



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

Environmental Document

for

LUC US 24 18.56 Narrow PID 99871

Environmental Document Level: D1

Approved: 1/30/2018

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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

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PID:	99871
Project Name:	LUC US 24 18.56 Narrow
Project Sponsor:	Toledo, City of
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018stipID0045FDCO
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:	\$106,000.00
Right of Way:	\$8,000.00
Construction:	\$3,447,400.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The City of Toledo proposes to reconstruct a 0.65-mile length of South Detroit Avenue, from Anthony Wayne Trail to Copland Boulevard. The reconstruction proposes to narrow South Detroit Avenue from an existing 4 and 5 lane roadway to 2 through lanes, one turn lane, and dedicated bike lanes between Anthony Wayne Trail and Byrne Road. A single-lane roundabout proposes to replace the signalized, three-way intersection at Byrne Road, South Detroit Avenue, and Devonshire Road. The reconstruction work would include removing and replacing the pavement, curb, drive approaches, and sidewalk (as necessary). Minor drainage improvements would also be implemented as part of the project. The proposed project would require permanent right-of-way (ROW) take from four parcels (approximately 0.122 acre) and temporary ROW take from five parcels (approximately 0.100 acre). The proposed construction of the roundabout would also require removal of the commercial building located at 4346 South Detroit Avenue (a former Hungry Howie's restaurant).

The project is located on the southern edge of suburban Toledo. Land use within the project area is predominantly residential, with a few small areas of commercial and institutional land use mixed in. The majority of the vegetation in the project area is developed open space (associated with mown right-of-way and single-family residential lawns). A narrow strip of highly disturbed, upland shrub thicket is located adjacent to I-80, at the southern terminus of the project area. The topography within the project limits (and surrounding area) is flat.



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Total project cost is anticipated to be \$3,582,400. The City of Toledo will cover design costs and any Right of Way associated with this project. The non-federal match is approximately 30% at a cost of \$1,075,200. The project is currently in the design phase, with construction anticipated to begin in June 2019.

This document was prepared based on the information in the Stage 1 plans.

Location maps of the project area are provided in the project file here:

- General > Project Information

Limits of Proposed Work: AWT to Copland in Toledo
Start (SLM): STA. 10+29.57
End (SLM): STA. 44+22.16
Total Work Length (Miles): 0.65
Roadway Character

Roadway Character

Route Number: US00024

Functional Classification: Principal Arterial - Interstate (Urban)
Current Average Daily Traffic: 11300
Current Average Daily Traffic Year: 2012
Design Year Average Daily Traffic: 12500
Design Average Daily Traffic Year: 2032
Daily Hourly Volume: 1,300
Truck %: 5
Setting: Urban
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	35	35
Legal Speed (MPH):	35	35
Number of Lanes:	5	3
Type of Lanes:	Through (4), left-turn (1)	Through (2), left-turn (1)
Pavement Width (ft):	50	44
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	5	5



No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

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

Remarks:

Maintenance of traffic information has not been finalized for the proposed project, but the following road closures and detours are anticipated:

Two-way traffic will be maintained along South Detroit Avenue during construction as much as possible; however, it will be necessary to close the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road in order to construct the proposed roundabout. During this time, a detour will be provided (most likely along Anthony Wayne Trail to Glendale Avenue). Special provisions will be made for property owners in the vicinity of the proposed roundabout to access residences. There are no through-traffic dependent businesses or festivals that require special accommodations or provisions. Maintenance of traffic information was coordinated with Emergency Medical Services and schools November 15, 2017. No comments were received. There will also be a notification 15 days prior to the initiation of project construction.

Are there any Environmental Commitments?	Yes
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Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	Yes
The project requires Permanent Easement(s)	No
The project requires Temporary Right-of-Way	Yes
Number of parcels impacted by Permanent Right-of-Way:	4

Right of Way and Utility Involvement



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Number of parcels impacted by Temporary Right-of-Way:	5
Approximate acreage of Permanent Right-of-Way needed:	0.141
Approximate acreage of Temporary Right-of-Way needed:	0.104
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:

Estimated right-of-way (ROW) needed for the project is based on preliminary drawings and construction limits. A total of approximately 0.126 acre of permanent ROW take (from four parcels) and 0.096 acre of temporary ROW take (from five parcels) would be needed to complete the proposed construction. The proposed construction of the roundabout will also require removal of the commercial building located at 4346 South Detroit Avenue (former Hungry Howie's).

All utilities shown on the project plans or located during project construction will be relocated or adjusted by the owner of the utility, as needed. The project may require the relocation of the following utilities: electric, gas, telephone, water, cable, and sewer. All work shall be done in such a way as to avoid and/or minimize any inconvenience to potentially affected customers. Coordination with the utility companies is included in the project file under General - Right-of-Way and Utility Involvement.



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Purpose & Need

Purpose & Need

Project History:

The three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road is located in the City of Toledo, Lucas County, Ohio. The current configuration of the intersection has been a longstanding problem for the City of Toledo, and the City has had an ongoing discussion concerning solutions for the congestion and difficult turning movements at the intersection. A Level of Service (LOS) study of the intersection completed in July 2014, indicated high levels of congestion and traffic delays and is included in the project file. In order to reduce the number of turning movements, traffic signal phases, and traffic signal cycles at the intersection Devonshire Road is currently a one-way westbound street. This reduces the delays incurred on the other legs of the intersection. The intersection is located between Copland Boulevard and Anthony Wayne Trail, which is a section of South Detroit Avenue where pavement conditions have deteriorated past acceptable standards. Additionally, a portion of South Detroit Avenue, including the intersection, was identified in 2013-2014 as integral to the City of Toledo Bike Plan 2015. Taking these issues under consideration, the City of Toledo sought Congestion Mitigation/Air Quality (CMAQ) funding through an application submitted in July of 2014.

Total project cost is anticipated to be \$3,582,400. The City of Toledo will cover design costs and any Right of Way associated with the project. The non-federal match is approximately 30% at a cost of \$1,075,200. The project is currently in the design phase, with construction anticipated to begin in June 2019.

Purpose Statement:

The purpose of the project is to reduce congestion at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road, as well as address facility deficiencies on South Detroit Avenue between Copland Boulevard and Anthony Wayne Trail.

Need Element(s):

Congestion: "Level of Service" (LOS) is a qualitative measure describing a range of traffic operating conditions such as travel speed and time, freedom to maneuver, traffic interruptions, and comfort and convenience as experienced and perceived by motorists and passengers. Six levels are defined from A to F, with A representing the best range of conditions and F the worst. The current LOS at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road is rated E, as shown in the LOS data in the project file. An LOS rating of E indicates unstable flow conditions in which traffic slows and delays are evident. Additionally, the current configuration does not allow for two-way traffic on Devonshire Boulevard, which is currently one-way.

Also, on South Detroit Avenue, the current lane configuration (four through lanes) creates traffic backups when a vehicle in the inside lane stops to turn left.



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Facility Deficiencies: A Pavement Condition Rating (PCR) is used by ODOT to evaluate roadways based on a visual inspection of pavement distress. The PCR scale has a range from 0 to 100; a PCR of 100 represents a perfect pavement with no observable distress and a PCR of 0 represents a pavement with all distress present at "High" levels of severity and "Extensive" levels of extent. The Pavement Condition Rating (PCR) along South Detroit Avenue between Anthony Wayne Trail and Copland Boulevard ranges from 37 to 60 as shown on the PCS map in the project file. Per the ODOT PCR Manual (2006), overlaying and/or rehabilitation of multi-lane roadways should be considered when the PCR drops within the range of 55 to 65. The Toledo Area Regional Transit Authority (TARTA) uses this section of South Detroit Avenue for a prominent bus route (34H).

Goals and Objectives:

Goals and Objectives of the project are to:

- Match the roadway to the traffic level in the area, which has reduced over the years. This would also create a transportation facility that is smaller and therefore more cost effective to maintain.
- Provide sufficient infrastructure to allow other modes of transportation, such as bicycles, to use this corridor. This would serve to connect the neighborhoods in the area to the larger bike trail system in the City of Toledo Bike Plan 2015 (Project File - Purpose and Need - Project Information).

Summary Statement:

The purpose of the project is to address congestion issues at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road and to address deficient pavement along South Detroit Avenue from Anthony Wayne Trail to Copland Boulevard. The project also proposes to better match the roadway to the current traffic levels, reduce maintenance costs, and provide multimodal facilities for bikes.

Logical Termini and Independent Utility:

The transportation issues being addressed are associated solely with South Detroit Avenue between Anthony Wayne Trail and Copland Boulevard. The logical termini boundaries for the project are as follows:

- Along South Detroit Avenue, from Copland Boulevard in the north to Anthony Wayne Trail in the south to address pavement issues. The northern terminus occurs at Copland Boulevard because South Detroit Avenue has been resurfaced north of Copland Boulevard and the pavement is in much poorer condition south of Copland Boulevard.
- Along Byrne Road, from the center of the three-way intersection to approximately 225 feet northwest of the intersection to allow enough space for construction to address intersection congestion.
- Along Devonshire Road, from the center of the three-way intersection to approximately 200 feet southwest of the intersection to allow enough space for construction to address intersection congestion.

The proposed project will address congestion and deficient pavement conditions along South Detroit Avenue and at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Avenue. The project will not restrict or force future actions at the intersection or along the indicated section of South Detroit Avenue. Additionally, the completed project is self-contained and not dependent on any other project to function. As such, the project has independent utility.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build Alternative involves leaving the Byrne Road, South Detroit Avenue, and Devonshire Road intersection in its existing layout and conditions. In its existing layout and conditions, the three roads converge at a single, traffic signal-controlled intersection. Devonshire Road is currently a one-way street (traveling west) in order to reduce the number of turning movements, traffic signal phases, and traffic signal cycles which reduces the delays incurred on the other legs of the intersection. Additionally, the No-Build Alternative would maintain the existing deficient pavement conditions along South Detroit Avenue between Copland Boulevard and Anthony Wayne Trail. This alternative would have no construction impacts and would have no cost. Traffic congestion and facility deficiencies would not be addressed with this alternative therefore, it would not meet the purpose and need.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
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Change traffic signal timing at the three-way intersection	In this alternative, the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road would remain a traffic signal-controlled intersection and the timing of the traffic signal would be changed. South Detroit Avenue would be reconstructed to address deteriorating pavement conditions between Anthony Wayne Trail and Copland Boulevard. Devonshire Road would remain a one-way street.	The City of Toledo evaluated this intersection over multiple years, to determine if traffic flow could be improved by a different traffic signal configuration, or new traffic signal timing with the existing configuration. A solution that improves traffic flow more than what it currently is has not been found. Comparing the signalized intersection to a roundabout, which allows traffic to free flow through the intersection, the signal does not do as much to improve traffic flow.	No
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Install roundabout and widen South Detroit Avenue north of Byrne Road	In this alternative, a roundabout would be installed at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road. South Detroit Avenue would be reconstructed north of the roundabout to address deteriorating pavement conditions from Anthony Wayne Trail to Copland Boulevard. Under this alternative, South Detroit Avenue would be widened to three lanes south of the roundabout between Byrne Road and Copland Boulevard to implement a center left-turn lane.	This alternative was dismissed after public comments indicated that a center left-turn lane on South Detroit Avenue between Byrne Road and Copland Boulevard was unwanted and unnecessary. Additionally, there were zero recorded accidents within that area.	No
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Install roundabout and reconstruct South Detroit Avenue	In this alternative, a roundabout would be installed at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road. South Detroit Avenue would be reconstructed north of the roundabout to address deteriorating pavement conditions between Anthony Wayne Trail and Copland Boulevard. Under this alternative, Devonshire Road would be converted to a two-way street. South Detroit Avenue would be narrowed from an existing 4 and 5 lane roadway to 2 through lanes, one turn lane, and dedicated bike lanes between Anthony Wayne Trail and Byrne Road.	N/A	Yes
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Discuss Reasons Alternative Identified as Preferred was selected:

The City of Toledo internally discussed possible alternatives for the project as they pertained to the Purpose and Need and input from the community. The construction activities listed in Alternative 3 were selected as the preferred alternative for the project for a number of reasons:

1) Single-lane roundabout:

- A single-lane roundabout meets the project needs by reducing congestion at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road.
- A roundabout is more cost effective than a traffic signal in the long-term. The savings provided by a roundabout include an average reduction of \$5,000 per year in electricity and maintenance costs, and a longer service life (25 years vs. 10-year service life for signal equipment).
- A roundabout provides more opportunities for improved aesthetics, as more areas in and around the intersection are available for landscaping.
- Although not part of the purpose and need of this project, an added benefit from a roundabout is that they provide reduction in overall crashes.

2) Reconstruction of South Detroit Avenue:



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- Reconstruction of South Detroit Avenue north of the roundabout between Anthony Wayne Trail and Copland Boulevard meets the project needs by addressing deteriorating pavement conditions along this stretch of road.
- Reconstruction of South Detroit Avenue and the addition of dedicated bike lanes will provide a corridor to connect people that use bicycles for transportation to the bigger bike system.



Air

Mobile Source Air Toxics (MSATs)

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

Remarks:

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Particulate Matter 2.5 (PM2.5)

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

The proposed project is located in Lucas County, a Particulate Matter (PM 2.5) attainment area. No further investigation 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

Remarks:



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The project is listed on the STIP and the design concept/scope have not changed significantly; therefore, the ozone component of this project is addressed and no additional investigation 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	No
The proposed project is a Type II project	No

Remarks:

Although Category B Noise Sensitive Areas (NSAs) are located within 500 feet of the LUC-US 24-18.56 project area, the proposed intersection/roadway improvement does not involve construction of a new highway on a new location; alteration of an existing highway which significantly changes the horizontal or vertical alignment; increase in the number of through-traffic lanes; addition of an auxiliary lane; substantial alterations to a weigh station, rest stop, rideshare lot, or toll plaza; or a significant change in vehicle mix. Therefore, no noise analysis is required.

The City of Toledo has developed a noise ordinance, Section 507.11 (a), which states the following:

- No person shall use any pile driver, shovel, hammer derrick, hoist tractor, roller or other mechanical apparatus operated by fuel or electric power in building or construction operations between the hours of 10:00 p.m. and 6:00 a.m., within a residential area or within 500 feet of a school or hospital, except for temporary conditions approved by the Director of Pollution Control.

As a local ordinance the contractor is required to adhere to these restrictions during project construction.

Environmental Commitments

Are there any environmental commitments?	No
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ESA

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

ESA

ESA Screening Report was completed by District Staff Yes

Date when It was completed 05/31/2017

Date of ESA Screening IOC from OES: 07/06/2017

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 2	Sunoco, 4709 and 4711 South Detroit Avenue	Yes	No	No
Site 53	Vacant commercial building, 3188 South Byrne Road	Yes	Yes	No
Site 56A	Vacant commercial building, 4346 South Detroit Avenue	Yes	Yes	Yes

Date of Phase 1 ESA IOC from OES: 09/21/2017

Date of Phase 2 ESA IOC from OES: 10/20/2017

Remarks:

An ESA Screening was completed by Toledo Testing Laboratory, TTL Associates, Inc. for the proposed project in April and May 2017. As part of the ESA Screening, TTL performed historical and site usage reviews of historical maps and aerial photographs, and conducted a visual grounds inspection of 107 sites within the study area. The ESA Screening research identified three sites of environmental concern:

1. Site 2 (Sunoco, 4709 and 4711 South Detroit Avenue)
2. Site 53 (Vacant commercial building, 3188 South Byrne Road)
3. Site 56A (Vacant commercial building, 4346 South Detroit Avenue)

An ESA Screening Inter-Office Communication (IOC) from ODOT OES was sent on July 6, 2017, recommending a Phase I ESA for the three sites of environmental concern.

A Phase I ESA was completed by TTL Associates, Inc. for the proposed project in July and August 2017. The Phase I ESA scope of work consists of four components: records review, site reconnaissance, historical information review, and interviews. This information was used to evaluate the current environmental conditions of the three sites regarding Potential Areas of Contamination (PACs). During the Phase I ESA, TTL Associates, Inc. identified two of the three sites as PACs:

1. Site 53: A records review identified historic gasoline station operations from at least 1955 to 1970 at this location.
2. Site 56A: A records review identified historic gasoline station operations from at least 1936 to 1941 at this location.

A Phase I ESA IOC from ODOT OES was sent on September 21, 2017, recommending a Phase II ESA for the two sites identified during the Phase I survey.



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A Phase II ESA was completed by TTL Associates, Inc. for the proposed project on September 28, 2017. Field activities performed at the site during the Phase II ESA included a geophysical survey, advancing six soil borings, field screening of soil samples, and collecting soil and groundwater samples for laboratory analysis. The results are as follows:

1. Site 53: No anomalies indicative of Underground Storage Tanks (USTs) were identified at this location.
2. Site 56A: The geophysical survey conducted at this location identified an anomaly indicative of a possible UST on the southern portion of this parcel near the building. Additionally, petroleum products associated with gasoline were detected in soil and groundwater concentrations above the Bureau of Underground Storage Tank Regulations (BUSTR) Re-use levels. TTL Associates, Inc. recommends that a Petroleum Contaminated Soils (PCS) plan note be placed in the plans for Site 56A. In addition, the UST found during the geophysical survey should be removed in accordance with CMS 202.08. Also, if dewatering is necessary for construction purposed on Site 56A a plan note to manage contaminated water should be included in the plans.

A Phase II ESA IOC from ODOT OES was sent on October 20, 2017, recommending a UST removal plan note and a PCS plan note for Site 56A.

The ESA Screening, Phase I ESA, and Phase II ESA can be found in the project file here:

ESA > Reports

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

Yes



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Cultural Resources

Cultural Properties Present

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

A Section 106 Scoping Request, including a literature review and field investigation, was completed by ODOT District 2 on June 14, 2017, and submitted to ODOT-OES.

Supporting documentation for the cultural resource review can be found in the project file here:

- Cultural Resources > Project Information

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:

06/27/2017

Remarks:

ODOT-OES submitted an IOC on June 27, 2017, with a Section 106 Finding of "No Historic Properties Affected" for the project. The following comments were included in the IOC:

"In accordance with Stipulation 48 of the Section 106 Programmatic Agreement (Agreement No. 16734), executed November 30, 2011, and amended June 7, 2016, and 36 CFR Section 800.4(d)(1), the ODOT Office of Environmental Services (OES) has determined that Section 106 finding for the project is "No Historic Properties Affected." This completes the Section 106 review and no further cultural resource investigations are required at this time, pending a 15 day comment period at the State Historic Preservation Office."

The ODOT-OES IOC can be found in the project file here:

- 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?

No

Wetlands

Are Wetlands Present?

No

Remarks:

An ecological review was conducted by Davey Resource Group biologists on April 21, 2017. No wetlands were located within or adjacent to the project area.

The Ecological Exemption Form was completed and uploaded to the project file here:

- Ecological > Reports > Ecological Review Form

Streams & Rivers

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

Remarks:

An ecological review was conducted by Davey Resource Group biologists on April 21, 2017. No streams or rivers were located within or adjacent to the project area.

The Ecological Exemption Form was completed and uploaded to the project file here:

- Ecological > Reports > Ecological Review Form

Other Surface Waters

Present:

Impacted:



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

Remarks:

An ecological review was conducted by Davey Resource Group biologists on April 21, 2017. No reservoirs, lakes, or ponds were located within or adjacent to the project area.

The Ecological Exemption Form was completed and uploaded to the project file here:

- Ecological > Reports > Ecological Review Form

Terrestrial Habitat

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

Remarks:

The predominant vegetative community within the project area is developed open space associated with mowed right-of-way and single-family residential lawns. These areas were dominated by common upland herbaceous species (fescues, etc.) and planted shrubs/trees associated with landscaping. A narrow strip of highly disturbed, upland shrub thicket is located adjacent to I-80, at the southern terminus of the project area.

No unique or high quality terrestrial habitats were found within the study area. Both habitat types in the study area are populated by ruderal, disturbance tolerant species common throughout all of Ohio. This project will not cause significant local declines in these common habitats or the plant and animal species found in these areas.

Threatened or Endangered Species

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



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State Species/habitat found within the project area?	No	
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Remarks:

The proposed project is located within the known habitat ranges of the following federally-listed species:

- Indiana bat (E): no suitable wooded habitat was identified on site
- Northern long-eared bat (T): no suitable wooded habitat was identified on site
- Karner blue butterfly (E): no suitable habitat or wild lupine plants identified on site
- Kirtland's warbler (E): not within 3 miles of Lake Erie
- Piping plover (E): no suitable shoreline habitat
- Rayed bean (E): no in-water work proposed
- Rusty patched bumble bee (E): no tallgrass prairie or grassland habitat. Project is in a residential area with abundant pesticide/fertilizer use.
- Eastern prairie fringed orchid (T): no suitable cliff, talus slope, or streamside habitat
- Rufa red knot (T): no suitable shoreline habitat
- Eastern massasauga (T): no wet prairies, marshes, or fens are located within or adjacent to the project area
- Bald eagle (SC): no nesting sites were identified within or adjacent to the project area. The Maumee River is located approximately 0.5 mile east of project area.

The proposed project is located within the known habitat ranges of the following state-listed species:

- Indiana bat, northern long-eared bat, eastern massasauga, Kirtland's warbler, piping plover (discussed in Federal section)
- Blanding's turtle - no shoreline, inland stream, or wet meadow habitat
- Spotted turtle - no stream, marsh, or bog habitat
- Kirtland's snake - no wet meadow habitat
- Blue-spotted salamander - no wet prairie or vernal pool habitat
- American bittern - no wetland habitat
- Black tern - no marsh habitat
- Common tern - no shoreline or island habitat
- King rail - no marsh habitat
- Cattle egret - no suitable wetland or upland forest habitat
- Lark sparrow - no grassland habitat
- Upland sandpiper - no grassland or old agricultural field habitat
- Black-crowned night heron - no streamside, lake, or wetland habitat

Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW) had the following records within a one-mile radius of the project area:

- Kirtland's snake (*Clonophis kirtlandii*) - ODNR has one record for the Kirtland's snake, a state-threatened/federal species of concern, located along the Maumee River, approximately 0.44 mile southeast of the project's southern terminus. The project area is composed primarily of mowed right-of-



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way and single-family residential lawns. The project area does not provide suitable wet meadow, wet prairie, or wooded wetland habitat for the snake. This species also prefers abundant debris on the ground surface for cover, which is not present within the project area.

A GIS database search done by U.S. Fish and Wildlife Service (USFWS) revealed that the project area is not located within an Indiana bat or northern long-eared bat buffer area.

The LUC-US 24-18.56 study area does not contain suitable habitat for any of these state or federally-listed species. The study area contains only mowed lawn and a narrow strip of scrub/shrub habitat along the highway; no wetlands, grasslands, forests, caves, or beaches are located within the study area. The project is not located along the Lake Erie shoreline. The project area does not contain any riparian corridors or suitable wooded habitat that would provide foraging areas for the listed bat species.

Due to the absence of suitable habitat within and adjacent to the project area, this project is not likely to affect the aforementioned state and federally-listed species.

The Ecological Exemption Form was completed and uploaded to the project file here:

- Ecological > Reports > Ecological Review Form

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	No	
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:

ODNR: An Ohio Natural Heritage Database request was sent to ODNR on April 27, 2017. A response was issued on May 3, 2017, that contained all ecological records identified within a one-mile radius of the project area. ODNR has one record of the Kirtland's snake (*Clonophis kirtlandii*), state threatened/federal species of concern, located within a one-mile radius of the project area. The Kirtland's snake was identified along the Maumee River, approximately 0.44 mile southeast of the project's southern terminus. ODNR is not aware of any unique ecological sites; geologic features; animal assemblages; scenic rivers; state wildlife areas, nature preserves, parks, or forests; or national wildlife refuges, parks, or forests within a one-mile radius of the project area.



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USFWS: A bat buffer database search request was sent to USFWS on October 9, 2017, in accordance with the ODOT-OES Ecological MOA process and PBO. USFWS sent a response on October 12, 2017, indicating that the proposed project is not located within a bat buffer area.

As there is no suitable habitat for any listed species (state or federal) located within the project area, the proposed project will have no effect on these species.

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. As shown above, no further coordination is required.

The U.S. Census Urbanized Area Map (2010) is located in the project file here:

- General > Project Information > Census Bureau Mapping

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:

Ohio Environmental Protection Agency's (OEPA) Source Water Assessment and Protection (SWAP) map and Ohio Division of Natural Resources (ODNR) Residential Water Wells map were reviewed by Davey Resource



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Group environmental personnel. No sole source aquifers or drinking water source protection areas for community, non-community, and residential wells are located within the proposed project area. Therefore, the proposed undertaking will not impact known drinking water resources.

The relevant OEPA and ODNR mapping is located in the project file here:

- Other Resources > Drinking Water > Source Water Protection Area Map
- Other Resources > Drinking Water > Well Log Data

Are there any environmental commitments?

No



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Section 4(f)

Section 4(f) Determination

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

No

Identified Section 4(f) Properties

Remarks:

Based upon review of the Lucas County map, USGS topographic maps, Lucas County auditor's online GIS mapping, and a field review conducted by Davey Resource Group personnel on April 21, 2017, there are no parks, recreational areas, wildlife or waterfowl refuges, or historic sites in or adjacent to the project area.

Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

Davey Resource Group personnel performed a review of the U.S. Department of the Interior (DOI) National Park Service (NPS) Land and Water Conservation Fund (LWCF) grants for Lucas County on April 20, 2017. Based upon this review, no Section 6(f) properties are located within or adjacent to 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 will comply with the local/regional development patterns for the area.

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

Remarks:

The proposed project will have a positive impact on community cohesion by reducing congestion at the three-way intersection of Byrne Road, South Detroit Avenue, and Devonshire Road; improving pavement conditions along South Detroit Avenue; and providing a bike and pedestrian corridor that ties into the larger bike trail network. The proposed project will not create any new barriers within neighborhoods along the corridor.

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

Remarks:

Indirect and cumulative impacts are not anticipated. The proposed project will have a minimal effect upon the local area with regards to growth and land use patterns, population density, and future growth. The project area is located in a suburban setting and the predominant land use is residential. The majority of the construction associated with the project will occur within the existing operational right-of-way; however, a small amount of permanent right-of-way take will be necessary to complete construction for the roundabout (0.122 acre). A vacant commercial building will be removed (located at 4346 South Detroit Avenue). The proposed project will not alter existing access to the adjacent residential properties.

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

Remarks:

The project will have a positive impact on pedestrian and bicycle facilities due to the installation of dedicated bicycle lanes along South Detroit Avenue (that will eventually tie into the larger bicycle trails in the area).

No health and education facilities; public utilities; fire, police, and emergency service; religious institutions; public transportation, or bicycle facilities are located within or adjacent to the project area. During construction, nearby public roads will be available to bypass the intersection and the detour route will be clearly marked with signs. The closest hospital is the University of Toledo Medical Center, located approximately 1.63 miles northwest of the project area.

Emergency service providers have been provided notification of the project and expected maintenance of traffic. No comments have been received. They will also be notified again of the road closures/detours before construction begins on the project.



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

Yes

Number of Displacements

Residences:

0

Businesses:

1

Institutions:

0

Farms:

0

Remarks:

The majority of construction will be completed within the existing transportation right-of-way. The proposed construction will also require a small amount (0.122 acre) of permanent right-of-way take outside of the existing right-of-way; this take will include the removal of a commercial building located at 4346 South Detroit Avenue (currently vacant). The proposed project will not require relocation of any residences, institutions, or farmland.

Are there any Environmental Commitments?

No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950045032	19	42
390950045044	15	19
390950045033	12	28
390950045043	0	5

Are Underserved Populations located within and/or adjacent to the proposed project area?	Yes
Are there any relocations?	Yes
Are there residential relocation(s)?	No
Are there business relocations?	Yes
Will any businesses primarily serving an Underserved Population be relocated as part of the proposed project?	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?	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:

A review of the U.S. Census Bureau mapping is in the project file. One (1) business relocation will be necessary within the project area to complete the proposed roundabout construction. The business relocation is a result of proposed permanent and temporary ROW takes and demolition of a structure located at 4346 South Detroit Avenue. The structure is a Hungry Howie's restaurant that is currently vacant. No disproportionately high and/or adverse effects are anticipated to low-income populations as a result of these actions.

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,



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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.

During the field review, Davey Resource Group personnel identified one (1) residential home with a wheel chair ramp (located at 4639 South Detroit Avenue). No other signs or facilities indicating individuals with disabilities were identified within the project area. Additionally, no concerns for Individuals with Disabilities, Limited English Proficiency, or Older Adults were raised in the public comments received.

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

Based on the above findings an UPIAR is not required.

The ODOT TIMS demographic indicator maps are located in the project file here:

- Environmental Justice > Project Information > Census Mapping

Are there any Environmental Commitments?

No



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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)

The following public involvement activities have been completed to date for the project:

- On March 1, 2017, a notification letter was sent out by the City of Toledo to residents and community leaders in the South Detroit area. The letter included a project description, project map, request for public comments, and an invitation to an upcoming public meeting scheduled to discuss the project.
- On March 29, 2017, a public meeting was held at the Heatherdowns Branch Library (3265 Glanzman Road) from 6:00pm to 8:00pm. Tim Grosjean (City of Toledo, Senior Professional Engineer) gave a presentation to approximately 35 individuals that attended the meeting; meeting attendees were provided with handouts detailing the project plans and associated benefits.
- On March 30, 2017, a news article was published online by *The Blade* titled "Plans for South Toledo roundabout on Detroit Avenue get mixed reactions". The article discussed the public meeting and the community response.
- On April 6, 2017, a news segment on Channel 13 (ABC) discussed the project plans, as well as the positive and negative comments received at the public meeting.
- On May 23, 2017, a comment response letter was sent out by the City of Toledo to everyone who submitted comments during the public meeting, or throughout the public comment period. The letter contained a list of all public comments/issues and a response to each issue from City of Toledo.

Copies of public involvement documents are located in the project file here:

- 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.

A large number of public involvement responses were received following the public meeting on March 29, 2017. These comments were provided by those who attended the public meeting and those that submitted comments separately via email/letters. The full list containing every public comment and a response from the City of Toledo is located within the project file. A summary of the most common public comments and their response is provided below:

1) Comment: Consider lowering speeds prior to the intersection.

Response: South Detroit Avenue is a state route, the city cannot change the speed limit on these roadways.

2) Comment: Center left-turn lane is not wanted at all.

Response: The center turn lane south of the Byrne/Devonshire intersection is a necessary element to a road diet from 4 to 3 lanes in order to keep traffic flowing.

3) Comment: Center left-turn lane is not wanted between Byrne Road and Copland Boulevard.

Response: The left-turn lane for the section from Byrne to Copland has been eliminated from the plans for various reasons, including the amount of public opposition to it.



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4) Comment: Bike lanes not wanted.

Response: Bike lanes are essential to the connectivity of the adopted 2015 Bike Plan. Studies show that bike lanes and bike paths increase quality of life and property values.

5) Comment: Driveways that exit into roundabout unacceptable. Problems entering and exiting properties.

Response: The roundabout cannot be moved enough for it to make a difference to these drives. Roundabout would not align properly with the roads it connects to. City of Toledo is contacting each property owner affected by this issue individually to see what they can do to meet their needs.

6) Comment: Roundabout is not necessary.

Response: The roundabout is necessary due to the funding of the project. Without it, the City of Toledo could not afford to fix the rest of the road. External funding is being used; the City is only responsible for 10% of the cost.

7) Comment: Recommended LED lighting around roundabouts.

Response: The lighting configuration and types will be an ongoing discussion with Toledo Edison. No decisions have been made at this time.

Copies of relevant correspondence and public meeting exhibits are provided in the project file here:

- Public Involvement > Project Information

Are there any Environmental Commitments?

No



Permits

Waterway Permits

Are Waterway Permits required? No

ODNR

Shore Structure Permit : No

Remarks:

As there are no regulated waters within the project area, this project will not impact these resources.

Are there any environmental commitments? No

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

The proposed intersection/roadway improvement project will disturb approximately 9.03 acres of land. As this is above the 1.0-acre threshold of the NPDES Construction General Permit, this project will require a Notice Of Intent (NOI) submittal to Ohio EPA. The City of Toledo will be obtaining the initial OEPA NPDES permit. The construction contractor will be required to file the co-permittee portion.

The project is not located in the Big Darby Creek or Olentangy River watersheds; therefore, a Watershed Specific NPDES Construction General Permit is not required.

Are there any environmental commitments? Yes

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks:

The project area is located approximately 0.6 mile west of the Maumee River. The proposed construction limits do not cross into the Special Flood Hazard Area (SFHA) of the river. No further coordination is required.

The FEMA FIRMette is located in the project file here:



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- Permits > Floodplains > FEMA FIRM

Are there any environmental commitments?

No

Landfills

Is a 2713 Permit required?

No

Remarks:

No hazardous waste facility or solid waste facility is located within the project area. As such, a permit in accordance with OAC 3745-27-13 from Ohio EPA is not required for the proposed activity.

Are there any environmental commitments?

No



Environmental Commitments

General Project Information

- 1) The City of Toledo Project Designer shall incorporate a plan note directing the contractor to comply with the notification requirement timeframes outlined in the Traffic Engineering Manual Part 642-8 and 642-58 to ensure compliance with Federal notification requirements.
- 2) The City of Toledo Project Designer shall incorporate a plan note requiring the City and contractor to comply with the notification requirement timeframes outlined in the Traffic Engineering Manual Part 642-8 and 642-58 to ensure compliance with Federal notification requirements.
- 3) The City of Toledo Project Designer shall ensure that appropriate local detour routes and accommodations are be made by City and the Contractor for any local special events or festivals prior to the start of the event. If necessary City of Toledo Project Designer, shall ensure that a plan note is added outlining dates, detour routes, and appropriate signage.
- 4) The City of Toledo Project Designer shall incorporate a note into the plans ensuring that pedestrian access is maintained by through the construction zone at all times by the Construction Engineer and contractor.

ESA

- 1) The City of Toledo Project Designer shall ensure that a plan note to address construction in the area of potential petroleum contaminated soils is included in the plans for work within or adjacent to Site 56A (Vacant commercial building, 4346 South Detroit Avenue).
- 2) The City of Toledo Project Designer shall ensure that the Underground Storage Tank (UST) located at Site 56A (4346 South Detroit Avenue) is removed by the contractor in accordance with CMS 202.08 before construction is complete.

Ecological

- 1) 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.

Permits - Storm Water Permits

- 1) The City of Toledo and the Contractor will jointly prepare and obtain approval of the Notice of Intent (NOI) for the project from Ohio Environmental Protection Agency (OEPA) prior to any earth disturbing activities.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Stacy Schimmoeller (PROGRAM ADMIN 3)	1/30/2018



Appendix

Section 4(f)

Lucas County Auditor Parcel Map.pdf

Environmental Justice

Census Mapping.pdf

General

County Map.pdf

Correspondence with Emergency and Public Services.pdf

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

Correspondence Related to Utility Coordination.pdf

Highway Map.pdf

Purpose and Need

Level of Service Data.pdf

Pavement Condition Rating.pdf

City of Toledo Bike Plan 2015.pdf

ESA

OES Recommendations - Screening.pdf

Phase II .pdf

OES Recommendations - Phase II.pdf

OES Recommendations - Phase I.pdf

Cultural Resources

OES Section 106 Effect Determination.pdf

Buckeye Assets Mapping.pdf

Ecological

USFWS Bat Buffer Response.pdf

Ohio Natural Heritage Database records.pdf

Other Resources

Urban Area Mapping.pdf

Public Involvement



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Notification Mailing List.pdf

Press Release.pdf

News Article.pdf

Public Meeting Exhibits.pdf

Public Meeting Notification.pdf

Response to Public Comments.pdf

Public Meeting Sign In Sheet.pdf

Public Meeting Comment Sheet.pdf

Public Meeting Handouts.pdf

Public Comments Received.pdf

EMA and School Notification.pdf

Permits

FEMA FIRM.pdf