Springfield Township Fire Chief can be found in the Project File under Purpose and Need/Project Information**

Local Land Use and Development

A key component of the *Dorr Street Corridor Vision* is development of local businesses in the corridor to replace those lost during the turbulent 1970s and the Federal Urban Renewal Program that demolished deteriorating and vacant buildings. Since the plan was adopted in 2010, local business development has been mostly stagnant; one cause is the difficulty in accessing the supply chain and leveraging the benefit of the infrastructure available to other corridors in the city.

The University of Toledo's Dorr Street Campus Gateway, built in 2011-2012 at the corner of Dorr Street and Secor Road, is a focal point as the western entrance to the main campus. The goal is to encourage people interacting with the campus to utilize this gateway as a connection between the campus and the surrounding neighborhoods. This \$12M project was part of \$68M public private development on this Dorr Street corridor to support the University of Toledo Dorr Street Gateway to the campus. Additionally, the University of Toledo Foundation was recently gifted approximately 100 acres and two office buildings on the Welltower corporate campus on Dorr Street near Richards Road, located approximately 2.5 miles from IR 475. There are no specific plans for how the university will use this property, but improved access to the interstate will support a wide range of possibilities for expansion along Dorr Street to the west. Other recent investments by the university include a 2014 University of Toledo Streetscape project, a 2015 On Campus Student Housing project, and two 2015 Off Campus Student Housing projects, all of which total more than \$94M in investment.

Goals and Objectives:

N/A

Summary Statement:

The purpose of the project is to improve interstate access for the communities served by Dorr Street, support local land use and development plans for the University of Toledo and local neighborhoods, and improve emergency services response time.

The University of Toledo and the coalition of Community Development Corporations have provided a community vision outlining transportation and land development goals that would be supported by this project.



Logical Termini and Independent Utility:

The logical termini for this project have been defined as extending along IR 475, south to north, from the SR 2 interchange to the US 20 interchange and along Dorr Street from McCord Road to the west and Holland Sylvania Road to the east.

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



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative would maintain existing IR 475 access at US 20 (Central Avenue) to the north and SR 2 (Airport Highway) to the south, and the existing condition and roadway geometrics of Dorr Street with no improvements other than planned routine maintenance. Dorr Street would remain with two lanes in each direction with paved shoulders, graded slopes, and limited sidewalks through most of the proposed project area. The No Build alternative does not satisfy the P&N as it would not provide access to IR 475, improve roadway infrastructure along Dorr Street, improve response time for first responders, and support local land use and development.

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
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Double Roundabout Interchange	This alternative includes roundabouts at both exit ramp intersections with 100-foot inscribed diameters (ICD) positioned close to the existing IR 475 structures to minimize the footprint. The roundabouts carry two lanes of traffic in each direction through the interchange, tying into a widened Dorr Street (5 lanes) on the western and eastern sides of the interchange. Traffic exiting northbound IR 475 requires a single lane off ramp that widens to three lanes (a left turn only lane, a left/thru/right lane, and a right turn only lane) at the roundabout (ramp intersection). Both entrance ramps require two lanes. The two lane entrance ramps tapers to a single lane prior to merging with IR 475.	This Alternative was advanced as the preferred alternative	Yes
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Tight Urban Diamond Interchange (TUDI)	This alternative includes standard four-leg intersections at both ramp terminals. The ramps are closely spaced to create a small footprint. Single lane on ramps are provided and both off ramps require a single lane tapering to two lanes (left and right turn lanes) approaching the ramp intersections. Two lanes of traffic each way (four total) are provided between the ramp intersections on Dorr Street. Two lanes of traffic are required going away from the interchange. However, four lanes of traffic are required approaching the interchange, including right only turn lanes to access the IR 475 north and south on ramps.	This alternative was not selected as the preferred alternative due to high construction costs and less ability to efficiently and safely accommodate the design year traffic demands. The Double Roundabout alternative has eight conflict points at the ramp intersections compared to twenty-six conflict points for this alternative. Additionally, the Double Roundabout alternative virtually eliminates the angle and head-on crashes which are typically the most severe crashes.	No
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Discuss Reasons Alternative Identified as Preferred was selected:

Briefly discussed in the Feasibility Study are three widening alternatives for Dorr Street regarding property impacts and potential for development. The Dorr Street Widening to the North and the Dorr Street Symmetrical Widening were dismissed prior to the development of the interchange alternatives. The Hybrid Widening Alternative was selected as the Preferred Alternative and used in the development of the interchange alternatives. The Hybrid Alternative was determined that its impacts and acreage takes would have the least impact on actual parcel access and existing structures.

The selected Preferred Alternative is the Double Roundabout Interchange. As part of the decision making process, Lucas County Transportation Improvement District (LCTID) and ODOT evaluated the no-build and build alternatives based on the Purpose and Need, project stakeholders input, public input and the comparison of evaluation criteria as shown in Table 11-4 - Alternative



Comparison of the Feasibility Study. Evaluation criteria included safety, local street access, ability to promote future development, traffic operations, residential and business impacts, environmental impacts, and construction costs.

With fair to excellent evaluation criteria ratings and a construction cost estimate expected to be approximately \$3 million less than the TUDI, the Double Roundabout Interchange alternative addresses the project needs and goals to a higher level than the TUDI alternative and the No Build alternative. The lower anticipated construction cost of the potential alternatives, the ability to handle the proposed traffic demand better than the other alternatives, and the anticipated higher level of safety of this alternative as compared to the other alternatives are the primary reasons behind this selection. The anticipated right of way impacts associated with each alternative studied were determined to be essentially the same.

- **The Feasibility Study can be found in the Project File under Alternatives/Reports, and includes Table 11-4**



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	Yes
Quantitative MSAT prepared	Yes
OES Concurrence Date	09/11/2017
OEPA Approval Date	11/29/2017

Remarks:

A Qualitative Mobile Source Air Toxics (MSAT) Analysis dated September 2017, was prepared by Burton Planning Services, LLC. On November 29, 2017, the Ohio Environmental Protection Agency (OEPA) determined the proposed project qualifies as a project of "Low Potential for Meaningful MSAT Effects". This determination was made in accordance with the Federal Highway Administrations (FHWA) *Interim Guidance Update on MSATs in NEPA (October 18, 2016)*.

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

Particulate Matter 2.5 (PM2.5)

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

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

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

Carbon (CO)



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

Ozone

The proposed project is in an Ozone non-attainment or maintenance area No

The proposed project is listed on the TIP Yes

Remarks:

Lucas County is designated as being in attainment for Ozone. Furthermore, the proposed project is listed on the STIP (#2018MODID0028FDPE) and TIP. Therefore, ozone is addressed.

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

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	Yes
ODOT Approval Date	01/11/2018
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	No
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	Yes
The proposed project negatively affects shielding of an existing roadway	Yes
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	Yes
All noise attenuation measures were considered and are consistent with existing policy	Yes
Noise barriers proposed	Yes
The proposed project impacts identified NSAs	Yes

Impacted Noise Sensitive Areas (NSAs)

NSA ID	Name	Address or Location	Qualify for barriers
NSA 1	NSA 1	East side of I-475, Between Hill Avenue and Dorr Street	Yes
NSA 2	NSA 2	West side of I-475, Between Hill Avenue and Dorr Street	Yes
NSA 3	NSA 3	West of N McCord Road, Along south side of Dorr Street	No
NSA 4	NSA 4	West of N McCord Road, Along north side of Dorr Street	No
NSA 5	NSA 5	North of Dorr Street, Along west side of N McCord Road	No



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NSA 6	NSA 6	East of N McCord Road, Along south side of Dorr Street	No
NSA 7	NSA 7	Northeast of Dorr Street and N McCord Road	Yes
NSA 8	NSA 8	West of N Holland Sylvania Road, Along south side of Dorr Street	No
NSA 9	NSA 9	East of N Holland Sylvania Road, Along south side of Dorr Street	No
NSA 10	NSA 10	West of N Holland Sylvania Road, Along north side of Dorr Street	No
NSA 11	NSA 11	East of N Holland Sylvania Road, Along north side of Dorr Street	No

Remarks:

A Noise Analysis Report was prepared by Burton Planning Services, LLC in accordance with 23 CFR 772 and ODOT's Noise Manual using FHWA Traffic Noise Modeling (TNM) Version 2.5. Noise sensitive land uses within 500 feet of the proposed Build Alternative were modeled for the existing year (2017), design-year No-Build Alternative (2041), and the design-year Build Alternative (2041). A total of 950 noise sensitive dwelling units and six undeveloped areas were identified. Most of the noise sensitive land uses were multi-family residences (565), single-family residences (383) along with one daycare and one place of worship, and two recreational areas connected to the multi-family complexes. The sites were grouped into the 11 noise sensitive areas (NSAs).

The 2017 modeled noise levels ranged from 47.9 dBA to 74.3 dBA with an average of 58.9 dBA. For the Build Alternative, the TNM model predicted noise levels ranging from 51.0 dBA to 75.9 dBA with an average of 60.5 dBA. The differences between the 2017 Existing and 2041 Build Alternative modeled results ranged from -0.7 dBA to 8.1 dBA. On average, the 2041 Build Alternative will increase noise levels in the study area by 1.6 dBA. Of the 950 noise sensitive dwelling units, the noise model indicates that 119 (13%) will experience a decibel level above their respective NAC thresholds in 2041, and zero will experience a 10-dBA or greater increase from 2017 to 2041. In comparison between No-Build and Build Alternatives in 2041, the Build Alternative will increase the noise levels by 0.6 dBA on average.

After consideration of all noise abatement alternatives for impacted receptors, the results include:

- There are 119 impacted noise sensitive dwelling units in the existing year, which is 13 percent of the total modeled dwelling units.
- A barrier analysis to evaluate noise barrier feasibility and reasonableness was conducted for three locations (see Exhibits 7, 8, 9, and 10):
 - NSA 1/Barrier 11 (EOS/Near EOS): East side of I-475, Between Hill Avenue and Dorr Street
☐ 3 Alternatives
 - NSA 2/Barrier 12 (EOS/Near EOS/ROW): West side of I-475, Between Nebraska Avenue and Dorr Street
☐ 5 Alternatives
 - NSA 7/Barrier 13 (ROW): North side of Dorr Street, Between N McCord Road and the eastern driveway for Wood Ridge Apartments



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☐ 3 Alternatives

- NSAs 3, 4, 5, 6, 8, 9, and 10 were not evaluated for a barrier because of either a lack of impacts and/or the presence of driveways preventing the consideration of a noise barrier.

The results of the barrier analysis show that three of the barriers were both feasible and reasonable - Barriers 11, 12, and 13 (see Exhibits 11, 12, and 13 of Noise Analysis Report). Therefore, after coordination with ODOT, the recommended barrier alternatives include:

- Barrier 11, Alternative 3: lowest cost alternative while still mitigating most of the noise sensitive land uses.
 - Barrier 12, Alternative 3 or 5: Alternative 5 (short berm focused on Nebraska Avenue) is recommended if it can be designed to fit in the available right-of-way or as a small-height berm if the taller berm does not fit. If a berm does not fit, then Alternative 3 (short wall focused on Nebraska Avenue) is recommended if it is considered with Barrier 11 for feasibility and reasonableness because the Nebraska Avenue neighborhood was bisected by I-475 so is continuous on either side of the interstate.
 - Barrier 13, Alternative 2 or 3: Alternative 3 (berm) is recommended if it can be designed to fit in the available right-of-way because it would fit in better aesthetically in the residential area; Alternative 2 (wall) is recommended if the berm does not fit because it is a lower cost than Alternative 1 (wall) while still mitigating most of the noise sensitive land uses.
-
- **The Noise Analysis can be found in the Project File under Noise/Reports**
 - **The ODOT-OES correspondence can be found in the Project File under Noise/Coordination/OES Approval - Noise Analysis**

Environmental Commitments

Are there any environmental commitments?

Yes



ESA

Does the project require any Permanent ROW or Easement?: Yes

ESA

ESA Screening Report was completed by District Staff Yes

Date when It was completed 08/07/2017

Date of ESA Screening IOC from OES: 10/16/2017

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?
Auto Connections Brake and Muffler Shops (Site 68)	5887 Dorr Street	No	No	Yes

Remarks:

An ESA Screening dated August 2017 was prepared by Mannik & Smith Group, Inc., in accordance with ODOT's Office of Environmental Services (ODOT-OES) 2009 Guidance. Based upon the results of the Screening and preliminary project plans, it was determined by ODOT-OES ESA Staff on October 16, 2017, that:

1. A Phase I ESA is not warranted for Site 100 (McCord Market Place - 6704 Dorr Street) and Site 101 (Circle K - 6775 Dorr Street) as these sites are no longer within the proposed project limits
2. A plan note for Petroleum Contaminated Soils (PCS) is not warranted for Site 66 (Circle K - 1235 Holland-Sylvania Road), Site 67 (Euro Plus Autohaus - 5902 Dorr Street), and Site 69 (Family Video - 5886 Dorr Street) based on review of BUSTR files which did not indicate these sites have soils that are above the BUSTR re-use levels
3. A PCS Plan Note is warranted for Site 68 (Auto Connections Brake and Muffler Shops - 5887 Dorr Street) based on its former use as a gas and service station, review of BUSTR files that did not indicate removal of Underground Storage Tanks (UST) from the site, and the limited amount of right-of-way (ROW) to be acquired for the project

- A copy of the Screening can be found in the Project File under ESA/Reports/Screening
- The ODOT-OES correspondence can be found in the Project File under ESA/Coordination/OES Recommendations- Screening

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



Cultural Resources

Cultural Properties Present

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

Efforts to identify Historic Properties included literature reviews and field investigations in accordance to ODOT's Guidance Manuals. The Area of Potential Effect (APE) was defined by the ODOT-OES Cultural Resource Staff as the preliminary project area that included an area of sufficient geographical size to include all feasible alternatives, and associated impacts.

The initial cultural resource investigation efforts conducted on the APE included:

1. Section 106 Request for Review (December 2014, Lawhon & Associates, Inc.)
2. Phase I History/Architecture Survey Report (May 2015, Lawhon & Associates, Inc.)

In 2017, Stage 1 Design Plans and construction limits were developed and the APE was refined to include a larger project area that was based on construction limits and proposed right-of-way requirements. The archaeological investigations were in accordance with guidance provided by OES Cultural Resources Staff on July 31, 2015 and September 1, 2017.

Cultural resources investigations for the revised APE included:

1. Section 106 Scoping Request Form (August 2017, Mannik & Smith Group, Inc.)
 2. Phase I Archaeology Survey Report (November 2017, Mannik & Smith Group, Inc.)
- **The Section 106 Request for Review and Scoping Request Form can be found in the Project File under Cultural Resources/Project Information**
 - **The Phase I History/Architecture Survey Report and Archaeology Report 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:

12/08/2017

Remarks:

In correspondence dated December 8, 2017, the ODOT-OES Cultural Resources Staff determined a finding of "No Historic Properties Affected" was applicable in accordance with Stipulation V(C)(2) of the *Section 106 Programmatic Agreement* executed November 8, 2017 (Agreement No. 19319) based on the following:

- Two outbuildings located at 6560 Dorr Street (Parcel 10-#6545844) are not listed on or eligible for listing on the National Register of Historic Places (NRHP) and no further research is warranted on the property
- A Phase History I Architecture Survey was previously coordinated in correspondence dated October 2, 2017, which indicated no history architecture properties within the APE were listed or eligible for listing in the NRHP and no further history/architecture investigations are warranted
- The project area was visually assessed for ground disturbance and potentially intact areas were subjected to subsurface testing. Historic archaeological sites 33LU0875 and 33LU0876 were identified and are not considered



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eligible for listing on the National Register of Historic Places due to their modern, common, and disturbed natures. No further archaeological investigations are warranted.

This completes the Section 106 review and no further cultural resource investigations are required. No comments or objections were received from the Ohio's State Historic Preservation Office (SHPO) during the 15-day review and comment period that that period ended on December 24, 2017.

- **The ODOT-OES Correspondence 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

History/Architecture Adverse Effect

Environmental Commitments

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 12/06/2017

Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? No

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A	2	Non-Isolated	1.0	0.05
Wetland B	2	Isolated	0.05	0.05

Est. Total Size (Acres) of for Project: 1.05

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

Total Acres of Non-Isolated Wetlands impacted: 0.05

Total Acres of Isolated Wetlands impacted: 0.05

Remarks:

A Level 2 Ecological Survey Report (ESR) dated December 6, 2017, was prepared by the Mannik & Smith Group, based on field investigations conducted in May, June, July and September 2017. Based on the results of the ESR, one non-isolated wetland and one isolated wetland were identified within the proposed project area. The wetland impact acreages from the table above reflect totals based on Stage 1 Design Plans and the alignment/construction footprint of the proposed project. A total of 0.509 acre of Category 2 (moderate quality) wetlands were identified in the proposed project area. Construction of the proposed project will result in permanent impacts to 0.1 acre of wetlands. Based on impacts to wetlands, a Wetland Finding was prepared to illustrate no other alternatives that avoid impacts to wetlands are feasible.

- The Level 2 ESR can be found in the Project File under Ecological/Reports
- The Wetland Finding can be found in the Project File under Ecological/Project File

Streams & Rivers



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	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	414	N/A	Limited Resource Water (LRW)
Stream 2	83	N/A	Limited Resource Water (LRW)
Stream 3	115	N/A	Limited Resource Water (LRW)

Total Linear feet Impacted:

612

Remarks:

Based on the results of the Level 2 ESR, three streams (Streams 1-3) are located in the proposed project area. The proposed project will permanently impact approximately 612 feet of the streams. Streams 1 through 3 are Limited Resource Waters (LRW). The impacts are anticipated to consist of culvert lengthening, channel relocation, the addition of Rock Channel Protection (RCP) or a concrete pad at the inlets and outlets of the culverts.

Other Surface Waters

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

Remarks:

Based on the results of the Level 2 ESR, six ponds and one non-jurisdictional conveyance are located in the proposed project area. The proposed project will not impact any ponds or retention/detention basins.

Terrestrial Habitat

Present:

Impacted:



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Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

Based on the results of the Level 2 ESR, terrestrial habitat in the proposed project area consists of vegetative communities that experience intermediate to extreme levels of disturbance. The following vegetative communities and land cover were identified within the proposed project area: Developed Open Space, Developed Low Intensity, Developed Medium Intensity, Developed High Intensity and Upland Forest. The proposed project will result in no impacts to high quality communities.

Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	Yes
Federal Species/habitat found within the project area?	Yes	Yes
Within the known range of a State Species?	Yes	Yes
State Species/habitat found within the project area?	Yes	Yes

Remarks:

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

The proposed project is within the known range of ten (10) federally listed species and six (6) state listed species were observed within or known to be within one mile of the proposed project area.

The proposed project is within the known summer breeding range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). ODOT has determined the proposed project *may affect but is not likely to adversely affect* the Indiana bat and northern long-eared bat.

In addition to the Indiana and northern long-eared bat, the proposed project lies within the known range of the rufa red knot (*Calidris canutus rufa*, PT), Karner blue butterfly (*Lycaeides melissa samuelis*, E), piping plover (*Charadrius melodus*, E), bald eagle (*Haliaeetus leucocephalus*), eastern prairie fringe orchid (*Platanthera leucophaea*, T), eastern massasauga (*Sistrurus catenatus*, C), Kirtland's warbler (*Dendroica kirtlandii*, E) and rayed bean (*Villosa fabalis*, E). ODOT has determined the proposed project will have no effect on the aforementioned species.

Review of ODNR's Ohio Natural Heritage Database revealed potentially threatened wild lupine (*Lupinus perennis*), state endangered sweetfern (*Comptonia peregrina*), state endangered soapwort gentian (*Gentiana saponaria*), potentially threatened scaly blazing-star (*Liatris squarrosa*), potentially threatened hairy pinweed (*Lechea villosa*) and potentially threatened prairie rattlesnake-root (*Prenanthes racemosa*) within a one mile radius of the proposed project area. Populations of sweetfern (*Comptonia peregrina*, E), soapwort gentian (*Gentiana saponaria*, E), and scaly blazing-star (*Liatris squarrosa*, PT) were found within the study area where Ohio Natural Heritage Database has recorded occurrences of these species. The project will have direct impacts to at least 30 individuals of sweetfern (*Comptonia peregrina*) and 50 individuals of soapwort gentian (*Gentiana saponaria*). DNAP is requesting a plant rescue and relocation occur prior to construction to minimize impacts to state listed plant species.



Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	12/26/2017
United States Fish and Wildlife Service (USFWS):	Yes	12/28/2017
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:

Based on coordination with the USFWS and ODNR, specific comments regarding wetland and stream impacts were not provided by either agency.

The USFWS concurred with ODOT that the proposed project **may affect but is not likely to adversely affect** the Indiana bat and northern long-eared bat. All tree clearing for this project must be conducted only between October 1 and March 31. In addition, the proposed project will have **no effect** on the Kirtland's warbler (*Setophaga kirtlandii*), piping plover (*Charadrius melodus*), karner blue butterfly (*Lycaeides Melissa samuelis*), rayed bean mussel (*Villosa fabalis*), eastern prairie fringed orchid (*Platanthera leucophaea*), rufa red knot (*Calidris canutus rufa*), eastern massasauga (*Sistrurus catenatus*) and bald eagle (*Haliaeetus leucocephalus*).

According to the ODNR Division of Wildlife, the proposed project is not likely to impact the snuffbox (*Epioblasma triquetra*), eastern pondmussel (*Ligumia nasuta*), rayed bean (*Villosa fabalis*), pondhorn (*Uniomerus tetralasmus*), black sandshell (*Ligumia recta*), fawnsfoot (*Truncilla donaciformis*), threehorn wartback (*Obliquaria reflexa*), Blanding's turtle (*Emydoidea blandingii*), spotted turtle (*Clemmys guttata*), Kirtland's snake (*Clonophis kirtlandii*), blue-spotted salamander (*Ambystoma laterale*), piping plover (*Charadrius melodus*), American bittern (*Botaurus lentiginosus*), black tern (*Chlidonias niger*), common tern (*Sterna hirundo*), king rail (*Rallus elegans*), cattle egret (*Bubulcus ibis*), lark sparrow (*Chondestes grammacus*) and upland sandpiper (*Bartramia longicauda*). The proposed project will have direct impacts to at least 30 individuals of sweetfern (*Comptonia peregrine*) and 50 individuals of soapwort gentian (*Gentiana saponaria*). Based on these impacts, the ODNR-Division of Natural Areas and Preserves (DNAP) requested that a plant rescue and relocation occur prior to construction to minimize impacts to state listed plant species.

- **All agency coordination and correspondence can be found in the Project File under Ecological/Coordination**

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.

- Mapping 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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A review of OEPA's Division of Drinking and Ground Water's GIS database (Drinking Water Source Protection Areas)and ODNR's Division of Water Resources GIS database were conducted in February and November of 2017. No sole source aquifers, source water protection areas, or residential wells were present within or adjacent to the proposed project area.

No additional research or coordination is required as there are no drinking water sources within the proposed project limits.

- **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 Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? No

Date concurrence received: 01/05/2018

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

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Cuba Saturn Park	Publicly owned Park	0.166	0.048	De Minimis	01/17/2018

Remarks:

Cuba-Saturn Park is located within the proposed project area at 6300 Dorr Street. The park, which is owned and maintained by the City of Toledo, is comprised of green space (trees and open lawn areas) that totals 5.2103 acres. The park contains no recreational facilities (trails, athletic fields, basketball courts, picnic shelters, picnic tables, etc.) and no formal programmed use or activities (league play, tournaments and/or organized practices) occur.

The proposed project will require the acquisition of approximately 0.1658 acres of permanent right-of-way and 0.0475 acres of temporary right-of-way from the park to accommodate construction of the connector road and parking lot. The parking lot will include seven (7) spaces, including one (1) designated handicap parking space, and will be located on a lot adjacent to the park that is currently residential (6303 Dorr Street). The parking lot will be constructed within the new connector road right-of-way, which will be acquired in the name of the City of Toledo.

The remaining 0.0933 acre of the parcel of 6303 Dorr Street not used for the parking lot or connector road will be transferred to the City of Toledo for incorporation into Cuba Saturn Park using ODOT's right-of-way acquisition process. Park access from Dorr Street will be temporarily restricted for the duration of construction, however, access will be maintained via other existing access points at Joanne Place, Calla Lane, and Cuba Street.



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The Section 4(f) Determination Request Form can be found in the Project Folder under Section 4(f)/Coordination/OES
Section 4(f) Determination.pdf.

Are there any environmental commitments?

Yes



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based on review of the U.S Department of the Interior's Land and Water Conservation Fund website (<http://waso-lwcf.ncrc.nps.gov/public/index.cfm>) by The Mannik & Smith Group, Inc. in February 2017, the listing of LWCF properties for Lucas County did not indicate these type of properties were identified within the proposed project area.

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

Are there any environmental commitments?

No



Community Impacts

Community Impacts

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

Yes

Remarks:

The proposed project, as planned, is designed to comply with local zoning, comprehensive plans and development patterns within the region. The proposed project will enhance system linkage to support local area transportation goals, local land use and development plans for the University of Toledo, and local neighborhoods as defined in the *Dorr Street Corridor Vision*. Furthermore, the proposed project is included in the Toledo Metropolitan Area Council of Governments (TMACOG) 2045 Long Range Transportation Plan.

- **The Dorr Street Corridor Vision can be found in the Project File under Purpose and Need/Project Information**
- **Local and regional plans can be found in the Project File under Purpose and Need/Project Information/TMACOG On The Move 2015 2045 Transportation Plan**
- **Zoning Maps can be found in the Project File under Community Impacts/Project Information/Existing Land Use or Zoning Map**

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

No

Remarks:

The proposed project will enhance community cohesion by improving interstate access for the communities served by Dorr Street and system-linkage to support the local area transportation network. The proposed project will include a new IR 475 interchange at Dorr Street, an access road to maintain Joyce Lane and Saturn Drive with a direct connection to Dorr Street, and a pedestrian facility along Dorr Street. This will enhance access to the area surrounding the University of Toledo and improve safety for motorists and pedestrians/bicyclists.

There are currently no bike or pedestrian facilities between McCord Road and Bedford Woods Drive/Brooklyn Park East, but are present further away from the project area than those locations. There are no pedestrian facilities under IR 475; however there is a large shoulder that could be used by pedestrians. There have been no studies, but there are no physical indications that pedestrians are using the area. There will be pedestrian facilities along Dorr Street after the project has been constructed.

Cuba Saturn Park is located along the south-side of Dorr Street, east of IR 475 and does not have sidewalks or vehicle parking. Park access is limited to those in the immediate vicinity of the park that can walk to it using the local streets. The project will provide a 7-space parking lot and sidewalk accessibility along the north boundary of the park.

- **System Linkage mapping can be found in the Project File under Purpose and Need/Project Information**
- **The TMACOG sidewalk and bicycle facility maps can be found in the Project File under Community Impacts/Project Information/Existing Land Use or Zoning Map 2**

Will the proposed action result in indirect or cumulative impacts?

No



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Remarks:

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

If changes are made to the project design and alternatives, then the project may need to be re-examined to see if this evaluation is sufficient.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities?

No

Remarks:

No substantial impacts are anticipated, as the current roadway network will remain open during the majority of construction activities associated with the interchange and roadway improvements to ensure impacts are minimal to traffic, utilities, public services, school transportation, pedestrian/bicyclists, emergency services, religious institutions, and fire/police services. The improved IR 475/Dorr Street interchange and Dorr Street will provide positive benefits to the health of the community through better interstate access and enhanced system linkages for the communities served by Dorr Street. The proposed project will also support local land uses and development plans for the University of Toledo, enhance emergency service and fire response times, and provide a new pedestrian/bike facility along Dorr Street and improved accessibility to Cuba Saturn Park.

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

Yes

Number of Displacements

Residences:

18

Businesses:

1

Institutions:

0

Farms:

0

Remarks:

The proposed project will displace one business and 18 residential properties along Dorr Street. No existing institutions or farms will be displaced. The Stage 1 Design Plans were refined to minimize impacts on actual parcel access, existing structures and number or relocations. The Ohio Department of Transportation (ODOT) has been and will continue to assist business and residential property owners in the coordination of project impacts. All relocations and property acquisitions will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (Uniform Relocation Act) (P. L. 91-646). There is an adequate number of available Decent, Safe and Sanitary (DS&S) housing units throughout the surrounding project area for displaced residential occupants and tenants. Residents are anticipated to be able to continue living in the area, if they choose.



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Are there any Environmental Commitments?

No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950085003	57	74
390950085004	17	32
390950086001	24	38
390950086004	14	46
390950087004	28	53
390950087005	41	58

Are Underserved Populations located within and/or adjacent to the proposed project area?	Yes
Are there any relocations?	Yes
Are there residential relocation(s)?	Yes
Is Housing of Last Resort anticipated?	No
Are there business relocations?	Yes
Will any businesses primarily serving an Underserved Population be relocated as part of the proposed project?	No
Will there be any job loss for an Underserved Population as a result of the business relocation?	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



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Remarks:

Based on review of Census Mapping, the Minority Population ranged from 14% to 41% and the Low-Income Population ranged from 32% to 58 % within the Census Block Groups located within the proposed project area. Census Block Groups 390950085003 and 390950086001 are immediately adjacent to the eastern terminus of the proposed project area. The surrounding area is urban residential and commercial. Pedestrian access will be closed during construction, however, there are no dedicated pedestrian facilities in the majority of the proposed project area. Pedestrian facilities will be constructed along Dorr Street as part of the proposed project. Maintenance of traffic during construction and post-construction sidewalks (pedestrian access) were included in the public meeting handout and displays. No comments were received on the topic.

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

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 Underserved Populations Impact Analysis Report (UPIAR) is not required.

- **Census mapping can be found in the Project File under Underserved Populations/Project Information**

Are there any Environmental Commitments?

No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

Public involvement activities were conducted in accordance with the Public Involvement Plan (updated July 2017). The Public Involvement Plan built on the public involvement that was conducted during TMACOG's Expressway Needs Study Major Investment Study (MIS) 2002 and the ODOT prepared the IR 475 - A Strategic Plan to Improve IR 475 report prepared in 2007.

Public involvement activities included open-house public meetings, project website with link on the ODOT District 2 Website, newspaper articles, community notices. Underserved Populations were involved and offered an opportunity to comment on the project through the LCTID project website, public meetings, a series of directly mailed letters to property owners, residents, and business within the project study area, and to project stakeholders, local governmental officials, and local organizations. No comments were received or issues raised concerning the project's impacts to Underserved Populations as a result of the direct mailings, LCTID project website, media coverage, and two public meetings.

Public Involvement - 2015

- Stakeholder Meeting - February 17, 2015 at the Springfield Township Hall; provided status update on interchange studies and obtained feedback from the LCTID on developed alternatives
- Public Meeting - March 18, 2015 at the Springfield Township Hall; provided status update on interchange studies and obtained feedback from the public on developed alternatives

Public Involvement - 2016

- Property Owner Notification Letters - October 18, 2016; informed property owners, business owners, and tenants of the project status, the need for right-of-entry onto the properties, and provided lead agency contact information and how to provide comments

Public Involvement - 2017

- Property Owner Notification Letter - May 12, 2017; informed property owners, business owners, and tenants of the project status, the need for right-of-entry onto the properties, and provided lead agency contact information and how to provide comments
- Press Release - November 28, 2017; notification of December 14, 2017 public meeting to approximately 12 local printed and television media outlets in the Toledo area, which included contact information
- Public Meeting Notification Letter - November 17, 2017; informed property owners, business owners, and tenants of the December 14, 2017 Open-House Public Meeting at the Springfield Township Hall, which included information on how to submit questions and comments on the project



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- *WTVG Channel 13 News* broadcast and on-line - November 21, 2017; provide information on project funding
- Public Meeting Notification Letter - December 4, 2017; notifying property owner, business owner and/or tenant that were not included in the November 17, 2017 letter due to changes in ownership, delivery issues, returned mail, or other reasons. The letter informed the recipient of the December 14, 2017 Public Meeting and included information on how to submit questions and comments on the project
- E-mail Notification - December 11, 2017; notified TMACOG of the December 14, 2017 Public Meeting and included information on how to submit questions and comments on the project
- Local School Official and Public Safety Agency E-mail - December 12, 2017; provided status of the project, solicited comments or questions, and provided notification of the December 14, 2017 Public Meeting
- *WTVG Channel 13 News* broadcast and on-line - December 12, 2017; provided information on project and the open-house public meeting
- Public Meeting - December 14, 2017 at the Springfield Township Hall ; provided status update on the refined Preferred Alternatives for Dorr Street widening and Dorr Street Interchange, and obtained feedback from the public on the preferred alternative
- *Toledo Blade* Article - December 12, 2017; provided information about the open-house public meeting and 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.

2015 Public Comments Summary:

A stakeholders meeting was held on Feb. 17, 2015 at the Springfield Township Hall, Holland, Ohio to introduce the project to the stakeholders. Based on the stakeholder comments, alternatives were refined and the LCTID determined which alternatives to carry to the public meeting. A total of 17 stakeholders attended the meeting. During this meeting, several questions were asked regarding the project and some stakeholders expressed their preferences regarding the interchange type. Following the stakeholder meeting, a public meeting was held March 18, 2015 at the Springfield Township Hall; 175 people attended the public meeting. The Public Involvement Plan outlined methods to announce the meeting including canvassing the neighborhoods within project study area with door hangers. Based on the turnout at the public meeting, the methods used to announce the meeting seemed successful. The plurality of comments from the public were directed toward property acquisition and neighborhood street relocations/access modification at Dorr St. Based on the comments, a preferred alternative interchange Double Roundabout Interchange was recommended in the Feasibility Study.

2017-2018 Public Comments Summary:

A second public meeting was held for the project on December 14, 2017 at the Springfield Township Hall in Holland, Ohio; 128 people attended the open-house public meeting. Comments on the project have been received from the public through phone calls, e-mails, and comments forms. Public comments received focused on property and neighborhood accessibility and improved access; noise impacts/studies; impacts to property values; property acquisition; maintenance of traffic; traffic signal requests; and fiscal justification. While there was overall support for the project, there were some comments in opposition of the project focusing on change, fiscal responsibility, and increased traffic.

The LCTID directly responded to all public comments either by letter, e-mail, or verbally, depending on how the comments were received. Responses provided and/or shared the requested information; thanked the



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individual; indicated the location of the project website; or indicated that their concern was being addressed by or forwarded to the appropriate agency (LCTID, ODOT, etc.).

Copies of the Public Involvement Plan, materials presented at the public meetings, mailings, media coverage, website information, public comments received and responses are included 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? 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:

A Waterway Permits Determination Request will be submitted to the ODOT-OES Waterway Permits Unit (WPU) upon completion of Stage 2 Design Plans. It is anticipated the proposed project will impact three streams and two wetlands in order to facilitate construction activities associated with culvert extensions and grading. Once the construction limits have been defined in Stage 2 Design Plans, the impacts may be refined or reduced, and impacts to aquatic resources may be reduced but will not exceed those included in the Level I ESR.

Are there any environmental commitments? Yes

Storm Water Permits



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NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

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

Are there any environmental commitments? Yes

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 11/16/2017

Remarks:

The Statement of Findings is complete. The Letter of Notification (Form LD-52), Letter of Compliance (Form LD-51), Hydraulic Calculations, and No-Rise Certifications (Form LD-50) shall be completed prior to the start of construction.

Are there any environmental commitments? Yes

Landfills

Is a 2713 Permit required? No

Remarks:

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

Are there any environmental commitments? No



Environmental Commitments

General Project Information

1) The northern portion of the LUC-IR 475-0.09 (PID 95875) widening project is being sold with this project (PID 99737) and will be constructed under one contract. Therefore, the Project Designer shall incorporate the following note into the plans: The Contractor shall ensure all 6 lanes (3 in each direction) of mainline IR 475 are constructed and opened to traffic prior to the opening of the Dorr Street Interchange ramps.

Noise

1) Prior to Plan Package submittal, the Lucas County Transportation Improvement District (LCTID) shall conduct Noise Public Involvement to determine the neighborhoods' desire, color, and texture of the noise walls.

2) The Project Designer shall incorporate a plan note such as the following for the contractor to adhere to: The contractor shall provide the noise wall shop drawings to the Project Engineer who shall provide them to Noel Alcalá in the Office of Environmental Services for review and approval a minimum of 30 days prior to manufacturing the noise walls.

3) 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.

4) The Project Designer shall ensure the noise wall designs are incorporated fully into the plans and provide the Stage 3 plans and Tracings of the Noise Barrier Construction Plans to Noel Alcalá in the Office of Environmental Services for review and approval prior to submitting the plan package.

ESA

1) The Project Designer shall incorporate a Petroleum Contaminated Soil (PCS) note into the project plans for Site 68 (Auto Connections Brake and Muffler Shops - 5887 Dorr Street).

Ecological

1) With the assistance provided by ODNR-DNAP staff, the Ecological Staff of ODOT-OES will attempt to relocate individuals of the state endangered Sweetfern, *Comptonia preregina*, Soapwort Gentian, and *Gentiana saponaria*, to a suitable location outside the proposed project, as identified by ODNR-DNAP, prior to the start of construction activities. Coordination efforts between ODOT-OES and Mike Pettegrew (ODNR-ODOT Program Manager, (614) 265-6387, mike.pettegrew@dnr.state.oh.us) will commence in advance of construction activities to arrange for the plant relocation effort. Upon advance notice, Mr. Pettegrew will coordinate the plant relocation effort internally at ODNR with the DNAP Chief Botanist, Rick Gardner and the DNAP Regional Preserve Manager, Ryan Schroeder.

2) The Project Designer shall incorporate the following note into the plans: The contractor shall not remove any trees under this project from April 1 through September 30. The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

Section 4(f)

1) The Project Designer shall incorporate the following note into the plans: Access to Cuba Saturn Park shall be maintained at all times during construction activities via existing access points at Joanne Place, Calla Lane, and Cuba Street, and signs shall be posted to direct users to the designated access points.



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- 2) The Project Designer shall incorporate the following note into the plans: The project sponsor and/or contractor shall install appropriate closure signs within proposed construction areas of Cuba Saturn Park. The signs shall be installed 15 days prior to the start of construction activities and shall be visible to users of the park to explain which areas will be closed during construction. The signs shall meet all ODOT and local specifications.
- 3) The Project Designer shall incorporate the following note into the plans: Advance notice shall be provided to the City of Toledo, Division of Park Recreations and Forestry within 48 hours prior to closure sign installation and 48 hours prior to actual closure.
- 4) The contractor shall closely coordinate the construction schedule with ODOT, the LCTID, the Lucas County Engineer, and the City of Toledo, Division of Park-Recreations and Forestry
- 5) The Project Designer shall incorporate the following note into the plans: Temporary construction fencing shall be installed by the contractor along proposed construction limits on the day construction starts within the park to protect the existing park (4(f)) property and the public.
- 6) The Project Designer shall incorporate the following note into the plans: Land associated with Cuba-Saturn Park to be disturbed within proposed construction limits shall be fully restored by the contractor and returned to a condition which is at least as good as that which existed prior to the project.
- 7) The Project Designer shall incorporate the following note into the plans: The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of Cuba Saturn Park.

Permits - Waterway Permits

- 1) The Project Designer shall incorporate the following note into the plans: The Contractor is not authorized to place any fill into or work within any wetland or waterway below the ordinary high water mark during construction until the permit(s) are obtained.
- 2) ODOT will obtain all appropriate waterway permits prior to any work within wetland or below the ordinary high water mark of any waterway and all Special Provisions for waterway permits will be included in the project plans.

Permits - Storm Water Permits

- 1) ODOT and the Contractor will jointly prepare and obtain approval of the Notice of Intent (NOI) for the project from OEPA prior to any earth disturbing activities.

Permits - Floodplains

- 1) The proposed project is located within mapped floodplain and floodways, therefore, ODOT shall complete National Flood Insurance Program compliance documentation, Letter of Notification (Form LD-52), Letter of Compliance (Form LD-51), Hydraulic Calculations, and No-Rise Certification (Form LD-50) prior to the plan package submittal date.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Stacy Schimmoeller (PROGRAM ADMIN 3)	1/29/2018



Appendix

Air

Project Related OES Decision - Air.pdf

Section 4(f)

OES Recreational 4(f) Determination.pdf

Noise

OES Approval - Noise Analysis.pdf

Air

OEPA Approval - Qualitative MSAT.pdf

Coordination with OEPA - Qualitative MSAT.pdf

General

County Map.pdf

Project Study Area Map.pdf

Correspondence Related to Utility Coordination.pdf

Correspondence with Emergency and Public Services - 911.pdf

Correspondence with Emergency and Public Services.pdf

Purpose and Need

System Linkage Mapping - Dorr Street Corridor.pdf

OES Acceptance - Purpose and Need.pdf

Response Time Data - Springfield Township Fire and EMS.pdf

System Linkage Mapping - Dorr Street and IR 475.pdf

Expressway Needs Study Major Investment Study.pdf

A Strategic Plan to Improve I-475.pdf

TMACOG On The Move 2015 2045 Transportation Plan.pdf

Alternatives

Traffic Data - Alternatives.pdf

Alternatives Mapping.pdf

OES Acceptance - Feasibility Study.pdf

ESA

OES Recommendations - Screening.pdf



Cultural Resources

OES Section 106 Effect Determination.pdf
OES Determination of Eligibility - History Architecture.pdf
OES Determination of Eligibility - Attachment.pdf
OES Determination of Eligibility Re-Evaluation.pdf

Ecological

ODOT Disposition of Agency Comments.pdf
ODNR Comments.pdf
Wetland Finding.pdf
USFWS Comments.pdf
USFWS Comments - Consult Form.pdf
Coordination with ODNR and USFWS.pdf

Other Resources

Site Specific Resource Mapping.pdf

Community Impacts

Local Development Plan.pdf
Existing Land Use or Zoning Map - Bike-Ped Facilities.pdf
Existing Land Use or Zoning Map.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Public Meeting Handout March 2015.pdf
News Article March 2015.pdf
Public Meeting Notification - Dec 2017.pdf
Press Releases March 2015.pdf
OES Approval - Public Involvement Plan.pdf
News Articles Dec 2017 and Jan 2018.pdf
Public Meeting Notification Mailing List March 2015.pdf
Public Notification Mailing List - returned letters.pdf
Public Involvement Plan .pdf
Public Meeting Comment Sheet - Dec 2017.pdf
News Article Not Meeting Related.pdf



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Public Meeting Handout - Dec 2017.pdf

Public Meeting Notification - March 2015.pdf

Public Meeting Sign-In Sheet - Dec 2017.pdf

Stakeholder Meeting Minutes or Notes - Feb 2015.pdf

Press Releases - Dec 2017.pdf

Public Meeting Flyer Dec 2017.pdf

Response to Public Comments - Dec 2017.pdf

Public Meeting Exhibits - Dec 2017.pdf

Response to Public Comments - Mar 2015.pdf

Stakeholder Comments - Mar 2015.pdf

Public Meeting Sign In Sheet March 2015.pdf

Public Meeting Exhibits - Mar 2015.pdf

Permits

Statement of Findings.pdf

Floodplain Impacts.pdf

FEMA FIRM.pdf