



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

GEA SR 608 03.09 Buggy Lane PID 103884

Environmental Document Level: D1

Approved: 6/20/2019

Prepared By: Bradley Bendle

Environmental Design Group

Phone: 330-375-1390

E-mail: bbendle@envdesigngroup.com

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.

Table of Contents

Project Type.....	3
General Project Information.....	4
Purpose & Need.....	10
Alternatives.....	12
Air.....	15
Noise.....	16
ESA.....	17
Cultural Resources.....	18
Ecological.....	20
Other Resources.....	27
Section 4(f).....	29
Section 6(f).....	30
Community Impacts.....	31
Underserved Populations.....	32
Public Involvement.....	33
Permits.....	37
Environmental Commitments.....	39
Preparers and Approvals.....	40
Appendix.....	42



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane

Approved: 6/20/2019

Project Type

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

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).
(a) Project types that exceed thresholds in Appendix A
(b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	103884
Project Name:	GEA SR 608 03.09 Buggy Lane
Project Sponsor:	ODOT SPONSORING AGENCY
ODOT District:	12
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018AM04ID0168FDCO
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:	\$658,593.00
Right of Way:	\$300,325.00
Construction:	\$2,375,030.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

Safety Project: Widen the SR-608 (Old State Road) shoulders between Nauvoo Road to approximately 2500' north of Burton Windsor Road in Middlefield Township. Northbound turning lanes will be added at Burton-Windsor Road and Nauvoo Road.

Funding:

Preliminary engineering: detailed design- \$80,495 is 90% federal and 10% state, \$10,350 100% state.
Environmental preliminary development- \$58,650 100% state, \$235,000 is 90% federal and 10% state, \$34,952 100% state, \$35,226 100% state.



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane

Approved: 6/20/2019

Right of way: acquisition- \$190,325 is 90% federal and 10% state, \$50,000 is 100% local. Real estate services- 100% state

Construction: Construction contract- \$1,879,000 is 90% federal and 10% is state, \$50,000 is 100% local. Construction engineering- 100% state.

The project was scoped as a D1 level Environmental Document. Once the D1 was prepared and submitted by the Consultant, it was determined that the impacts had avoided and minimized down to the C2 level of Environmental Document. However, the District choose to approve the project with the already prepared D1 document.

The D1 Approval is based on Stage 2 Design.

A copy of the 4-1-2019 stage 2 construction drawings is included in Project File/General/Project Information/Stage 2 Design.pdf

Limits of Proposed Work:

Middlefield Twp: Nauvoo Rd to north
of Burton Windsor Rd

Start (SLM):	3.18
End (SLM):	4.48
Total Work Length (Miles):	1.30

Roadway Character

Roadway Character

Route Number: SR00608

Functional Classification: Major Collector (Rural)

Current Average Daily Traffic: 6400

Current Average Daily Traffic Year: 2020

Design Year Average Daily Traffic: 6800

Design Average Daily Traffic Year: 2040

Daily Hourly Volume: 680 S Burton Windsor Rd, 420 N
Burton Windsor Rd

Truck %: 5

Setting: Rural

Topography: Rolling

Existing:

Proposed:



Design Speed (MPH):	45	45
Legal Speed (MPH):	45	45
Number of Lanes:	2	2
Type of Lanes:	Asphalt	Asphalt
Pavement Width (ft):	10	11
Shoulder Width (ft):	3	8
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	N/A

Sufficiency Rating: 077.4
General Rating: 8
Date Built: 07/01/2005
Bridge Location: APPROX 1.5 MI W CUY RIVER
40. Bridge Type: 171

Design Criteria For Bridges
Design Criteria for Bridges

SFN: 2802201

Sufficiency Rating: 077.4
General Rating: 8
Date Built: 07/01/2005
Bridge Location: APPROX 1.5 MI W CUY RIVER

	Existing:	Proposed:
Bridge Type:	171	171
Bridge Length (ft):	22	41.33
Number of Main Spans:	1	1
Max Span Length (ft):	20	20
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	24	38
Shoulder Width(ft):	3	8
Under Clearance (ft):	7	7

Bridge Type Description:

Bridge is a precast concrete box having a 20 foot span and a 7 foot rise. A reinforced concrete headwall and tapered 45 degree wingwalls are provided at each end of the bridge.

Load Restrictions Description:



As the bridge is simply being extended to the east to accommodate wider shoulders for Amish road users, the load restrictions will remain unchanged for the structure.

Will the structure be rehabilitated or replaced as part of the project? No

If this bridge is a historic bridge, what type is it? not historic

Remarks:

Bridge is comprised of modern precast concrete box sections, and was originally constructed in 2005. Therefore it is not historic. The existing structure will be lengthened at the east end to accommodate the proposed roadway shoulder widening for Amish road users. Existing headwall and wingwalls on the east end will be removed and new ones provided upon completing the lengthening. Existing guardrail at each end of the bridge will be replaced.

41. Bridge Length (ft):	22
42. Number of Main Spans:	1
43. Max Span Length (ft):	20
44. Load Restrictions (TON):	150
45. Curb to Curb Width (ft):	24

Maintenance of Traffic During Construction

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

Remarks:

Maintenance of traffic will be accommodated in 6 phases. Phase 1 includes the extension of the bridge at Tare Creek, with SR 608 closed exception for local traffic and buggies. The detour will be from SR 608 along CH 41 (Nauvoo Rd) to SR 528 to SR 322 and back to SR 608. The bridge extension does not impact any existing private driveways.



Approved: 6/20/2019

During phase 2 storm sewer crossings will be installed across SR 608. One lane traffic will be maintained using flaggers to direct traffic using the open lane. The MOT will be implemented in accordance with applicable ODOT maintenance of traffic standard drawing. Both lanes will be opened to traffic at the end of each workday.

During phase 3 pavement planning will be accomplished. One lane traffic will be maintained using flaggers to direct traffic using the open lane. The MOT will be implemented in accordance with applicable ODOT maintenance of traffic standard drawing. Both lanes will be opened to traffic at the end of each workday.

During phase 4 and phase 5 all work associated with the shoulder widening will occur on the east side and west side of the roadway, respectively. For each phase, one lane traffic will be maintained using flaggers to direct traffic using the open lane. The MOT will be implemented in accordance with applicable ODOT maintenance of traffic standard drawing. Both lanes will be opened to traffic at the end of each workday.

During phase 6 surface course, pavement markings and signage will be constructed. One lane traffic will be maintained using flaggers to direct traffic using the open lane. The MOT will be implemented in accordance with applicable ODOT maintenance of traffic standard drawing. Both lanes will be opened to traffic at the end of each workday.

A signed detour route will be set up to accommodate through traffic businesses within the limits of the project.

The detour will also accommodate the businesses on Burton-Windsor Road just outside the project limits. ODOT is working directly with The Middelfield Cheese factory to accommodate the daily truck traffic generated. Safety forces will be able to use SR 608 at all times. Other public services and school buses will utilize the detour route during phase 1.

Local emergency/safety forces, school officials, public officials (Township Trustees and Geauga County Engineer) were notified by letter of the project, and all were invited to the public involvement meeting.

A press release will be issued 15 days in advance of the beginning of construction.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 11

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way: 19



Approved: 6/20/2019

Approximate acreage of Permanent Right-of-Way needed:	0.603
Approximate acreage of Temporary Right-of-Way needed:	1.873
Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Estimated right of way required for the project is based on the construction limits developed in the construction drawings (stage 2). There is a total of 0.6028 acres of permanent right of way expected (14 parcels from 11 property owners), 1.8725 acres of temporary right of way expected (25 parcels from 19 property owners), and 0.0046 acres of stormwater/channel easement expected from 1 property owner. All anticipated right of way takes are strip takes along SR 608 in Geauga County. Right of way anticipated from business property includes 0.1856 acres of permanent right of way and 0.4708 acres of temporary right of way. Right of way from public agencies includes 0.102 acres of permanent right of way and 0.00238 acres of temporary right of way from the City of Akron, and 0.0944 acres (3 parcels) of permanent right of way and 0.727 (3 parcels) of temporary right of way from Middlefield Village. The remainder of the right of way expected for the project is from private land owners.

At various stages in the project, plans were provided to all utility companies within the corridor for review and comment regarding impacts caused by the proposed improvements. The utilities within the project footprint include gas lines, electric lines, communication lines, waterline, sewer lines, and oil pipeline. With the exception of waterline, impacted utilities will be relocated and/or adjusted by the owner of the utility. Waterline adjustments will be included in the project. Other anticipated utility adjustments include gasline, utility pole, and communication lines. Dominion East Ohio has an existing utility easement perpendicular to SR608 at the intersection of Nauvoo Road heading west. This utility easement will be overlapped by temporary and permanent right-of-way acquisitions.

All utility relocations and adjustments are expected to be completed prior to the contractor beginning work on the project. Appropriate plan notes will be included in the drawings regarding the status of utility relocations/adjustments. Relocations and adjustments will be compliant with ODOT's roadway design standards.



Purpose & Need

Purpose & Need

Project History:

Safety concerns have been identified when horse-drawn vehicles traveling at a low speed, share the roadway with vehicles traveling at much higher speeds. Narrow shoulder widths result in very little room for horse-drawn Amish buggies to leave the pavement so that vehicles can maneuver around them. Also, there is virtually no crash protection for occupants in Amish buggies. The risk for vehicle to vehicle crashes also increases when drivers become impatient following a buggy and pass in no passing zones when sight distance is not ideal.

Previous independent statewide studies completed by ODOT and the Ohio Department of Public Safety (ODPS) in 2000 analyzed the potential safety issues with Amish buggies and pedestrians sharing roadways with motor vehicles. The ODOT study evaluated the overall safety concerns, and the study recommendations were focused on roadway design and maintenance of roadway facilities. The ODPS study focused on driver education and enforcement initiatives. A public involvement/public opinion survey was also completed as part of the ODOT study. Widening shoulders to 8 feet on state roadways was one of the recommendations included in the ODOT study.

Additionally, in 2016, District 12 completed an Amish Safety Strategic Plan for Geauga County. As part of this plan, crash data collected in Geauga County from 2010 to 2014 revealed that 83 crashes involving Amish buggies were reported within the study area. Three crashes resulted in fatalities and twenty-five crashes resulted in injuries. Primary contributing factors were improper lane change/passing, following too closely, and failure to yield.

This study further evaluated safety for Amish buggies and pedestrians; resulting in specific recommended improvements including intersection lighting, signal detection, sight distance improvements, buggy warning system, shoulder widening for pedestrians and/or buggies, sidewalk, and climbing lanes at certain roadway locations within Geauga County. This project is one of the recommended improvements included in the Amish Safety Strategic Plan for Geauga County, ODOT District 12 completed in 2016.

This project will be included with other safety improvement projects in Geauga County under one contract with construction funded through the BUILD Transportation Grant.

A copy of the September 2000 ODOT Amish Buggy Safety on Ohio's State Roadway System Analysis and Action Plan; and the December 29, 2016 ODOT District 12 Geauga County Amish Safety Strategic Plan is included in Project File/Purpose and Need/Project Information/2000 ODOT Amish Buggy Safety Study.pdf and 2016 ODOT District 12 Amish Safety Strategic Plan.pdf, respectively.

Purpose Statement:



Approved: 6/20/2019

The purpose of this project is to improve roadway safety for motorized vehicles and Amish road users, including buggies and pedestrians along a section of SR 608 in Geauga County from 775 feet south of Nauvoo Road to 2500 feet north of Burton-Windsor Road.

Need Element(s):

The existing roadway currently shared by motorized vehicles and Amish buggies has a 10-foot lane in each direction with a 3-foot paved shoulder. Currently, motorized vehicles must pass the much slower amish buggies traveling in the same direction with very poor site distance due to the steep grade of the roadway.

Goals and Objectives:

The primary goal of this project is to increase safety for motorized vehicles and amish road users along SR 608 in Geauga County.

Summary Statement:

The purpose of this project is to improve roadway safety for motorized vehicles and Amish road users, including buggies and pedestrians along a section of SR 608 in Geauga County from 775 feet south of Nauvoo Road to 2500 feet north of Burton-Windsor Road. The existing roadway currently shared by motorized vehicles and Amish buggies has a 10-foot lane in each direction with a 3-foot paved shoulder. The shoulder width needs to be increased to safely accommodate vehicles passing much slower amish buggies traveling in the same direction.

Logical Termini and Independent Utility:

The 2016 Amish Safety Strategic Plan for Geauga County identified a section of SR 608 in Geauga County for shoulder widening to accommodate Amish buggies and other Amish road users. The limits defined for this project from SLM 3.18 to SLM 4.48 (1.30 MI) correspond to the limits generally recommended in the plan. These limits are further defined at the northern terminus based on the crest of a hill which limits sight distance for vehicles passing buggies going northbound on SR 608. This is further accentuated as the hill is long and has a substantial grade change resulting in the horses becoming tired (and slower) at they near the top of the hill. The southern terminus is further defined by the length of the proposed right turn lane on northbound SR 608 at Nauvoo Road.

This project serves a distinct purpose and function, to improve safety along SR 608 for Amish buggies. The improvements made as a result of this project have the ability to function as stand-alone improvements without forcing other improvements which may have impacts.



Alternatives

Alternatives

Discuss No Build Alternative:

The no build alternative will perpetuate existing conditions relative to Amish buggies and pedestrians mixing with vehicles on this section of roadway. Geauga County is the second largest Amish settlement in Ohio and the fourth largest in the country. Based on the 2010 census, Geauga County had more than 12,000 residents that belonged to the Amish community. As the Amish community is well established in Geauga County, Amish buggies and pedestrians will continue to mix with vehicles on this section of roadway, and accidents will continue to occur.

Was a Feasibility Study completed? No

Was an Alternative Evaluation Report (AER) completed? No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
------	-------------	------------------	-----------------------

Discuss Reasons Alternative Identified as Preferred was selected:

A feasibility study was not completed specifically for this project. However other relevant studies were completed in 2000 including independent statewide studies by ODOT and the Ohio Department of Public Safety (ODPS) that analyzed the potential safety issues with Amish buggies and pedestrians sharing roadways with motor vehicles. The ODOT study evaluated the overall safety concerns, and the study recommendations were focused on roadway design and maintenance of roadway facilities. The ODPS study focused on driver education and enforcement initiatives. A public involvement/public opinion survey was also completed as part of the ODOT study.

Recommendations from the ODOT study included:

- Widen shoulders to 6 to 8 feet on state roadways with heavy horse-drawn vehicle traffi
- Plow shoulders during snow removal
- Cut vegetation to improve sight distance at intersections for drivers of horse drawn vehicles, who sit further back than motor vehicle drivers
- Re-evaluate signage based on feedback received from the Amish Community
- Consider changing speed limits by conducting speed zone studies that take into account Amish buggies and pedestrians
- Re-evaluate vertical and horizontal geometries on state highways with heavy Amish buggy traffic.
- Selection of treatments and prioritization of projects was anticipated to be undertaken by the local government agencies and ODOT District offices.



Primary recommendations from the ODPS study included:

- Conduct public information campaigns
- Educate buggy operators on safety materials and equipment
- Prepare 'Rules of the Road' materials and programs for buggy drivers
- Develop a hands-on buggy operator course with the support of the Amish School officials
- Conduct Amish Vehicle Safety Week during spring and fall seasons
- Revise the young driver training curriculum to include instruction on slow moving vehicles

Additionally, in 2016, District 12 completed an Amish Safety Strategic Plan for Geauga County. This study further evaluated safety for Amish buggies and pedestrians; resulting in specific recommended improvements including intersection lighting, signal detection, sight distance improvements, buggy warning system, shoulder widening for pedestrians and/or buggies, sidewalk, and climbing lanes at certain roadway locations within Geauga County. This project was identified in the 2016 plan.

In the 2016 Amish Safety Strategic Plan, roadway sections/intersections with noted buggy traffic were reviewed for potential safety concerns and appropriate improvements were identified. The following factors that impact safety for roadway segments and intersections were developed.

ROADWAY SEGMENTS

- Crash rate (All crashes, buggy crashes)
- Vehicular volume (ADT, Amish buggy)
- Shoulder widths
- Sight distance deficiency
- Vertical grades
- No Passing Zones
- Number of schools within 1/4 mile buffer
- Posted speed limit
- Amish survey (Critical Segments)
- Amish survey (Walking)
- Committed projects by Local Public Agency (LPA) or ODOT

INTERSECTIONS

- Crash rate (All crashes, buggy crashes)
- Vehicular volume (Entering ADT, Amish buggy)
- Sight distance deficiency
- Speed zones
- Vertical grades
- Number of schools in the 1/4th mile buffer
- Traffic control type
- Amish survey (Critical Intersections)
- Amish survey (Walking)



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane
Approved: 6/20/2019

- Committed projects by LPA or ODOT

These factors were applied to the identified roadway sections/intersections in a matrix on the basis of high risk, moderate risk, or low risk. This evaluation was used to develop recommendations and the results were presented in the plan.



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 a 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 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. Also this project is exempt under 40 CFR 93.126 (Shoulder Widening).

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area

No

Remarks:

Geauga County is not in a PM 2.5 non-attainment area, as such no PM 2.5 analysis is required.

Carbon (CO)

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

Ozone

The proposed project is in an Ozone non-attainment or maintenance area

Yes

The proposed project is listed on the TIP

Yes

Remarks:

Geauga County is in an ozone nonattainment area. However, because the project is in the STIP/TIP, ozone is addressed. The project's design concept and scope have not changed significantly since the Metropolitan Transportation Plan and TIP Conformity Determination per 40 CFR 93.115.

Environmental Commitments

Are there any environmental commitments?

No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area

No

Remarks:

The project is not a Type 1 project for noise, i.e. does not add capacity, a new highway on new location, significantly change the horizontal or vertical alignment, or add an auxiliary lane, therefor, a noise analysis is not required.

Environmental Commitments

Are there any environmental commitments?

No



ESA

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

ESA

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 10/23/2018

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? No

Remarks:

RMR for the project was completed by Environmental Design Group on October 2, 2018. Subsequent review and response from ODOT OES on October 23, 2018 concluded that no further action is warranted from the project. However, if the concrete piers for overhead walkway for RM002/RM011, Middlefield Cheese, will be impacted and/or right-of-way will be acquired from RM005, Middlefield Recycling, 113862 Old State Road, further RMR may be required.

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.):

To insure protection of the cultural resources within the project area and maintain compliance with Section 106 of the National Historic Preservation Act and 36 CFR Part 800, the following actions were completed for the project.

A section 106 Scoping Request was prepared by Lawhon and Associates in January, 2019 and uploaded to Environet. Subsequently ODOT D12 submitted the request to ODOT-OES on January 31, 2019. As part of the scoping request, environmental staff from Lawhon and Associates reviewed online GIS mapping to identify historic sites/structures in or near the project.

A literature review was completed by ODOT-OES to identify known archaeological resources in the project vicinity. The review did not identify any previously recorded archaeological sites within one mile of the project area. Based on the research it was concluded that no known archaeological resources will be impacted by the project.

On March 12, 2019 ODOT-OES completed an architectural field review for the proposed project. The review showed large portions of the project having hydric soils, steeply sloping and eroded terrain, and areas previously disturbed by development. Based on this information, it was concluded that it is highly unlikely that the project will affect significant archaeological sites and no further archaeological investigations are recommended.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES Approval/OSHPO Concurrence Date: 04/23/2019

Remarks:

OES submitted project to SHPO for Section 106 Informal 15-day review. No comments or objections were received within 15 days. OES approval date of 4-23-2019.

What is the Section 106 effect determination in the OES Transmittal? No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect



Tribal Consultation

Tribal Consultation Summary/Remarks:

No tribal commentary was received during the public involvement process.

Environmental Commitments

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed? Yes
Date ESR was completed: 10/17/2018

Wetlands

Are Wetlands Present? Yes
Are Any Wetlands impacted? Yes
Has a Wetland Delineation been made? Yes
Has the wetland Jurisdictional Determination been made? No

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland 1	2	Non-Isolated	50	0.07
Wetland 2	1	Non-Isolated	0.63	0.10

Est. Total Size (Acres) of for Project: 50.63
Est. Total Impacted (Acres) of for Project: 0.17
Total Acres of Non-Isolated Wetlands impacted: 0.17
Total Acres of Isolated Wetlands impacted: 0

Remarks:

A level 2 Ecological Survey Report dated October 17, 2018 was prepared based on field investigations performed by Environmental Design Group ecological staff on June 11, 2018 and June 18, 2018. The ecological study area is 15.48 acres; the project area (construction limits) is 11.12 acres. A detailed alternative evaluation was not performed for the proposed project due to the lack of feasible alternatives.

The proposed project will improve roadway safety for motorized vehicles and Amish road users, including buggies and pedestrians along a section of SR 608 in Geauga County from 775 feet south of Nauvoo Road to 2500 feet north of Burton-Windsor Road. A 5-foot extension of an existing bridge (22'x7' box culvert) at Tare Creek is required for this project.

Within the project footprint, 102 feet of an existing stream was identified, and two wetlands (0.58 AC Category 2 and 0.10 AC Category 1) totaling 0.68 acres were identified. 77 feet of the stream is proposed to be impacted by the project as a result of the bridge extension, with 5 feet as a permanent impact. Proposed



wetland impacts include 0.10 AC of Category 2 wetland and 0.07 AC of Category 1 wetland resulting from permanent fill that is proposed to construct the shoulder widening for SR 608. The Category 2 wetland extends east and west outside of the project limits and is part of a large wetland complex associated with Tare Creek. The Category 1 wetland extends beyond the project limits to the east. The portion of wetlands that are proposed to be filled are located within the existing SR 608 right of way, and were historically impacted by the construction of SR 608. The wetlands continue to be subjected to disturbance resulting from road maintenance activities and traffic. The portion of these wetlands located outside the project limits are expected to continue to function as they currently do during and after proposed construction activities. No indirect loss of function is expected.

Existing wetlands are located on both sides of the roadway and in close proximity to each other. These wetlands also occupy a portion of the existing road right of way and in some cases are within 10 feet of the existing roadway edge. Therefore, shifting the roadway would not avoid wetlands impacts.

To minimize impacts to the wetlands, ditch fore-slopes and back-slopes were steepened. This action resulted in a net savings of 0.094 acres of impacts to the wetlands. A Wetland Finding document is included in Project File/Ecological/Project Information/wetland finding.pdf.

Any necessary mitigation will be addressed as part of the Waterways Permit process.

Streams & Rivers

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

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Tare Creek	77	46	Warm Water Habitat (WWH)

Total Linear feet Impacted:

Remarks:

A level 2 Ecological Survey Report dated October 17, 2018 was prepared based on field investigations performed by Environmental Design Group ecological staff on June 11, 2018 and June 18, 2018. The



ecological study area is 15.48 acres; the project area (construction limits) is 11.12 acres. A detailed alternative evaluation was not performed for the proposed project due to the lack of feasible alternatives.

The proposed project will improve roadway safety for motorized vehicles and Amish road users, including buggies and pedestrians along a section of SR 608 in Geauga County from 775 feet south of Nauvoo Road to 2500 feet north of Burton-Windsor Road. A 5-foot extension of an existing bridge (22'x7' box culvert) at Tare Creek is required for this project.

Within the project footprint, 102 feet of an existing stream was identified, and two wetlands (0.58 AC Category 2 and 0.10 AC Category 1) totaling 0.68 acres were identified. 77 feet of the stream is proposed to be impacted by the project as a result of the bridge extension, with 5 feet as a permanent impact. Proposed wetland impacts include 0.10 AC of Category 2 wetland and 0.07 AC of Category 1 wetland resulting from permanent fill that is proposed to construct the shoulder widening for SR 608. The Category 2 wetland extends east and west outside of the project limits and is part of a large wetland complex associated with Tare Creek. The Category 1 wetland extends beyond the project limits to the east. The portion of wetlands that are proposed to be filled are located within the existing SR 608 right of way, and were historically impacted by the construction of SR 608. The wetlands continue to be subjected to disturbance resulting from road maintenance activities and traffic. The portion of these wetlands located outside the project limits are expected to continue to function as they currently do during and after proposed construction activities. No indirect loss of function is expected.

Any necessary mitigation will be addressed as part of the Waterways Permit process.

Other Surface Waters

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

Remarks:

A level 2 Ecological Survey Report dated October 17, 2018 was prepared based on field investigations performed by Environmental Design Group ecological staff on June 11, 2018 and June 18, 2018. The ecological study area is 15.48 acres; the project area (construction limits) is 11.12 acres. A detailed alternative evaluation was not performed for the proposed project due to the lack of feasible alternatives.

The proposed project will improve roadway safety for motorized vehicles and Amish road users, including buggies and pedestrians along a section of SR 608 in Geauga County from 775 feet south of Nauvoo Road to



2500 feet north of Burton-Windsor Road. A 5-foot extension of an existing bridge (22'x7' box culvert) at Tare Creek is required for this project.

Within the project footprint, 102 feet of an existing stream was identified, and two wetlands (0.58 AC Category 2 and 0.10 AC Category 1) totaling 0.68 acres were identified. 77 feet of the stream is proposed to be impacted by the project as a result of the bridge extension, with 5 feet as a permanent impact. Proposed wetland impacts include 0.10 AC of Category 2 wetland and 0.07 AC of Category 1 wetland resulting from permanent fill that is proposed to construct the shoulder widening for SR 608. The Category 2 wetland extends east and west outside of the project limits and is part of a large wetland complex associated with Tare Creek. The Category 1 wetland extends beyond the project limits to the east. The portion of wetlands that are proposed to be filled are located within the existing SR 608 right of way, and were historically impacted by the construction of SR 608. The wetlands continue to be subjected to disturbance resulting from road maintenance activities and traffic. The portion of these wetlands located outside the project limits are expected to continue to function as they currently do during and after proposed construction activities. No indirect loss of function is expected.

Any necessary mitigation will be addressed as part of the Waterways Permit process.

Terrestrial Habitat

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

Remarks:

The project area is mainly developed land that includes rural residential and agricultural, with commercial business located in the middle of the project (Middlefield Village Water pumping plant) and at the south end of the project (Rothenbuhler Cheese factory). All the vegetative communities within the project area currently persist under high to extreme disturbance. Mown ROW (developed open space) is the predominant vegetative community within the proposed construction limits and will be the most impacted by the widening of SR 608. Five vegetative communities totaling 1.01 AC are proposed to be impacted. All the vegetative communities within the project area currently persist under high to extreme disturbance. Mown ROW (developed open space) is the predominant vegetative community within the proposed construction limits and will be the most impacted by the widening of SR 608. This habitat has been highly manipulated by past roadway construction activities, continued roadway maintenance, and traffic flow. The vegetative species that reside within this habitat are common, and often non-native, species that are tolerant to disturbance. Developed open space and developed high intensity (area consisting predominantly of pavement) were not considered in the impact analysis as they currently persist under extreme disturbance. Areas of developed open space (DS) within the existing ROW will be converted into pavement (DH, developed high intensity).

The proposed project will not impact high quality communities. Proposed impacts associated with the project involve conversion from the current vegetative cover to pavement (DH) or developed open space (DS). The



open water, which is associated with Tare Creek, will not be converted to another land use. The majority of impacts to the open water are temporary and involve the 5-foot extension of the existing box culvert.

Threatened or Endangered Species

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

Remarks:

The range of Federal species including the Indiana Bat (*Myotis sodalis*), Northern Long-eared Bat (*Myotis septentrionalis*), and the Bald Eagle (*Haliaeetus leucocephalus*) fall within the project limits.

A survey of the project area did not identify any portals, openings, cracks, or crevices in rock outcroppings that may be an entrance to a cave or mine that would be considered suitable winter hibernacula for the bats. No bridges will be impacted by the project. There was no evidence of bats within the box culvert (culvert has a 20-foot span). No bat captures are recorded within 5 miles of the project area. No potential maternity roost trees were identified within the construction limits. A total of 0.06 acres of suitable wooded habitat within 100 feet of the existing EOP are within the proposed construction limits. This habitat exhibits roosting characteristics for federally listed bat species. All tree removal will occur between October 1 and March 31. This project may affect but is not likely to adversely affect these species.

The trees that are proposed to be removed are planted trees within the existing roadway ROW that are subject to regular maintenance. According to the ODNr NDB response, a record of a bald eagle was reported approximately 0.4-mile (2,000 feet) west of the study area. According to the USFWS Midwest Region Bald Eagle Permit: Non-Purposeful Take guidelines, the proposed project is not likely to impact the bald eagle because 1) a buffer of over 330 feet between the project and the active or inactive nest exists, 2) no clearing or construction will occur within 660 feet of the nest, and 3) there is natural landscape buffers that screens the activity and the nest.

State listed species located within 1 mile of the project, and plant species records within 0.5 mile of the project include Eastern pondmussel (*Ligumia nasuta*) (endangered), river jewelwing (*Calopteryx aquabilis*) (endangered), and bald eagle (*Haliaeetus leucocephalus*) (federal species of concern).

State endangered and threatened species include Blanding's turtle (*Emydoidea blandingii*), spotted turtle (*Clemmys guttata*), smooth greensnake (*Opheodrys vernalis*), upland sandpiper (*Bartramia longicauda*), and



Approved: 6/20/2019

American bittern (*Botaurus lentiginosus*). Upon review of the impacts to suitable habitat for the listed State endangered and threatened species, it was concluded that these species are extremely unlikely to be present and therefore, the project is not likely to impact them. For the Eastern pondmussel (*Ligumia nasuta*) it was concluded that Tare Creek within project area would not be considered backwaters. Therefore, this project has no anticipated impacts to the species. Regarding River jewelwing (*Calopteryx aequabilis*) there is a lack of published information regarding specific habitat requirements of the species. Several published sources indicate that the river jewelwing prefers wooded streams with some sun penetration. Tare Creek within the project area is not wooded; however, it is surrounded by emergent vegetation and therefore, the sunlight penetrates the water. According to the online ODNR NHD response, a record of the river jewelwing was reported within the East Branch Cuyahoga River approximately 0.7 miles (3,000 feet) west of the study area. Female river jewelwings lay eggs in the stem of aquatic plants about one foot underwater. The eggs hatch in 18 to 30 days and the naiads take 2 to 3 years to mature. The naiads live in underwater tree roots and aquatic vegetation. Aquatic plants are present within Tare Creek and Wetland 1 abutting Tare Creek within the project area. Approximately 0.03 acres of open water with emergent vegetation associated with Tare Creek will be temporarily impacted by the proposed project during construction activities. Only 0.002 acre (5' x 20') of Tare Creek will be permanently culverted as a result of the proposed project. This project is not likely to impact the species.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	Yes	11/09/2018
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

Submittal to US Fish & Wildlife was made by ODOT Office of Environmental Services on October 31, 2018. US Fish & Wildlife concluded that the proposed improvements will have *no effect* on the Bald Eagle, *May Effect, Not Likely To Adversely Affect* the Indiana Bat, and *May Effect, Not Likely To Adversely Affect* the Northern Long-eared Bat. US Fish & Wildlife recommended that the following avoidance measures be implemented for the project regarding suitable wooded habitat/tree removal.

- Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely.



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane

Approved: 6/20/2019

- Tree Removal AMM 2(a) (OH PBO: A-1). Time of year restrictions for tree removal when bats are not likely to be present - To avoid impacts to summer roosting bats, SWH will be cleared only between 1 October and 31 March, when the species would not be present.
- Tree Removal AMM 3. Ensure tree removal is limited to that specified in project plans by clearly marking clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.

Are there any environmental commitments?

Yes



Approved: 6/20/2019

Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area	No
The proposed project is located within a Non-Urbanized Area	Yes
The proposed project involves new permanent right-of-way (ROW)	Yes
The proposed project involves temporary ROW	Yes
The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less	Yes
Undeveloped land being used for construction purposes is protected by a conservation easement	No
Undeveloped land being used for temporary ROW will be returned to equal or greater productive capability upon completion of the proposed project	Yes
Based on the scope and type of work, the proposed project is in compliance with the executed Farmland Memorandum of Understanding (MOU), the FPPA, and 7 CFR 658. Completion of the Farmland Conversion Impact Rating (FCIR) Form is not warranted. No further coordination is required.	
OES Concurrence Date	01/01/1900
NRCS Approval Date	01/01/1900
Land being used for the proposed project is part of an Agricultural District	No

Remarks:

Based upon review of appropriate mapping, the proposed project is located in a non-urbanized area. Based on the scope and type of work, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. Furthermore, right-of-way needed to facilitate construction activities is not from land designated as Agricultural District. Therefore, completion of the Farmland Conservation Impact Rating (FCIR) Form was not warranted and no further coordination is required.

Are there any environmental commitments? No

Drinking Water



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

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

Specify Source Water Protection Area

Wellhead Protection Area: No

Emergency Management Zone: No

Bellevue Castalia Karst Plain: No

Lake Erie: No

Ohio River: No

Other: Yes

Please describe what your selection of 'Other' above refers to.

The OEPA Drinking Water Source Protection Area map was reviewed by Environmental Design Group personnel. An OEPA Drinking Water Source Protection Area is present within the project boundary.

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	Yes	No

Remarks:

The US EPA Sole Source Aquifer map was reviewed by Environmental Design Group personnel. No Sole Source Aquifers are present within the project boundary. The OEPA Drinking Water Source Protection Area map was reviewed by environmental Design Group personnel. An OEPA Drinking Water Source Protection Area is present within the project boundary. The US EPA Sole Source Aquifers map is located in Project File/Other Resources/Drinking water/Sole Source Aquifer Mapping.pdf, and OEPA Water Protection Area map is located in Project File/Other Resources/Drinking water/Water Source Protection Area Map.pdf

The area includes a number of private use water wells on private property that serve the various residences and the Rothenbuhler Cheese Factory along SR 608. The proposed improvements will not impact any private wells.

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 a review of available mapping, including Geauga County GIS mapping, by Environmental Design Group personnel, as well as field investigations conducted by Environmental Design Group staff in 2018; no parks, recreational areas, wildlife or waterfowl refuges, were identified within or adjacent to the project site. A review of a portion of the Ohio SHPO GIS map by Lawhon and Associates, Inc., concluded that there are no historic sites within the project site.

The City of Akron Water Department owns property on the west side of SR-608, however, there are no public recreational facilities or public access to the property. No Section 4(f) coordination was required.

Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based on a review of the LWCF website by Environmental Design Group on May 22, 2019 no section 6(f) properties were identified.

The LWCF Grant Listing fo Geauga County is included in Project File/Section 6(f) /Project information/LWCF Grant Listing.pdf.

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 safety improvement to increase shoulder width along SR608 is a result of regional growth of the Amish community in Geauga County, and it complies with development patterns.

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

Remarks:

SR608 will be improved in a positive manner by enhancing the safety of the roadway. This will result in a positive impact to the community cohesion.

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

Remarks:

Proposed action will not cause indirect impacts such as changes in land use patterns, population density or growth rate, and related effects on air and water and other natural systems including ecosystems. No cumulative impacts from direct and indirect effects are "reasonably foreseeable" as a result of the proposed action.

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 action will not have substantial impacts on these facilities.

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

Remarks:

The proposed safety improvement will require minor right of way (strip) takes along SR608. These takes will not result in displacement of residents, businesses, institutions, or farms.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390553123001	13	25

- Are Underserved Populations located within and/or adjacent to the proposed project area?** Yes
- Are there any relocations?** No
- Will there be changes to access?** Yes
- Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an Underserved Population?** No
- Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Underserved Population?** No
- Will access to or use of the transportation improvement be denied to any Underserved Populations (for reasons such as cost to use, ability to access, etc.)?** No
- Will the proposed project result in unanticipated additional impacts to any Underserved Populations?** No
- Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement?** No
- Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement?** No
- Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement?** No

Remarks:

The proposed action will have no disproportionately high and/or adverse effects on minority or low-income populations, or disparate impacts to a Title VI population; based on the table above and attained mapping. No concerns related to impacts on underserved populations were raised as a result of public involvement activities conducted for this project. Therefore, in accordance with the protections of Executive Order 121898, FWHA Order 6640.23A, and Title Vi of the Civil Rights Act of 1964, no further analysis is required. Mapping is located in Project File/Other Resources/Drinking water/Underserved Populations Map.pdf

- Are there any Environmental Commitments?** No



Approved: 6/20/2019

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)

Letters dated May 1, 2018 were sent to all property owners along the project route informing them of the upcoming project and advising them of field survey work and environmental studies to be performed. A copy of the May 1, 2018 letters is included in Project File/Public Involvement/Public Information/Property Owner Notification Letter.pdf

Letters dated March 25, 2019 were sent to all property owners along the project route informing them of the upcoming Public Involvement meeting for the project. Letters were also sent to a list of stakeholders that included Geauga County Engineer; Geauga County Sheriff; Middlefield Village Police, Fire, and EMS; Cardinal School District Transportation supervisor, superintendent, and school board members; Middlefield Township Trustees and Fiscal officer. A copy of the March 25, 2019 letters to property owners is included in Project File/Public Involvement/Public Information/Property Owner Notification Letter.pdf. A copy of the March 25, 2019 letters to stakeholders is included in Project File/Public Involvement/Public Information/Stakeholder Notification.pdf

A notice of the public involvement meeting was provided to a member of the Amish Safety Committee who agreed to see that the notice was published in the local Amish newsletter. The committee member also suggested a location for the meeting (local auction house) that was in close proximity to the project and known by the local Amish Community. A copy of this notification is included in Project File/Public Involvement/Public Information/public meeting notice.pdf

On March 22, 2019 ODOT issued a press release for the public involvement meeting. A copy of the March 22, 2019 press release is included in Project File/Public Involvement/Public Information/Press Release.pdf

A public involvement meeting was held on April 29, 2019 from 6pm to 8pm at the Event Center at Heritage Marketplace 15848 Nauvoo Road, Middlefield, OH 44062. The meeting was held in an open house format, with a 15-minute presentation about the project provided at 6:15pm. Construction plan sheets were laid out on tables for review and discussion. Associates from ODOT District 12 and the consultant were in attendance to address questions and comments from meeting attendees. Copies of the engineer's report, meeting handout, and comment form were available at the meeting for attendees. Thirty-three people attended the meeting. Written comments were received from 5 participants during the thirty-day comment period that ended on May 31, 2019. A response was made for each comment, with the responses included in a letter that was sent to attendees of the public involvement meeting that provided an address (or e-mail address). A copy of the April 29, 2019 Public Meeting Sign-in Sheet is included in Project File/Public Involvement/Public Information/Public Meeting Sign in Sheet.pdf. A copy of the April 29, 2019 Public Meeting Presentation is included in Project File/Public Involvement/Public Information/Public Meeting Presentation.pdf. A copy of the April 29, 2019 Engineer's Report and PI Meeting handouts are included in Project File/Public Involvement/Public Information/Public Meeting Handouts.pdf. A copy of the April 29, 2019 meeting comments and May 21, 2019 comment letter is included in Project File/Public Involvement/Public Information/Public Comments Received.pdf. A copy



Approved: 6/20/2019

of the May 31, 2019 meeting comments and responses spreadsheet is included in Project File/Public Involvement/Public Information/Response to Public Comments.pdf

A Public Involvement Summary document including project description, letters, advertisement to the public, meeting notices, press release, summary of the Public Meeting, comments received with responses, and a conclusion was prepared on June 7, 2019. A copy of the June 7, 2019 Public Involvement Summary document is included in Project File/Public Involvement/Public Information/Public Involvement Summary Document.pdf

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.

The comments and responses are as follows.

COMMENT: Will culverts get replaced on west side, north of Burtom Windsor?

RESPONSE: They will not.

COMMENT: I would like to discuss traffic flow coordination as we have 30 milk tankers daily, 8-10 delivery trucks, and customer access to the retail store. It may be wise to note that there is limited access to part of the construction area due to the need to unload milk tankers.

RESPONSE: A meeting will be scheduled to discuss MOT coordination with the business.

COMMENT: The City of Akron's access drive at station 207 is used by a local Amish farmer named Elvin Miller during the tapping season (approx Feb 1-April 1). He purchases maple taps from the City of Akron during this time and it is requested that he be able to access this driveway during construction.

RESPONSE: Access will be maintained except when this driveway is reconstructed. A plan note will be added requiring that the contractor maintain access for these driveways from February to April. The ODOT construction engineer can coordinate with the City of Akron regarding the time period when the driveway will be impacted once the contractor's schedule is known.

COMMENT: I have questions about adding a drive to property currently with no driveway.

RESPONSE: All new driveways require a permit in order to construct. Contact Jill Powers at ODOT right of way permit office at 216 584 2195. The local Township may also have driveway requirements. Contacting a Township Trustee is recommended as well.

COMMENT: We will in the very near future be placing business truck entry drive off State Rt 608. With plans in place to widen shoulder, are there details to apply so that changes will not have to be made later with placement of culverts, etc.



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane

Approved: 6/20/2019

RESPONSE: A copy of the plans can be provided so that a culvert can be installed at the location and elevation of the new ditch when the new driveway is constructed. All new driveways require a permit in order to construct. Contact Jill Powers at ODOT right of way permit office at 216 584 2195. The local Township may also have driveway requirements. Contacting a Township Trustee is recommended as well.

Comment: The staging area driveway(s) must be kept accessible from February to April for maple tapping access. We would like stream protection best management programs followed with any work around Tare Creek or drainage to Tare Creek to keep foreign materials from entering the waterway. We would like to be notified of start dates and completion dates, as well as any issues delaying the project or that are sensitive.

Response: Access will be maintained except when driveways are reconstructed. A plan note will be added requiring that the contractor maintain access for these driveways from February to April. The ODOT construction engineer can coordinate with the City of Akron regarding the time period when driveways will be impacted once the contractor's schedule is known. ODOT construction engineer will also coordinate with the City regarding start dates and completion dates, as well as any issues delaying the project; and any issues that are sensitive to water quality, should they arise during construction. A SWPP plan will be prepared and implemented by the contractor in accordance with ODOT Item 832 (supplemental specification) to insure soil erosion and sediment control best management practices are followed for the entire project that includes the area within and near Tare Creek.



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane
Approved: 6/20/2019

Are there any Environmental Commitments?

Yes



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	No
Army Corps of Engineers	
Regional General Permit (RGP):	Yes
Nationwide Permit (NWP):	Yes
Section 404 Individual Permit:	No
Section 10 Permit:	No
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 :	No

Remarks:

A waterways permit determination request was prepared by ODOT District 12 on January 31, 2019. The request indicates that there will be 0.067 acre of permanent impacts to a 51.5 acre Category 2 wetland, 0.031 acre of permanent impacts to a category 1 wetland, all based on grading and filling required for shoulder widening. Also, the request indicates that there will be 73 linear feet of temporary impact and 13 linear feet of permanent impact to Tare Creek, based on an extension of the existing bridge (box culvert) needed to accommodate widened shoulders at the bridge. Based on these impacts waterway permits will be required. The submission of the determination request will be based on the timing of project construction and the duration of the permits (typically 2 years). Based on the current project schedule, construction will be complete by October 31, 2021. Thus, the intent is to submit the PDR on October 31, 2019.

Are there any environmental commitments?	Yes
---	-----



Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

Project is not located in Big Darby or Olentangy areas.

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 06/14/2019

Remarks:

Project is located within the flood zone A of Tare Creek.

Coordination with the Geauga County Floodplain coordinator was submitted on 6-14-2019. Comments received will be incorporated into the final plans. The coordination package is in Project File/Permits/Floodplains/Coordination with Floodplain Administrator.pdf.

A copy of the FEMA FIRM Flood Insurance Rate Map Panel 0252D for Geauga County is included in Project File/Permits/Floodplains/FEMA FIRM.pdf

Are there any environmental commitments? Yes

Landfills

Is a 2713 Permit required? No

Remarks: No Landfills are present.

Are there any environmental commitments? No



Environmental Commitments

ESA

- 1) No impact to concrete piers for the overhead walkway for Middlefield Cheese approximately STA. 197+65.
- 2) No right-of-way take from Middlefield Recycling, 113862 Old State Road. or further RMR investigation will be required.

Ecological

- 1) The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. [The Contractor] shall not remove trees under this project from April 1 through September 30. All necessary tree removal shall occur from [October 1 through March 31]. The Contractor shall demarcate clearing limits in the field to avoid any unauthorized tree clearing. 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.
- 2) The Project Designer shall ensure that the project is designed to avoid tree removal in excess of what is required to implement the project safely.
- 3) The Project Designer shall ensure tree removal is limited to that specified in project plans by clearly marking clearing limits and ensure contractors understand clearing limits and how they are marked in the field.
- 4) The Project Designer shall ensure the design incorporated steeper ditch fore-slopes and back-slopes to minimize impacts to wetlands.

Public Involvement

- 1) The project designer shall include the following note in the plans: Due to maple tapping season, access to existing driveways on the west side of SR 608 at Station 206+68 and 211+66 will be maintained by the contractor to provide full access from February 1 to April 1. The ODOT construction engineer will coordinate with the City of Akron (kcrisp@akronohio.gov) regarding the time period when these driveways will be impacted once the Contractor's schedule is known.

Permits - Waterway Permits

- 1) ODOT will obtain and adhere to all appropriate waterway permits prior to any work below the ordinary high water mark of any waterway and all Special Provisions for waterway permits will be included in the plans.

Permits - Floodplains

- 1) The Project Designer shall incorporate floodplain comments received from the local floodplain coordinator into the final plans.



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane
Approved: 6/20/2019

Preparers and Approvals

Form Preparer:

Bradley Bendle
Environmental Design Group
450 Grant Street, Akron OH 44311
330-375-1390
bbendle@envdesigngroup.com

Supporting Form Preparer(s):

Bradley Bendle
Robert Sabol

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	6/20/2019



Appendix

Ecological

Coordination with ODNR and USFWS.pdf

ESA

OES Recommendations - Screening.pdf

Regulated Materials Review Form (2).pdf

Cultural Resources

SHPO Comments

Other Resources

Sole Source Aquifer Mapping.pdf

Cultural Resources

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

USFWS Comments Consult Form GEA-608-3.09 PID 103884.pdf

Other Resources

Water Source Protection Area Map.pdf

Underserved Populations

Census Mapping.pdf

Permits

Coordination with Local Floodplain Administrator.pdf

Public Involvement

Press Release.pdf

Property Owner Notification Letter.pdf

Public Meeting Handouts.pdf

Public Meeting Notification.pdf

Public Meeting Presentation.pdf

Public Meeting Sign In Sheet.pdf

Response to Public Comments 1.pdf

Response to Stakeholder Comments.pdf



Environmental Document Level: D1
PID 103884 GEA SR 608 03.09 Buggy Lane
Approved: 6/20/2019

Stakeholder Notification.pdf