



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Environmental Document

for

CUY Dock Rehab PID 80987

Environmental Document Level: D1

Approved: 7/24/2018

Prepared By: Len Mikles

ASC Group

Phone: 614-643-3208

E-mail: lmikles@ascgroup.net

District Contact: Mark Carpenter

Phone: 216-584-2089

E-mail: Mark.Carpenter@dot.ohio.gov

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

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Project Type

Please check all of the following actions that apply (Must check at least one):

(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.



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General Project Information

Project, Cost Schedule and Work Limits

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PID:	80987
Project Name:	CUY Dock Rehab
Project Sponsor:	Cleveland Cuyahoga County Port Authority
ODOT District:	12
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018stipD0683FDCO
The next phase of the proposed project is listed on the STIP	No

Remarks:

The proposed project study area will extend a maximum of 80-ft inland from the face of the existing bulkhead, an area that encompasses all anticipated project impacts as established by the Comprehensive Maritime Infrastructure Assessment completed in 2016.

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$8,944.00
Right of Way:	\$0.00
Construction:	\$7,915,389.20
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The project proposes repair and rehabilitation of the existing bulkhead at the Cleveland Bulk Terminal facility on Whiskey Island, in Cleveland, Ohio. The project includes rehabilitation of 1,185 linear feet of shore at the bulk terminal. The repair will start at the west end of the bulk terminal. New sheet piling, 70 feet long, will be driven in place of the existing sheet piling and concrete cap. In areas where the existing sheet is bowed out, the existing sheeting will be pulled, and new sheets



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will be driven in line with the rest of the bulkhead. The new sheet piling will be placed 1.2 feet lakeward of the existing sheet piling. The space between the new and existing sheet piling will be filled with low strength mortar fill. The new bulkhead will be supported by the existing concrete Hulett foundations, and a system of steel tiebacks. Ancillary elements like drainage, lighting, and shore power connections for moored boats will be incorporated into the final design. For mapping and Stage 2 Plans see the Project File / General / Project Information.

Limits of Proposed Work:	N/A
Start (SLM):	N/A
End (SLM):	N/A
Total Work Length (Miles):	N/A

No roadway data for PIDs associated with this CE Form

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required	No
A temporary bridge or roadway is proposed	No
A detour is required for the proposed project	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:

A Maintenance of Traffic Plan will not be required for the project. The project will not affect any roads, bridges, or ramps. The proposed project study area will extend a maximum of 80-ft from the face of the existing bulkhead at the Cleveland Bulk Terminal, an area that encompasses all anticipated project impacts. Several existing, parallel railroad tracks pass through the study area along the length of much of the bulkhead. The current project will not significantly interfere with the operation of the railroad. The project has been designed to maintain maritime traffic at the facility.

Are there any Environmental Commitments?	No
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Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	No
The project requires Permanent Easement(s)	No
The project requires Temporary Right-of-Way	No



Number of parcels impacted by Permanent Right-of-Way: 0

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way: 0

Approximate acreage of Permanent Right-of-Way needed: 0

Approximate acreage of Temporary Right-of-Way needed: 0

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

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area Yes

The existing private utility easement will be impacted by the project No

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

Remarks:

No permanent or temporary right-of-way is proposed for the project. The project study area extends a maximum of 80-ft from the face of the existing bulkhead, an area that encompasses all anticipated project impacts.

Detailed utility coordination will be completed by the project manager prior to construction. All utility companies shall be contacted and all existing utilities shall be indicated on the plans as required by Section 153.64 O.R.C. (H.B. 538). Utilities shown on the project plans or located during construction will be relocated or adjusted by the owner of the utility. Below are listed the utilities located within the project construction limits:

Electric - City of Cleveland, Division of Public Power, 1300 Lakeside Avenue, Cleveland, Ohio 44114. There is one electric pole within the work limits (near the west end of the site) with overhead lighting. The pole is planned to be removed. The plans require the Contractor to coordinate the removal. There is an existing conduit along the landward side of the north Hulett foundation. The conduit supplies the dockside lighting. The conduit and lighting will be replaced.

Water - City of Cleveland, Water Department, 1201 Lakeside Avenue, Cleveland, Ohio 44114. The City of Cleveland Water Intake tunnel crosses the proposed bulkhead at an elevation of approximately 511.0 feet IGLD 1985. No other water utilities are present in the project area.



Purpose & Need

Purpose & Need

Project History:

The Cleveland Bulk Terminal (CBT) is owned and operated by the Cleveland-Cuyahoga County Port Authority (CCCPA) and is linked to more than 20,000 jobs and \$3.5 billion in annual economic activity. The CBT is critical to the Port's operations and is one for the Port's two maritime facilities in Cleveland Harbor.

The CBT is the region's premier multimodal transportation center. The CBT supports marine transportation by ship and barge, as well as land transportation by rail and truck. The facility enables the movement of dry bulk commodities, including 2,000,000 tons of taconite annually and is critical to the supply chain for delivery of raw materials to the ArcelorMittal's Cleveland facility.

The CCCPA contracted with KS Associates in 2016 for a comprehensive maritime infrastructure assessment. The results of the evaluation revealed that, to sustain safe marine access to the facility, the 70-year-old infrastructure requires a major rehabilitation, including the replacement of 1,185 linear feet of steel sheet pile bulkhead. A copy of the assessment report has been uploaded to the project file.

Purpose Statement:

The purpose of the proposed project is to address the deterioration conditions of a portion of the existing bulkhead at the Cleveland Bulk Terminal. The existing infrastructure requires rehabilitation to maintain a uniform and continuous dock along the entire water front of the Cleveland Bulk Terminal.

Need Element(s):

KS Associates in 2016 completed a comprehensive maritime infrastructure assessment. A copy of the report is included in the project file. The results of the assessment indicated that the existing infrastructure at the site is failing. The proposed project is needed to address the following deficiencies documented in during the assessment:

- Approximately 70 linear feet of shore near the west end of the facility is armored with sandstone blocks, armor stone, and concrete rubble with exposed rebar as well as supporting timber piles. Several piles were damaged or missing. The condition of the structure and lakebed elevations at this location make the area unsuitable for mooring ships.
- Portions of the concrete cap of the existing bulkhead are in poor condition. There are also large voids and sinkholes present landward of the cap. Surface water run-off has increased erosion by washing material from sinkholes through voids in the timber piles. This portion of the bulkhead is considered to be in a state of structural failure and beyond its functional useful life. The sink holes in this area are likely to continue to grow as material washes out below the cap and as the timber piles continue to deteriorate.
- Approximately 188 linear feet of the existing bulkhead has failed and has deflected out toward the lake. In one portion it is deflected approximately 3 feet outward. The transition between the concrete cap and sheet pile is in poor condition. Both the cap and the sheet pile are bent which has allowed upland material to wash through the gap between the structures and create a wide sinkhole lakeward of the concrete cap.



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- There is also a 6-inch step at a crack in the concrete. This is likely due to a ship collision shifting the structure or uneven settling of the cap.
- A 4-inch hole was identified in the existing bulkhead. The hole appears to be due to corrosion.
- Waler beams are missing from the face of the bulkhead and tie rod failures were observed.
- A 2-inch corrosion hole was identified approximately 10 feet below the water line.
- In some portions of the existing bulkhead sheet piling was only 0.17 inches thick at the flange (58 percent loss) and only 0.15 on the web (0.57 percent loss) at the waterline.
- A one inch wide by 12-inch long crack was found in the sheet piling.

Considering the age and condition of the bulkhead, the structure is beyond its useful service life. The structurally deficient bulkheads at the Cleveland Bulk Terminal cause 20 percent of its dock capacity to lay dormant.

Goals and Objectives:

A goal of the project is to restore unrestricted ship access along 100 percent of the bulkhead.

Summary Statement:

In summary, the project is to address the structurally deficient bulkhead and restore complete dock capacity at the Cleveland Bulk Terminal.

Logical Termini and Independent Utility:

The logical termini for this project are situated along the shore of Lake Erie and extend along the dock affiliated with the Cleveland Bulk Terminal. The project termini encompass the deficiencies identified in the 2016 Comprehensive Maritime Infrastructure Assessment. The project is not dependent on any other action and maintains independent utility.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build alternative retains the existing conditions along the shores of Lake Erie. The No-Build alternative was considered during development of the project; however, it does not address the purpose and need of the project to address facility deficiencies. The existing sheet piling is failing and deflecting into the lake at several locations. The site will continue to erode into the Lake Erie and undermine the existing railroad tracks without replacing the existing bulkhead. This alternative was removed from further consideration because this alternative does not address the deteriorating conditions.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	Extract all of the sheet piling and drive new piles immediately adjacent to the Hulett foundations. This would reduce backfill quantities and may eliminate the need for a waler beam if the sheet piling could be anchored to the Hulett foundations. However, there is a constructability risk of the existing backfill falling into the harbor as the existing sheet piling is removed. The material would have to be removed and replaced.	There is a constructability risk of the existing backfill falling into the harbor as the existing sheet piling is removed.	No



Alternative 2	Cut the existing sheet piling near the water line and drive new sheet piling lakeward of the deflected sheets. This alternative would require the new bulkhead to be installed several feet lakeward of the existing sheet piling due to the amount of deflection in some areas.	This alternative would result in greater impacts to Lake Erie.	No
Alternative 3	Alternative 3 proposes removal of the existing sheet piling in limited areas with excessive deflection and cut the remaining sheet piling at the water line. This would allow the new sheet piling to be driven as close as possible to the existing sheets.	N/A	Yes

Discuss Reasons Alternative Identified as Preferred was selected:

Alternative 3 was selected because it minimizes the structure footprint, backfill quantities and construction costs while also considering constructability risks.



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area No

Remarks:

This project does not add capacity, a new interchange, or a new road on new alignment. Hence, 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 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 Yes

The proposed project falls under 40 CFR 93.126 Yes

Remarks:

This project would be exempt from PM 2.5 analysis per 40 CFR 93.126 under "projects that correct, improve, or eliminate a hazardous location or feature."

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:

Cuyahoga County is not within an ozone maintenance or non-attainment area. Cuyahoga County is listed within the Northeast Ohio Areawide Coordinating Agency (NOACA) Metropolitan Planning Organization (MPO), and is listed within the FY 2018-2021 TIP (p. 35) No further ozone studies or coordination are 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:

The proposed project does not add capacity, involve a road on new location, significantly change the existing horizontal or vertical alignment, or add travel or auxiliary lanes. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, and will not change the vehicle speed, or any other factor that would cause an increase in noise levels relative to the No-Build alternative. As such, a noise analysis is not required for the project.

The Noise Sensitive Area within 500-feet is the Cleveland Metroparks's Edgewater Park located just to the west of the project site. No noise impact to the Metropark's property is anticipated.

Environmental Commitments

Are there any environmental commitments? No



ESA

Does the project require any Permanent ROW or Easement?: No

Does the project require any temporary ROW?: No

ESA

ESA Screening Report was completed by District Staff No

Remarks:

Middough Environmental Services (MESI) conducted a Phase I Environmental Site Assessment (ESA) of the study area and summarized their results in a report dated August 1, 1996. A copy of the Phase I ESA is included in the Project File. MESI recommended a Phase II ESA be conducted because numerous on-site Recognized Environmental Conditions (RECs) and some off-site RECs identified during the study may impact the study area.

MESI conducted a Phase II ESA for the study area and summarized their findings in a report dated October 22, 1996. A copy of the Phase II ESA is included in the project file. The study determined that the site has levels of Total Petroleum Hydrocarbons above Voluntary Action Program (VAP)-defined applicable standards in 17 locations. Four semi-volatile compounds were found in two locations above VAP standards. Groundwater sampled on site has lead concentrations higher than drinking water standards.

ODOT-OES reviewed the reports in December of 2017 and concluded that even though the testing conducted in 1996 it is likely that the metal levels have not attenuated. OES recommends that the construction contract plans contain a plan note that directs the contractor to properly transport and dispose of any un-reusable, excavated project soil as a solid waste at a licensed landfill.

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.):

A records check was prepared and included a review of on-line data provided by the Ohio Historical Preservation Office. This search focused on the immediate project area. No Historic Properties (resources listed eligible for the NRHP) or National Historic Landmarks are found in the APE. No known or inventoried architectural or archaeological resources will be impacted by proposed repair and modernization activities.

Based on the letter or IOC you received from OES, is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES/OSHPO Concurrence Date: 11/16/2017

Remarks:

Modernization of existing ports, dock facilities rehabilitation, and equipment restoration efforts beyond Historic Property boundaries are exempt from further cultural resource consideration. In accordance with Stipulation V(C)1 and Appendix B of the Section 106 Programmatic Agreement approved on November 8, 2017 (Agreement No. 19319), ODOT-OES has determined that the proposed project is a type of undertaking with "minimal potential to cause effects" and is not a part of a larger undertaking. This completes the Section 106 review and no further cultural resource investigations are required.

What is the Section 106 effect determination in the OES letter or IOC? Minimal Potential to Cause Effect - B

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:

10/18/2017

Wetlands

Are Wetlands Present?

No

Remarks:

Wetlands were not documented in the project area during the ecological survey conducted on October 18, 2017. Impacts to wetlands are not anticipated for the project.

Streams & Rivers

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

Remarks:

Streams and rivers were not documented in the project area during the ecological survey conducted on October 18, 2017. Impacts to streams and rivers are not anticipated for the project.

Other Surface Waters

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



Remarks:

Impacts to reservoirs, ponds, jurisdictional ditches, and storm water management facilities are not expected for the project. Lake Erie was identified in the project area. Impacts to Lake Erie are expected. Approximately 1,185 linear feet of bulkhead will be reconstructed, supportive sheet pile and anchoring systems will be repaired along the shores of Lake Erie.

Terrestrial Habitat

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

Remarks:

Developed high intensity land dominated by species adapted to disturbance were documented in the project area during the ecological survey conducted on October 18, 2017. Impacts to unique, rare, or high quality vegetative communities are not anticipated for the project.

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
State Species/habitat found within the project area?	No	

Remarks:

The ODNR noted that the project is within the range of the state threatened channel darter (*Percina copelandi*) and bigmouth shiner (*Notropis dorsalis*). The ODNR-DOW recommends no in-water work from April 15 through June 30 to reduce impacts to indigenous aquatic species and their habitat.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	06/25/2018
United States Fish and Wildlife Service (USFWS):	Yes	05/17/2018



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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:

The US Fish and wild life Service commented on the project and concluded that based on the project, type, size, and location they do not anticipate adverse effects to federally listed species. A copy of the May 17, 2018 correspondence is included in the project file.

On September 27, 2017 the ODNR indicated that due to the location, and the type of work proposed, that the project is not likely to impact any state listed species. The ODNR noted that the project is within the range of the state threatened channel darter (*Percina copelandi*) and bigmouth shiner (*Notropis dorsalis*). The ODNR-DOW recommends no in-water work from April 15 through June 30 to reduce impacts to indigenous aquatic species and their habitat. A copy of the ODNR correspondence is included in the project file.

On June 25, 2018 the ODNR, Office of Costal Management indicated during their review that the project is subject to a State Consistency review, Federal Consistency review, and Shore Structure Permit through ODNR. A copy of the ODNR correspondence is included in the project file.

The ODOT Response to Agency Comments is included in Project File/Ecological/Project Information/ODOT Disposition of Agency Comments.pdf.

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:

There are no agricultural land uses in the project area. As a result, Farmland Coordination is not required.

Are there any environmental commitments? No

Drinking Water

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

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

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

A review of OEPA Water Resources mapping showed no sensitive water resources within the project area. Also, review of ODNR water well mapping showed no residential water wells in the project area

Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

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

No

Identified Section 4(f) Properties

Remarks:

Based on review of available mapping and field reviews, no publicly owned parks, recreation areas, waterfowl/wildlife refuges, bike trails, or properties listed in or eligible for listing in the NRHP are located in the project study area.

In accordance with Stipulation V(C)1 and Appendix B of the Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Ohio Historical Society, State Preservation Office, and the State of Ohio, Department of Transportation Regarding the Implementation of the Federal-Aid Highway Program in Ohio (Agreement No. 19319), executed November 8, 2017, ODOT-OES has determined the undertaking is a type with minimal potential to cause effects and is not part of a large undertaking in a November 16, 2017 IOC. Impacts to Section 4(f) resources are not expected for the project.

Are there any environmental commitments?

No



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Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Secondary source information sources were completed by ASC Group personnel. Sources included the U.S. Department of the Interior National Park Service Land and Water Conservation (LAWCON) website for funds allocated in Cuyahoga County. No Section 6(f) resources were identified.

Are there any environmental commitments?

No



Community Impacts

Community Impacts

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

Remarks:

The proposed project is anticipated to comply with local/regional development patterns for the area established in planning studies or transportation plans.

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

Remarks:

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

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

Remarks:

Indirect and cumulative impacts of the project are expected to be minimal, because the project involves improvements to existing facilities. Additionally, facility maintenance along this segment of Lake Erie would be expected to decrease as a result of the project by way of preventing further deterioration of the bulkheads located in the project area. The proposed improvements are expected to have mostly positive impacts.

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

Remarks:

The proposed project is a water dependent project and is not anticipated to have substantial negative impacts upon health and education facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities. The bulkhead rehabilitation will benefit ship traffic along the shores of Lake Erie and reduce facility maintenance costs.

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

Remarks:

The proposed project will not require any new right-of-way, structure takes, or relocations.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390351036021	28	50

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

Are there any relocations? No

Will there be changes to access? 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:

The proposed project will have no disproportionately high and adverse impacts 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 Population 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 Population Impact Analysis Report (UPIAR) is not required.

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)

A press release was issued in May 2017 referencing the Port of Cleveland's plan to invest in the infrastructure at the Cleveland Bulk Terminal. Per the Section 4582 of the Ohio Revised Code, all Cleveland-Cuyahoga County Port Authority Board meetings are publicly advertised and open to the public. The following items associated with the project have been presented and approved by the Board at the publically held meetings:

1. May 11, 2017 Meeting - Authorization to enter into an LPA agreement with ODOT
2. September 14, 2017 Meeting - Authorization to proceed and enter into a contract with KS Associates for the design and permitting of the project
3. February 8, 2018 Meeting - Authorization to modify the limits of the Submerge Land Lease and submit the Shore Structure Permit at the Cleveland Bulk Terminal related to the project

No public comments have been received by the Port Authority regarding the project. As a result, no changes have been made to the design based on public comment.

A Board meeting will be held In September 2018. The project will be publicly presented and Board authorization will be sought to enter into a contract and proceed with construction of the project.

A Statement of Floodplain Findings for the project was posted on ODOT's District 12 Website on June 4, 2018. No public comments have been received.

A summary of the public involvement activities, press release, Board meeting minutes, and Statement of Floodplain Findings web posting are included in the project file.

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.

No public comments have been received by the Port Authority regarding the project. As a result, no changes have been made to the design based on public comment.

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):	No
Nationwide Permit (NWP):	Yes
Section 404 Individual Permit:	No
Section 10 Permit:	Yes
Ohio EPA	
Section 401 Water Quality Certification:	Yes
Level 1 General Isolated Wetland Permit:	No
Level 2 Individual Isolated Wetland Permit:	No
Level 3 individual Isolated Wetland Permit:	No
US Coast Guard	
Section 9 Coordination:	No
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	Yes

Remarks:

The project includes rehabilitation of 1,185 linear feet of shore at the bulk terminal. The repair will start at the west end of the bulk terminal. New sheet piling, 70 feet long, will be driven in place of the existing sheet piling and concrete cap. In areas where the existing sheet is bowed out, the existing sheeting will be pulled, and new sheets will be driven in line with the rest of the bulkhead. The new sheet piling will be placed 1.2 feet lakeward of the existing sheet piling. The space between the new and existing sheet piling will be filled with low strength mortar fill. The new bulkhead will be supported by the existing concrete Hulett foundations, and a system of steel tiebacks.



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A Shore Structure Permit was issued by the ODNR on June 5, 2018 for construction of 1,185 linear feet of steel sheet-pile bulkhead immediately lakeward of the existing sheet-pile at the Cleveland Bulk Terminal along the Ohio shore of Lake Erie.

On June 29, 2018 the USACE authorized the project under a Provisional Nationwide Permit (NWP) 3 (DA No. 2018-00532). Because the project exceeds the limits of NWP 3, an Individual Section 401 Water Quality Certification or a waiver must be obtained from OEPA to validate the NWP verification. On June 29, 2018 KS Associates on behalf of the Cleveland-Cuyahoga County Port Authority, requested an exemption of Clean water Act Section 401 Water Quality Certification under Section D.5 of the Ohio EPA's General Certification for Nationwide Permits. The status of the exemption is currently pending.

Are there any environmental commitments? Yes

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): No

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

Remarks:

Ground disturbance is anticipated to be less than one acre so an NPDES permit will not be required. The contract drawings will include applicable storm water Best Management Practices to be required during construction.

Are there any environmental commitments? No

Floodplains

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

EO 11988/NFIP Coordination and Documentation Completed Yes

NFIP Local Floodplain Coordinator Notification Date 06/05/2018

Remarks:

Based on review of floodplain mapping for the project area by ASC Group, Inc., personnel, the project is located within a Special Flood Hazard Area. Impacts to floodplains are anticipated from this project. FEMA floodplain mapping is provided in the Project File.

KS Associates coordinated with the City of Cleveland on May 10, 2018 and on June 5, 2018 regarding floodplain impacts. A No-Rise Certificate and plan set was submitted for review. No response has been received as of yet.

A Statement of Floodplain Findings for the project was posted on ODOT's District 12 Website on June 4, 2018. The public comment period ended July 4, 2018. No public comments have been received.

Are there any environmental commitments? Yes

Landfills

Is a 2713 Permit required? No



Environmental Document Level: D1

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Remarks:

A Rule 2713 permit is required when there is excavation into a landfill, whether it was regulated or not, and regardless of how old it is. The Rule 2713 permit is issued by the Ohio EPA. There are no impacts to landfills for the proposed project. As a result, a Rule 2713 permit will not be required for this project.

Are there any environmental commitments?

No



Environmental Commitments

ESA

1) The Phase II ESA test results show the property contains elevated levels of metals and TPH (Total Petroleum Hydrocarbons). The contractor is to properly transport and dispose of any un-reusable, excavated project soil as a solid waste at a licensed landfill.

Ecological

1) The Project Designer shall incorporate the following plan note into the plans: In-water work shall not be permitted from April 15th through June 30th to reduce impacts to indigenous aquatic species, the state threatened channel darter (*Percina copelandi*) and the bigmouth shiner (*Notropis dorsalis*), and their habitat.

Permits - Waterway Permits

1) The Cleveland Cuyahoga Port Authority shall ensure that all appropriate waterway permits are obtained prior to any work below the ordinary high water mark of Lake Erie.

2) The Project Designer shall include the Waterway Permit Special Provisions in the project plans.

Permits - Floodplains

1) The Project Designer will address any comments pertaining to floodplain impacts provided by the local Floodplain Administrator.



Environmental Document Level: D1

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Preparers and Approvals

Form Preparer:

Len Mikles
ASC Group
800 Freeway Drive North Suite 101, Columbus Ohio 43229
614-643-3208
lmikles@ascgroup.net

Supporting Form Preparer(s):

Andrew Campbell
Christina Eavenson
David Klinge
Hamid Homaei
Len Mikles
Nicholas LaPointe

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	7/24/2018



Appendix

General

Aerial Map.pdf

STIP Listing.pdf

CBT Maritime Infrastructure Condition Assessment Report.pdf

USGS Quadrangle Topographical Map.pdf

County Map.pdf

ESA

OES Recommendations - Phase II.pdf

Cultural Resources

Minimal Potential to Cause Effects - A or B.pdf

Section 106 Scoping Request Form.pdf

Ecological

ODNR Comments 2.pdf

ODOT Disposition of Agency Comments.pdf

Coordination with ODNR and USFWS.pdf

USFWS Comments.pdf

ODNR Comments.pdf

Other Resources

Well Log Data.pdf

Water Source Protection Area Map.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Response to Public Comments.pdf

Permits

FEMA FIRM.pdf

Statement of Findings.pdf

Correspondence with Local Floodplain Administrator.pdf

No Rise Certification - ODOT Form LD-50.pdf