



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

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

Environmental Document

for

LUC IR 475 0.09 Widening PID 95875

Environmental Document Level: C1

Approved: 1/30/2018

Prepared By: District 2

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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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C1

PID: 95875
Project Sponsor: DISTRICT 2 PRODUCTION
ODOT District: 2
Funding Source: Federal
Private Funding: No

Project Description:

The proposed project will replace and rehabilitate existing pavement and widen I-475 by adding one additional lane for a total of three lanes in each direction from US-24 to US-20, located within the City of Maumee and Monclova and Springfield townships, in Lucas County Ohio. The proposed work will occur within the median of I-475 through the addition of one 12-foot lane for each direction of I-475. Interchange ramps will be resurfaced as needed but not modified. The I-475 bridges over Monclova Road and the Norfolk Southern railroad will be replace and widened (project LUC-475-0.93, PID 96482) to accommodate the mainline widening. This document was prepared based with information from preliminary engineering. New right-of-way will not be needed. Earth disturbance will be over 1 acre.

Ten streams, five wetlands, eight potentially jurisdictional ditches, and one storm water basin are located within the project construction limits. The Ecological Survey Report (in the project file) was written based on the worst case impacts and shows impacts to these features; however, the project proposes NO impacts to these features. Ohio Endangered Sweetfern (*Comptonia peregrina*), Ohio Endangered Soapwort Gentian (*Gentiana saponaria*), and Ohio Potentially Threatened Scaly Blazing-star (*Liatris squarrosa*) were found in the project area will be moved for the LUC-475-7.53 (PID 99737) project. Ohio State endangered Plains Muhlenbergia (*Muhlenbergia cuspidata*), and Potentially Threatened wild lupine (*Lupinus perennis*), Scaly Blazing Star (*Liatris squarrosa*), Prairie Rattlesnake-Root (*Nabalus racemose*), and Hairy Pinweed (*Lechea mucronata*) were also found in the project area and shall be moved prior to the start of construction. Based on coordination with the USFWS (in the project file) the project is not likely to adversely affected these species based on the commitment in this project and in PID 99737 project to relocate the individual plants prior to the start of construction.

The proposed project is located within 1,000 feet of the State Scenic Maumee River; however the project is within the corporation limit of the City of Maumee where ODNR Scenic Rivers does not have jurisdiction.

The proposed project is located within 100-year floodplains in multiple locations. Floodplain coordination has been started and shall be completed prior to construction.

Fallen Timbers Battlefield is on the National Register of Historic Places (NRHP) and is located in the southwest quadrant of the I-475 bridges over Monclova Road/Norfolk Southern railroad; however, because there is no work outside existing right of way, it will not be impacted by the project. Side Cut Metropark, funded by Land & Water Conservation funds (Section 4(f) and 6(f)), is located along the Maumee River south of US-24 on both east and west sides of I-475; however, because there is no work outside existing right of way, it will not be impacted by the project.



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The noise analysis, in the project file, found multiple noise barriers to be feasible and reasonable. Based on the age of the analysis at the time of construction, a re-evaluation of the noise analysis is required after the Stage 1 plans have been completed.

The ESA IOC (in the project file) did not include the project area from Dorr Street north; therefore Regulated Materials research was completed and because there will be no work outside right of way and no work 6 feet or more below the existing ground surface, the project is exempt from further RMR/ESA evaluation. An Ohio Utilities Protection Service (OUPS) request was completed for the project. Coordination with utilities will continue throughout design and construction.

The proposed project's maintenance of traffic plan will maintain two lanes of traffic for mainline I-475 during the construction of the project except short duration lane restrictions during off peak hours (as permitted by ODOT) during certain phases of work. Short duration ramp closures during off peak hours (as permitted by ODOT) during certain phases of work will also be needed. Traffic on Monclova Road under the bridge will be reduced to one lane during construction; however, a traffic signal is proposed on each side of the interstate allowing for traffic in each direction on Monclova Road to be maintained under the bridge at alternating intervals. Courtesy coordination was completed with local emergency officials, schools, and the local hospital. Construction is expected to run from March through November for two construction seasons. Pedestrian traffic will be maintained at all times where pedestrian traffic is permitted. Construction for the 99737 project should start in Spring 2019, but the earliest construction could start for the southern section would be 2022.

STIP Reference #	2014AM06ID0314FDPE
Cultural Resources Coordination:	Minimal Potential to Cause Effect - Appendix A
Cultural Resources Coordination Date:	11/08/2017
Supporting documentation has been uploaded to Project File:	Yes

Select the appropriate project type (more than one can be selected):

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. **Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated**



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utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)

Environmental Commitments:

Yes



Environmental Commitments

C1

- 1) The Project Designer shall incorporate the following into the plans: The contractor shall perform all work within the existing right of way during construction.
- 2) The Project Designer shall ensure that Parts 642-8 and 642-58 of the Traffic Engineering Manual shall be placed in the plans to ensure compliance with Federal notification requirements. The ODOT Project Engineer shall forward the construction notification information to the following departments within the timeline outlined in TEM Part 642-58 to ensure compliance with Federal notification requirements: a. District Public Information Officer (PIO) by phone at: (419) 373-4428 or email at: d02.pio@dot.ohio.gov b. District Permit Section by phone at: (419) 373-4301 or email at: d02.permits@dot.ohio.gov c. Central Office Special Hauling Permits Section by phone at: (614) 351-2300 or email at: hauling.permits@dot.ohio.gov
- 3) 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.
- 4) ODOT D2 Environmental Coordinator shall ensure that a noise analysis re-evaluation is completed after the Stage 1 design has been completed.
- 5) The Project Designer shall incorporate the following note into the plans: The contractor shall take all precautions to prevent any and all material from going off the edge of bridge deck(s) and edge of culvert(s) during all construction operations. The contractor shall immediately remove through non-mechanical means any material that falls into the roadside ditches, streams, wetlands, or other waters. Under no circumstances shall the contractor work in or store equipment and/or materials in any wetlands, streams, or other waters. No work or staging is permitted below the top of bank of any stream and/or within a wetland.
- 6) With the assistance provided by ODNR-DNAP staff, the Ecological Staff of ODOT-OES will attempt to relocate individuals of Plains Muhlenbergia (*Muhlenbergia cuspidata*), wild lupine (*Lupinus perennis*), Scaly Blazing Star (*Liatris squarrosa*), Prairie Rattlesnake-Root (*Nabalus racemose*), and Hairy Pinweed (*Lechea mucronata*) to a suitable location outside the proposed project, as identified by ODNR-DNAP, prior to the start of construction activities. Coordination efforts between ODOT-OES and Mike Pettegrew (ODNR-ODOT Program Manager, (614) 265-6387, mike.pettegrew@dnr.state.oh.us) will commence in advance of construction activities to arrange for the plant relocation effort. Upon advance notice, Mr. Pettegrew will coordinate the plant relocation effort internally at ODNR with the DNAP Chief Botanist, Rick Gardner and the DNAP Regional Preserve Manager, Ryan Schroeder.
- 7) The Project Designer shall incorporate revegetation with native seed mixes where the slope is 2:1 or flatter where appropriate.
- 8) ODOT and the Contractor shall jointly prepare and obtain approval of the Notice of Intent (NOI) for the project from OEPA prior to any earth disturbing activities.
- 9) The Project Designer shall incorporate a plan note such as the following for the contractor to adhere to: All local noise ordinances must be followed, except if a waiver is obtained prior to the work commencing.
- 10) Prior to Plan Package submittal, the ODOT D2 Environmental Coordinator shall ensure the Noise Public Involvement is completed to determine the neighborhoods' desire, color, and texture of the noise walls.



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- 11) The Project Designer shall incorporate a plan note such as the following for the contractor to adhere to: The contractor shall provide the noise wall shop drawings to the Project Engineer who shall provide them to Noel Alcala in the Office of Environmental Services for review and approval a minimum of 30 days prior to manufacturing the noise walls.
- 12) The Project Designer shall ensure the noise wall designs are incorporated fully into the plans and provide the Stage 3 plans and Tracings of the Noise Barrier Construction Plans to Noel Alcala in the Office of Environmental Services for review and approval prior to submitting the plan package.
- 13) The Project Designer shall incorporate the following note into the plans: The Contractor is not authorized to place any fill into or work within any wetland or waterway below the ordinary high water mark during construction.
- 14) The proposed project is located within mapped floodplain and floodways, therefore, ODOT shall complete National Flood Insurance Program compliance documentation, Letter of Notification (Form LD-52), Letter of Compliance (Form LD-51), Hydraulic Calculations, and No-Rise Certification (Form LD-50) prior to the plan package submittal date.



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Preparers and Approvals

Form Preparer

District 2
Contact: Stacy Schimmoeller
419-373-4319
Stacy.Schimmoeller@dot.ohio.gov

Approvals & Electronic Signatures

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



Appendix

Section 6(f)

LWCF Grant Listing.pdf

Noise

OES Approval - Noise Analysis.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

General

USGS Quadrangle Topographical Map.pdf

County Map.pdf

Correspondence with Emergency and Public Services.pdf

Aerial Map.pdf

ESA

OES Recommendations - Phase I.pdf

RMR Maps.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Ecological

OEPA Comments.pdf

USFWS Comments - Consult Form.pdf

Coordination with USFWS.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

USFWS Comments.pdf

Coordination with USACE.pdf

ODNR Comments.pdf

ODOT Disposition of Agency Comments.pdf

Other Resources

Site Specific Resource Mapping.pdf

Underserved Populations



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Census Mapping.pdf

Permits

Floodplain Impacts.pdf

Statement of Findings.pdf

FEMA FIRM.pdf