



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02
317 E. POE RD. • BOWLING GREEN, OH 43402 • 419-353-8131

Environmental Document for **LUC 120 11.32 Replacement PID 102940** **Environmental Document Level: D1**

Approved: 11/15/2021

Prepared By: Justin Pitts

TRC Engineers, Inc.

Phone: 614-423-6353

E-mail: jpitts@trccompanies.com

District Contact: Phoenix Neal

Phone: 419-373-4329

E-mail: Phoenix.Neal@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 14, 2020, and executed by FHWA and ODOT.

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Project Type

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

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	102940
Project Name:	LUC 120 11.32 Replacement
Project Sponsor:	DISTRICT 2 ENGINEERING
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	102940: 21-24 STIP SLI Group Project

The next phase of the proposed project is listed on the STIP	Yes
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The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
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Planning and Engineering:	\$778,526.00
Right of Way:	\$42,500.00
Construction:	\$3,910,348.00
Other:	\$0.00

An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No
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Project Description:

The Ohio Department of Transportation (ODOT) intends to replace the existing State Route (SR) 120 (Central Avenue) Bridge over the Ottawa River, including new substructure, superstructure, approach slabs, curbs, drainage structures and roadway approaches. The proposed project is approximately 0.10 mile in length and located in the Village of Ottawa Hills and Sylvania Township, Lucas County, Ohio. In general, the project area is highly disturbed mowed/maintained right-of-way, including driveways and parking lots associated with recreational, residential and institutional properties.

The environmental document and associated studies, as applicable, were approved using Stage 2 design plans for the project.

A copy of the Stage 2 design plans is included in the Project File > General > Project Information subsection as Stage 2 Design.pdf.



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Limits of Proposed Work: SR120 bridge over Ottawa River
Start (SLM): SR 120 SLM 11.30
End (SLM): SR 120 SLM 11.40
Total Work Length (Miles): 0.1

No roadway data for PIDs associated with this CE Form

Sufficiency Rating: 010.1
General Rating: 4
Date Built: 07/01/1928
Bridge Location: 0.04 MI E RIVA RIDGE RD.
40. Bridge Type: 111N

Design Criteria For Bridges
Design Criteria for Bridges

SFN: 4804929

Sufficiency Rating: 010.1
General Rating: 4
Date Built: 07/01/1928
Bridge Location: 0.04 MI E RIVA RIDGE RD.

	Existing:	Proposed:
Bridge Type:	111N	502N
Bridge Length (ft):	128	168
Number of Main Spans:	2	3
Max Span Length (ft):	60	55.33
Load Restrictions (TON):	55	N/A
Curb to Curb Width (ft):	54	62
Shoulder Width(ft):	N/A	5
Under Clearance (ft):	N/A	N/A

Bridge Type Description:

Proposed: 3-Span Prestressed Concrete I-Beams Founded on Semi-Integral Abutments on Drilled Shafts and Cap-and-Column Piers on Drilled Shafts.

Existing: 2-Span Reinforced Concrete Spandrel Arch with a 9 inch Reinforced Concrete Deck on Spread Footing Founded on Rock.

Load Restrictions Description:



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Proposed: HL-93 and 60 PSF FWS

Existing: HS20-44 and Alternate Military Loading

Will the structure be rehabilitated or replaced as part of the project? Yes

If this bridge is a historic bridge, what type is it? N/A

Remarks:

The existing LUC-120-11.32 bridge is not listed as historic on the ODOT Historic Bridge List.

41. Bridge Length (ft): 128

42. Number of Main Spans: 2

43. Max Span Length (ft): 60

44. Load Restrictions (TON): 55

45. Curb to Curb Width (ft): 54

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:



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Initial coordination with agencies was made through the public involvement process via notification letters to property owners and local agencies, postings on the County and local news source websites and a press release. As a part of these activities, a comment period was provided in order to obtain concerns and/or general feedback. *All public involvement documentation is provided in the Project File > Public Involvement > Project Information.*

Vehicular Traffic

The proposed bridge replacement project requires Central Avenue (SR 120) to be closed to through traffic for 120 days. The detour route will be approximately 5.2 miles in length and will use Interstate 475 (I-475) and Secor Road.

- Eastbound traffic will use I-475 northbound from Central Avenue, continue on I-475 eastbound and the interchange and exit to Secor Road. Traffic will then continue on Secor Road southbound until Central Avenue.
- Westbound traffic will take Secor Road northbound and enter onto I-475 westbound. Traffic will continue on I-475 southbound at the I-475 and US-23 interchange, and then exit at Central Avenue.

Additional Information

The proposed project is not expected to result in substantial impacts to health and educational facilities, public utilities, fire/police/emergency medical services, religious institutions, public transportation, pedestrian and/or bicycle facilities. A commitment will be made to provide notification to local media outlets, schools, police, fire, emergency services, transit transportation department and post offices in advance of the start of construction. Additionally, notice of closure signs will be placed by the contractor prior to the scheduled road closures a minimum of 14 calendar days prior to closure.

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

Right of Way and Utility Involvement

Number of parcels impacted by Permanent Right-of-Way: 3

Number of parcels impacted by Temporary Right-of-Way: 1

Approximate acreage of Permanent Right-of-Way needed: 0.363

Approximate acreage of Temporary Right-of-Way needed: 0.006

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

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area No

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

Remarks:



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The locations of the underground utilities were obtained from the utility owners as required by 153.64 Ohio Revised Code (ORC). Utility relocations will be required for the project. Coordination with any impacted utilities will be handled appropriately prior to construction.

Utilities within the anticipated construction limits consist of the following: AT&T, Buckeye Broadband, Frontier Communications, Columbia Gas of Ohio, Toledo Edison Company, Lucas County Sanitary Engineer.

A Utility Coordination Letter has been uploaded to the Project File > General > Right-of-Way and Utility Involvement.



Purpose & Need

Purpose & Need

Project History:

Over the past few years, the Ohio Department of Transportation (ODOT) has performed inspections and analyses to monitor the structural condition of the existing bridge (Structure File Number: 4804929) that carries Central Avenue (State Route 120) that spans the Ottawa River in the Village of Ottawa Hills, Sylvania Township, Lucas County, Ohio. The two-span, 128 feet long, reinforced-concrete arch bridge was built in 1928 and widened in 1975. A Bridge Condition Rating survey on the concrete arch structure was completed by ODOT in March 2015, March 2016, March 2017, May 2018 and July 2019. The in-depth inspections determined the condition of the structure is satisfactory, however, the structure is considered Functionally Obsolete. Based on the analyses of data by ODOT and serviceable operation life of the structure, a planned project to address facility deficiencies is scheduled for construction in 2024.

Purpose Statement:

The purpose of the project is to improve facility deficiencies to maintain connectivity and access over the Ottawa River in the Village of Ottawa Hills and Sylvania Township.

Need Element(s):



Primary Need

Facility Deficiencies

The condition of the bridge was evaluated in accordance with state and federal guidelines. Based upon the results of inspections, structures are assigned a general appraisal rating on a scale from 1 to 9 where 9 indicates a new condition, 4 indicates poor/deficient condition and 1 indicates near failure. A sufficiency rating is a general representation of the overall condition of the bridge structure. This rating ranges from 0 to 100 where a rating of 100 is an entirely sufficient bridge considered in excellent condition and 0 is considered as an entirely deficient bridge or a failed condition. The sufficiency rating considers several factors including the condition of the bridge as well as geometrics. A bridge may be considered deficient because of outdated design, narrow lanes, or lack of shoulder space, and not necessarily the physical condition of the bridge. Based on this rating scale, bridges with a sufficiency rating of 50 or less meet the threshold for federal funding assistance for their replacement. Upon review of the July 25, 2019, ODOT Bridge Inspection Report and January 2, 2020, ODOT Bridge Inventory and Appraisal information, this structure received a general appraisal of 5 (Satisfactory Condition) and was assigned a sufficiency rating of 44.6 (Functionally Obsolete). This classification signifies that the bridge was built to standards that are not used today. A functionally obsolete bridge is one that has inadequate lane widths, shoulder widths, vertical clearances, or does not meet current geometric standards.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for this project have been defined as extending along Central Avenue (SR 120) over the Ottawa River from STA 596+35.00 (250 feet west of the existing Central Avenue bridge approach slabs) to STA 601+59.00 (50 feet east of the existing Central Avenue bridge approach slabs) in the Village of Ottawa Hills and Sylvania Township, Lucas County, Ohio. The existing structural footprint and roadway approach work established the limits of the logical termini for the proposed project.

The proposed transportation improvement does not depend on any other transportation improvement to meet the established Purpose and Need. Additionally, this transportation improvement is independent of any other transportation improvement in the area and is not part of any system linkage or long-range development or transportation plan. Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative would not make any improvements to the SR 120 (Central Avenue) Bridge other than routine maintenance. As a result, the existing bridge would likely close to traffic within the next few years due to continued deterioration. Closure of the bridge would redirect traffic several miles to the north or south around the project area. As the No Build Alternative will not address the purpose and need for the project, it has been dismissed from further consideration.

Was a Feasibility Study completed? No

Was an Alternative Evaluation Report (AER) completed? Yes

Date AER was approved: 06/28/2019

Alternatives Considered

Name	Description	Reason Dismissed	Included in the AER	Preferred Alternative
Alternative 1	Alternative 1 would replace the existing bridge with a 150'-0" single-span steel superstructure on semi-integral abutments. This approach provides a larger hydraulic opening and accommodates space for a future path that can be constructed up to 2' to 4' above OHWM, beneath the bridge, along the Forward Abutment (East Abutment).	Alternatives 1 was eliminated from further consideration due to a higher overall cost and lack of other benefits.	Yes	No



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Alternative 2	Alternative 2 is a three-span (48'-9", 65'-0", 48'-9") rolled steel beam bridge on semi-integral abutments and multi-column piers. The 162'-6" total bridge length is slightly longer than the single span alternative but provides a similar overall hydraulic opening. A future path adjacent to the river can be accommodated beneath the structure along the Forward Abutment (East Abutment). The addition of piers is offset by increasing the length of the bridge, reducing the size of the abutments.	N/A	Yes	Yes
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Alternative 3	Alternative 3 replaces the existing bridge with a 143'-0" single-span prestressed concrete girder bridge. This creates a slightly shorter structure with a more efficient hydraulic opening. It does not allow for a future path beneath the structure as 143'-0" is the maximum length these girders can span at the given configuration, which leaves insufficient distance between the channel and the abutment to accommodate a path. Long-term serviceability is also a concern for this girder as this design represents its maximum capacity.	Alternative 3 was dismissed for the following reasons: 1. the waterway opening is smaller than the existing, which even though more efficient, it does not accommodate a future path beneath the structure; 2. preliminary design calculations indicate negative long term camber (upward bend), which is undesirable for prestressed concrete girders; and 3. the constructability of the WF72-49 girders in close proximity to a residential area poses a safety concern as multiple large cranes will be required to set the girders.	Yes	No
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Alternative 4	Alternative 4 is a three-span (54'-3", 55'-4", 54'-3") prestressed concrete I-girder bridge on semi-integral abutments and multi-column piers. Prestressed girders were designed to be the same length to maximize fabrication efficiency. A future path adjacent to the river can be accommodated beneath the structure along the Forward Abutment (East Abutment). The addition of piers is offset by increasing the length of the bridge, reducing the required size of the abutments and using smaller girders.	Alternatives 4 was eliminated from further consideration due to a higher overall cost and lack of other benefits.	Yes	No
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Discuss Reasons Alternative Identified as Preferred was selected:

The Preferred Alternative is Alternative 2 as it provides a larger hydraulic opening than the existing structure, has the lightest overall superstructure weight, accommodates a future path beneath the structure and can be constructed and maintained more economically. Additionally, the proposed structure would retain two lanes for two-way traffic, meet current bridge design, and remove the load restrictions from the roadway. This alternative satisfies the purpose and need of the project by improving deficiencies of the bridge and retaining a crossing for SR 120 over the Ottawa River. The selection of this alternative was made by ODOT District 2. The selection was based on recommendations in the LUC-120-11.32, PID No. 102940, SR 120 (Central Avenue) over the Ottawa River Structure Type Study, dated June 2019. *The Structure Type Study has been uploaded to the Project File > Alternatives > Reports.*



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area	Yes
The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.1	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	No
Design Year ADT is <140,000	Yes

Remarks:

The purpose of this project is to replace the existing State Route 120 structure over the Ottawa River in Lucas County, Ohio. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (*Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016*). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Particulate Matter 2.5 (PM2.5)

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

The project is not in a PM2.5 non-attainment or maintenance area, as such, no PM2.5 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	No
The proposed project is listed on the TIP	Yes

Remarks:

The project is not located in an ozone non-attainment area and is listed on the STIP. Therefore, ozone is addressed.



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:

Per the Federal Regulation 23CFR772, a noise analysis is required when an ODOT project is proposed adjacent to a noise sensitive area and the project consists of a new highway built on a new location, or an existing highway that is significantly altered by substantially changing the horizontal or vertical characteristics of the road or the number of through traffic lanes is being increased. The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772

The proposed bridge replacement project will not substantially change the horizontal or vertical alignment of the existing roadway and will not increase the number of through lanes; therefore, a noise analysis is not required for the proposed project.

Environmental Commitments

Are there any environmental commitments? No



ESA

ESA

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

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 12/04/2019

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

Remarks:

A Regulated Materials Review Screening Report (December 2, 2019) was prepared by TRC Engineers, Inc. The screening was prepared in accordance with the ODOT RMR Manual dated, January 2019. The proposed project requires permanent right-of-way; however, no deep excavation (>6 feet) is required. Based on the results of the screening, it was determined that no properties required further investigations. The RMR Screening IOC from ODOT District 2 dated, December 4, 2019 determined that no further environmental site assessment or special material management is warranted for the project.

The RMR Screening Form has been uploaded to the Project File > ESA > Report > Regulated Materials Review Form.

The RMR Screening IOC has been uploaded to the Project File > ESA > Project Information > Project Related District Decision - ESA.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? No



Cultural Resources

Cultural Properties Present

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

Efforts to identify historic properties included a Section 106 Scoping Request Form prepared by TRC Engineers, Inc on November 13, 2019. The following cultural resource was located within the vicinity of the Area of Potential Effect (APE):

- Archaeological Site OAI LU0225 (prehistoric and historic) located approximately 680 feet southwest of the existing bridge.

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: 11/25/2019

Remarks:

Based on review of SHPO GIS, there are no previously identified cultural resources in the project area. There is one previously identified cultural resource located near the project area, archaeological site OAI LU0225 which is located approximately 680 feet southwest of the existing bridge. The existing LUC-120-11.32 bridge is not listed as historic on the ODOT Historic Bridge List.

The Section 106 Scoping Request Form has been uploaded to the Project File under Cultural Resources > Section 106 Scoping Request Form.

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:

The Miami Tribe of Oklahoma were notified per ODOT's Tribal Consultation process on November 25, 2019. No comment or objection was received within 30 days of notification.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

Has an ESR been completed? Yes

Date ESR was completed: 09/30/2020

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
W-MRR-1	2	Non-Isolated	0.80	0.16

Est. Total Size (Acres) of for Project: 0.80

Est. Total Impacted (Acres) of for Project: 0.16

Total Acres of Non-Isolated Wetlands impacted: 0.16

Total Acres of Isolated Wetlands impacted: 0

Remarks:

Field investigations for the wetland delineation were conducted by TRC Engineers, Inc. environmental staff in August 2020. The results of the field investigations were included in a Level 1 Ecological Survey Report (ESR) prepared by TRC Engineers, Inc., which identified one (1) impacted wetland (ORAM: Cat. 2) totaling an impacted area of 0.16 acre.

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
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Ottawa River	160	66	Warm Water Habitat (WWH)
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Total Linear feet Impacted:

160

Remarks:

The Level 1 ESR identified one stream (Ottawa River) within the proposed project area. The Ottawa River is a perennial stream, which flows southeast to the Traditional Navigable Waterway portion of the Ottawa River (navigable from mouth to Detroit and Toledo Shoreline Bridge about three miles). The OEPA Aquatic Life Use Designation for the Ottawa River is Warmwater habitat. The placement of non-erodible fill for the proposed temporary causeway and pier/superstructure replacement will result in temporary and permanent impacts to the Ottawa River.

Impacts shown in the ESR are higher than these shown in this document due to the impacts to the Ottawa River being further refined and reduced after completion of the Level 1 ESR, based on updated temporary causeway design details. The most up to date impacts are shown in the Stage 2 plans. *The Stage 2 Plans have been uploaded to the Project File > General > Stage 2 Design.*

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:

The Level 1 ESR did not identify other surface waters within the project area.

Terrestrial Habitat

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

Remarks:

Based on the results of the Level 1 ESR, impacts to the identified Developed, High Intensity community (0.96 ac), Developed Open Space community (0.17 ac), Upland Forest community (0.37 ac), floodplain forest community (0.07 ac), Marsh community (0.08 ac), and Open Water community (0.38 ac) are anticipated. No impacts to high quality or unique terrestrial habitat are anticipated. The impacts included in the Level 1 ESR were based on the preliminary Stage 1 design which represent the worst-case scenario impacts.

The vegetative communities identified within the proposed project area have varying degrees of disturbance ranging from Low Disturbance (Floodplain Forest, Marsh), Intermediate Disturbance (Developed Open Space, Upland Forest, Open Water), and High Disturbance (Developed High Intensity) levels due to previous roadway and bridge construction, mowing, and other maintenance activities associated with commercial and residential development. Impacts to vegetative communities will include activities such as grading and tree removal as required for roadway work, construction of temporary access fill, pier replacement and superstructure replacement. All disturbed vegetated areas will be re-vegetated and are expected to recover following the disturbance associated with construction activities.



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

Remarks:

Review of the ODNR-Division of Wildlife (DOW) Natural Heritage Database on February 19, 2020 identified fifteen records for a state listed species within a one-mile radius of the project area.

Potentially Threatened:

southern hairy rock cress (*Arabis pycnocarpa* var. *adpressipilis*)
purple triple-awned grass (*Aristida purpurascens*)
plains frostweed (*Crocanthemum bicknellii*)
rough pennyroyal (*Hedeoma hispida*)
tall nut-rush (*Scleria triglomerata*)
fringed gentian (*Gentiana crinita*)
hairy pinweed (*Lechea mucronata*)
wild lupine (*Lupinus perennis*)
tower mustard (*Turritis glabra*)

Threatened:

sessile tick-trefoil (*Desmodium sessilifolium*)
Great Lakes goldenrod (*Euthamia remota*)
twisted yellow-eyed-grass (*Xyris torta*)

Endangered:

unexpected cynthia (*Cynthia inopinatus*)
lyre-leaved rock cress (*Arabidopsis lyrata*)
Long's sedge (*Carex longii*)

No records were identified for federally listed species within one-mile of the proposed project area. However, the proposed project is within the known range of the following federally (F) and state-listed (S) threatened or endangered species:

- Indiana bat (*Myotis sodalis*) = F
- Northern Long-eared bat (*Myotis septentrionalis*) = F
- Rayed Bean (*Villosa fabalis*) = F
- Eastern Massasauga Rattlesnake (*Sistrurus catenatus*) = F
- Piping Plover (*Charadrius melodus*) = F
- Rufa Red Knot (*Calidris canutus rufa*) = F
- Karner Blue Butterfly (*Lycia melissa samuelis*) = F
- Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) = F
- Blanding's turtle (*Emydoidea blandingii*) = S
- spotted turtle (*Clemmys guttata*) = S
- Kirtland's snake (*Clonophis kirtlandii*) = S
- blue-spotted salamander (*Ambystoma laterale*) = S
- American bittern (*Botaurus lentiginosus*) = S
- black tern (*Chlidonias niger*) = S
- common tern (*Sterna hirundo*) = S
- king rail (*Rallus elegans*) = S



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- cattle egret (*Bubulcus ibis*) = S
- lark sparrow (*Chondestes grammacus*) = S
- upland sandpiper (*Bartramia longicauda*) = S
- black-crowned night heron (*Nycticorax nycticorax*) = S
- Tricolor bat (*Perimyotis subflavus*) = S
- Little brown bat (*Myotis lucifugus*) = S

No federal or state listed species were observed during the field survey.

The Bald Eagle is listed as a Federal Species of Concern. During the Level 1 ESR, suitable foraging habitat for the bald eagle was not observed within the Ottawa River. Disturbances and the narrow riparian corridor along the Ottawa River limited suitable habitat for the bald eagle within the project area.

Suitable wooded habitat (SWH) for bat species was observed within the project area during the field survey. No areas considered suitable winter hibernacula habitat were observed, and no evidence of bats was observed on the underside of the existing bridge. Approximately 1.69 acres of SWH located within the project area. Approximately 1.25 acre of SWH is located within 100' of edge of pavement and approximately 0.44 acre of SWH is located outside of 100' edge of pavement and within 50' of a perennial stream. No potential maternity roost trees were identified within the project area.

Due to the Project's close proximity to the Oak Openings and the known presence of listed plant species near the Project Study Area in the Wildwood Metropark, ODOT recommended that two plant surveys be completed during the blooming season of the listed plant species (identified by the ODNR Natural Heritage Database check) found in the Oak Openings (spring and late summer). From observations noted during the May and August site visits there was no observed presence of listed plant species or their suitable habitat observed within the Project Construction Limits. Therefore, no impacts to any listed plant species are anticipated to result from this Project.

Impacts are based on Stage 1 design and temporary causeway details, which represent worst-case scenario impacts.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	11/05/2020
United States Fish and Wildlife Service (USFWS):	Yes	10/30/2020
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:

On September 30, 2020, the ODOT-OES Ecological Staff initiated coordination with the ODNR and USFWS utilizing the Level 1 ESR document.

On October 30, 2020, the USFWS concurred with ODOT's no effect determination for federally listed species based on the submission of the ODOT and USFWS Transportation Infrastructure Project Consultation Summary Form in accordance with Section 7(a)(2) of the Endangered Species Act.

In correspondence dated November 5, 2020, the ODNR concurred that a mussel relocation should occur prior to in-water work.

All general and project specific conditions of the Ecological MOA between ODOT, ODNR, and USFWS have been met (documented in project file)



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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.

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.

Remarks:

Based upon review of appropriate mapping by TRC Engineers, Inc., the proposed project is located within the Village of Ottawa Hills, Lucas County, Ohio.

The Census Bureau Urbanized Area Map has been uploaded to the Project File > Other Resources > Farmlands.

Are there any environmental commitments? No

Drinking Water

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

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

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The proposed project is not located within the designated boundaries of a USEAP Sole Source Aquifer or an OEPA Source Water Protection Area.

The Sole Source Aquifer Map has been uploaded to the Project File > Other Resources > Drinking Water.



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Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

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

Concurrence received from the OWJ Yes

Were there multiple OWJs? No

Date concurrence received:

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

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Wildwood Preserve MetroPark	Publicly owned Park	0.311	0.006	De Minimis	02/10/2021

Remarks:

The undertaking, LUC-120-11.32 (PID 102940) will require land from within a publicly owned park boundary of a Section 4(f) property, the Wildwood Preserve Metropark. The proposed project includes the replacement of the existing structure over the Ottawa River, including new substructure, superstructure, approach slabs, curbs, drainage structures and roadway approaches in the Village of Ottawa Hills, Lucas County, Ohio. Anticipated work activities include the acquisition of approximately 0.311 acre of permanent right-of-way and approximately 0.006 acre of temporary right-of-way dominated by mowed/maintained residential and upland deciduous forest. Based on coordination with the Official with Jurisdiction for the Wildwood Preserve Metropark, the Toledo Metroparks agreed a determination of 'de minimis' was applicable to the undertaking. *The Determination Request Form for Recreational Properties has been uploaded to the Project File > Section 4(f) > Reports.*

Are there any environmental commitments? Yes



Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	Yes	Yes

Identified 6(f) Properties

Property Name	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	6(f) finding	Date
Wildwood Preserve Metropark	0.311	0.006	Conversion	09/27/2021

Remarks:

The proposed project requires a small conversion as a result of the bridge replacement project adjacent to the Wildwood Preserve Metropark in Lucas County, Ohio. The proposed work includes minor rehabilitation of the approach pavement, the addition of a sidewalk on the south side of the roadway and a multi-use path on the north side of the roadway. To accommodate construction activities, approximately 0.311-acre of permanent right-of-way and 0.006-acre of temporary right-of-way will be required from the Wildwood Preserve Metropark. These permanent and temporary takes result in a conversion of parkland to roadway. As a result of this conversion, ODOT is proposing to replace property converted with the addition of 0.068-acre of property along the northwest corner of Wildwood Preserve Metropark along the boundary with the Stranahan Elementary School.

On September 27, 2021, the National Park Service (NPS) provided ODOT with conditional approval for the proposed replacement property presented for the LUC-120-11.32 (PID 102940) project. The NPS concurred with the LWCF boundary, proposed conversion footprint and the proposed replacement property meets the LWCF requirements in 36 CFR § 59.3.

The Conditional Approval has been uploaded to the Project File > Section 6(f) > Coordination.

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 has been a priority for the Village of Ottawa Hills in accommodating traffic, emergency services and adjacent property owners. The Village of Ottawa Hills wanted a connection under the bridge and on top of the bridge for bicycles and pedestrians.

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

Remarks:

The proposed project will not impact community cohesion. The proposed project will improve the existing structure over the Ottawa River for all users and will provide a new path on top of the bridge and space left under the bridge to accommodate a future bike path.

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

Remarks:

No indirect or cumulative impacts will result from the proposed bridge replacement project.

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 bridge replacement project requires Central Avenue (SR 120) to be closed to through traffic for 120 days. The detour route will be approximately 5.2 miles in length and will use Interstate 475 (I-475) and Secor Road.

The proposed project is not expected to result in substantial impacts to health and educational facilities, public utilities, fire/police/emergency medical services, religious institutions, public transportation, pedestrian and/or bicycle facilities.

All utility impacts will be coordinated prior to construction. See Block 65 and 81 in the General Tab for more information on coordination with emergency services and utilities.

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

Remarks:

The proposed project will require new temporary right of way (0.006-acre) from 1 parcel and permanent right of way (0.363-acre) from 3 parcels to facilitate construction; however, no displacements will occur as a result of the project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
390950083022	10	11	20	2
390950076004	21	2	22	0

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 not impact underserved populations. The land use of the project area consists of maintained right-of-way with areas of emergent wetland and upland deciduous forest.

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)



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The draft **Public Involvement Plan** was uploaded to the Project File and approved by ODOT on December 30, 2019. *The Public Involvement Plan is located in the Project File > Public Involvement > Project Information > Public Involvement Plan.*

On February 27, 2019, **Notification Letters** were mailed to property owners/tenants within and adjacent to the project area. The notifications included general information about the project, advised the recipients that field crews may be entering their property to collect data for the proposed project, solicited comments about the social, environmental, and economic impacts of the proposed project, and project mapping. *The Property Owner Notification Letter and Mailing List have been uploaded to the Project File > Public Involvement > Project Information > Property Owner Notification Letter and Property Owner Notification Letter - Mailing List.*

On March 9, 2020, **Public Meeting Notifications** (invite letters) were mailed to property owners/tenants within and in close proximity to the project area, as well as township trustees, the Village of Ottawa Hills, local schools, emergency and public services, hospitals, and churches. The notifications provided information on the location and time of the Public Meeting, purpose of the meeting, and location of meetings materials on the ODOT Project Specific Website. The Public Meeting was canceled due to COVID-19 restrictions and rescheduled on a later date as a virtual public meeting. *The Public Meeting Notification Letter, Mailing List and Mailing List Map have been uploaded to the Project File > Public Involvement > Project Information > Public Meeting Notification - Invite Letter 04-08-2020, Public Meeting Notification - Invite Mailing List - 04-08-2020, and Public Meeting Notification - Invite Mailing List Map 04-08-2020.*

On March 27, 2020, **Public Meeting Notifications** (invite letters) were mailed to property owners/tenants within and in close proximity to the project area, as well as township trustees, the Village of Ottawa Hills, local schools, emergency and public services, hospitals, and churches. The notifications included the cancellation of the original meeting, information on the time of the virtual public meeting, purpose of the meeting, on how to access the virtual meeting, the public meeting handout, and public meeting comment form. *The Public Meeting Notification Letter, Mailing List, Mailing List Map, Comment Form, and Public Meeting Handouts have been uploaded to the Project File > Public Involvement > Project Information > Public Meeting Notification 05-06-2020, Public Meeting Notification Invite Mailing List 05-06-2020, Public Meeting Notification Invite Mailing List Map 05-06-2020, Public Meeting Comment Form 05-06-2020 and Public Meeting Handouts 05-06-2020.*

Public Meeting Flyers announcing the virtual public meeting were distributed at least 30-days (Wednesday, February 5, 2020) prior to the virtual meeting held on March 6, 2020. The Public Meeting Flyers were displayed on the ODOT Project Website and at 22 public locations within close proximity to the Project, including churches, the Wildwood Preserve Metropark, public and private schools, businesses, sports club, hospitals, car dealerships and fitness centers. *The Public Meeting Flyer Letter, Public Meeting Flyer, Public Meeting Flyer Distribution Location Map and Public Meeting Flyer Distribution Address List have been uploaded to the Project File > Public Involvement > Project Information > Public Meeting Flyer Letter 05-06-2020, Public Meeting Flyer 05-06-2020, Public Meeting Flyer Distribution Location Map 05-06-2020 and Public Meeting Flyer Distribution Address List 05-06-2020.*

On April 23, 2020 the ODOT issued a **Press Release** to all the media outlets, government organizations and private sectors subscribed to the ODOT District 2 email list about the proposed project. The Press Release included general information about the project, virtual public meeting information, project website and solicited comments about the social, environmental, and economic impacts of the project. On April 4, 2020 and May 6, 2020 the Toledo Blade (local newspaper) published articles regarding the project. *The Press Release has been uploaded to the Project File > Public Involvement > Project Information > Press Release 05-06-2020. The Toledo Blade articles have been uploaded to the Project File > Public Involvement > Project Information > News Article 05-06-2020.*

A **Virtual Public Meeting** was held using PublicInput on May 6, 2020 from 4:00 PM to 6:00 PM with presentations at 4:00 PM and 5:00 PM. *The Public Meeting Presentation has been uploaded to the Project File > Public Involvement > Project Information > Public Meeting Presentation 05-06-2020.*

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.



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On April 23, 2020, ODOT received a comment through the Project website on if the design includes a physical barrier between the multiuse path and vehicular traffic, and adjusting traffic timing during construction. In response, ODOT summarized that the 10' multiuse path on the bridge will be elevated with an 8' curb providing protection and ODOT does anticipate traffic volumes to be higher on adjacent roadways and they do not anticipate having to adjust signal timing for the duration of the project.

During the virtual public meeting, ODOT experienced technical difficulties with connecting the audience to talk directly to the project team. The PublicInput system was able to capture the phone numbers of those that tried to call in but were unable to connect with ODOT. ODOT followed up with the callers to answer any questions or comments on the project. ODOT left voice messages with individuals that did not answer. Mr. Joe Beck (Sylvania School Director of Transportation) would prefer that the closure impact the end of the school year rather than the beginning and asked ODOT to send him the link to the Project website. Mr. John Wenzlick inquired about whether space was available under the bridge to accommodate a bike path and he wanted a copy of the set of project plans when available. ODOT confirmed with Mr. Wenzlick that the bridge can accommodate a bike path under the bridge.

On May 5, 2020, ODOT received an email from Mr. Doug Martin (local business owner) inquiring about how the traffic will be maintained and the estimated start date. ODOT replied on July 15, 2020 with the proposed detour plan, duration of closure (120-days) and the anticipated start dated of spring/summer 2024.

On March 20, 2020, ODOT received an email from Ms. Shelly Walinski (Exmoor Homeowners' Association) asking ODOT to keep her informed on the status of the April 8, 2020 ODOT public meeting. ODOT replied on March 23, 2020 that the public meeting on April 8, 2020 will not occur and ODOT is working on the plans to reschedule the meeting.

On March 6, 2020, ODOT received an email from Mr. Juan Jaume requesting a noise analysis to be conducted for the project and if ODOT considered raising the structure and using transparent noise barriers. ODOT replied on March 7, 2020 that under Federal Regulation 23CFR772, a noise analysis is required when an ODOT project is proposed adjacent to a noise sensitive area and the project consists of a new highway built on a new location, or an existing highway that is significantly altered by substantially changing the horizontal or vertical characteristics of the road, or the number of through traffic lanes is being increased. The proposed bridge replacement project will not substantially change the horizontal or vertical alignment of the existing roadway and will not increase the number of through traffic lanes, therefore a noise analysis is not required for the project. ODOT provided Mr. Jaume with a link to the Noise Flowchart.

On March 7, 2020, ODOT received an email from Mr. Juan Muame stating that vegetation removal will negatively affect the noise shielding of the existing roadway. ODOT replied on March 15, 2020 explaining that limited tree clearing will not increase the noise levels discernable to the average human ear. ODOT provided Mr. Jaume with information from a case study that was completed in 2007 by the Virginia Research Council that looked at the effect of trees on highway noise mitigation. The study concluded that there was minimal noise reduction that could be attributed to the trees. ODOT further explained that shielding of an existing roadway refers to buildings, existing walls, etc. which do provide reduction in noise and if removed would expose the line of sight between the receptor and the traffic noise source.

All relevant public comment documentation is located in Project File > Public Involvement > Project Information > Response to Public Comments.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	Yes
Army Corps of Engineers	
Regional General Permit (RGP):	Yes
Nationwide Permit (NWP):	No
Section 404 Individual Permit:	No
Section 10 Permit:	No
Ohio EPA	
Section 401 Water Quality Certification:	No
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:

ODOT-OES issued a Waterway Permit Determination Inter-office Communication (WPD-IOC) for the project on January 28, 2021. Per the WPD-IOC, the project will meet the criteria for USACE Regional General Permit (RGP), Section B (Maintenance) with a Pre-Construction Notification (PCN). The PCN was submitted to the USACE - Huntington District on August 12, 2021. The PCN is required due to impacting wetland(s) in the Oak Openings Region. ODOT will be responsible for obtaining the necessary waterway permit(s) prior to project construction. The required compensatory mitigation for wetland impacts is anticipated to be handled by purchasing forested credits available at the Pearson Mitigation Bank. If credits are not available at the time of purchase, ODOT anticipates using the remaining credits available at the Pearson Mitigation Bank (if any), in combination with the Pine Brook Mitigation Bank.

A copy of the ODOT WPD-IOC has been uploaded to the Project File under Permits > Waterways > OES Permit Determination.

A copy of the RGP with a PCN has been uploaded to the Project File under Permits > Waterways > Pre-Construction Notification.

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:

The proposed project requires a National Pollutant Discharge Elimination System (NPDES) permit due to over 1 acre of earth disturbance. A Notice of Intent (NOI) will be submitted to the Ohio EPA prior to the start of construction. In accordance with ODOT Supplemental Specification 832, a Storm Water Pollution Prevention Plan (SWPPP) will be developed by the contractor and the NPDES permit will be finalized/acquired by the contractor prior to starting any earth disturbing construction activities.

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 No

NFIP Local Floodplain Coordinator Notification Date 11/08/2021

Remarks:

The Floodplain Coordination for the project was completed by ODOT District 2 and TRC on November 8, 2021.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on review of the current plans and the RMR Screening prepared by TRC Engineers, Inc. on December 2, 2019, no landfills are present within the study area.

Stage 1 and 2 Design Plans can be found in the Project File under General > Project Information.

The ESA Screening Report has been uploaded to the Project File under ESA > Reports.

Are there any environmental commitments? No



Environmental Commitments

Ecological

- 1) Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. 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) ODOT will ensure a State permitted malacologist completes a mussel salvage and relocation in accordance with the most recent version of the Ohio Mussel Survey Protocol prior to the initiation of construction activities below the ordinary high water mark. The District Environmental Coordinator will coordinate the results of the mussel survey, salvage work, or both with ODNR. The Department will ensure the mussel survey and relocation occurs, and approval has been received from ODNR, prior to the Contractor performing work below ordinary high water mark of the Ottawa River.

Section 4(f)

- 1) The Project Designer will incorporate the known boundary of the Wildwood Preserve Metropark within the project area in the plans and label it accordingly.
- 2) Install and maintain temporary construction fencing along the known boundaries of the Wildwood Preserve Metropark within the project construction limits prior to the start of construction activities.
- 3) Prior to the start of construction activities, install signage approved by the Engineer to alert Wildwood Preserve Metropark users of construction activities and access restrictions or closures, and to direct users to secondary access points.
- 4) Provide the construction schedule to ODOT's Project Engineer and the Wildwood Preserve Metropark's Chief of Planning and Capital Projects 30-days prior to the start of construction activities.
- 5) Maintain safe public access to the Wildwood Preserve Metropark at all times during construction activities via flagging operations, a detour, or both approved by the Project Engineer.

Permits - Waterway Permits

- 1) ODOT will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all Waterway Permit Special Provisions will be noted under Special Provisions in the plans and adhered to during construction.

Permits - Floodplains

- 1) The project is located within a FEMA flood zone AE and will be designed to comply with all applicable Local, State, and Federal floodplain protection standards. Appropriate floodplain documentation will be sent prior to the start of construction.



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Preparers and Approvals

Form Preparer:

Justin Pitts
TRC Engineers, Inc.
781 Science Boulevard, Suite 200, Gahanna OH 43230
614-423-6353
jpitts@trccompanies.com

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Neal (PROGRAM ADMIN 3)	11/15/2021



Appendix

General

Aerial Map.pdf
Correspondence Related to Utility Coordination.pdf
County Map.pdf
USGS Quadrangle Topographical Map.pdf

Purpose and Need

OES Acceptance - Purpose and Need.pdf

ESA

RMR Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf
Minimal Potential to Cause Effect - Appendix B

Ecological

Coordination with ODNR and USFWS.pdf
General MOA Conditions.pdf
ODNR Comments.pdf
USFWS Comments Consult Form LUC-120-11.32 PID 102940.pdf

Other Resources

Census Bureau Urbanized Area Map.pdf
Sole Source Aquifer Mapping.pdf

Section 4(f)

OES Recreational 4(f) Determination.pdf

Section 6(f)

NPS Conditional Approval - Conversion.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

News Articles - 05-06-2020.pdf
Press Releases - 05-06-2020.pdf



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Property Owner Notification Letter - 04-08-2020.pdf

Public Involvement Plan.pdf

Public Meeting Comment Form - 05-06-2020.pdf

Public Meeting Exhibits - 05-06-2020.pdf

Public Meeting FLYer Distribution Location Map - 04-08-2020.pdf

Public Meeting Flyer - 04-08-2020.pdf

Public Meeting Flyer - 05-06-2020.pdf

Public Meeting Flyer Distribution Address List - 04-08-2020.pdf

Public Meeting Flyer Distribution Address List - 05-06-2020.pdf

Public Meeting Flyer Distribution Location Map - 05-06-2020.pdf

Public Meeting Flyer Letter - 04-08-2020.pdf

Public Meeting Flyer Letter - 05-06-2020.pdf

Public Meeting Handouts- 05-06-2020.pdf

Public Meeting Notification - 05-06-2020.pdf

Public Meeting Notification - Invite Letter - 04-08-2020.pdf

Public Meeting Notification - Invite Letter - 05-06-2020.pdf

Public Meeting Notification - Invite Mailing List 04-08-2020.pdf

Public Meeting Notification Invite Mailing List 05-06-2020.pdf

Public Meeting Notification Invite Mailing List Map 5-6-2020.pdf

Public Meeting Notification-Invite Mailing List Map 4-8-2020.pdf

Public Meeting Presentation - 05-06-2020.pptx

Public Meeting Presentation - Video - 05-06-2020.mp4

Public Meeting Websites - 05-06-2020.pdf

Response to Public Comments.pdf

Permits

Coordination with Local Floodplain Administrator - County.pdf

Coordination with Local Floodplain Administrator - Village.pdf

FEMA FIRM.pdf

Floodplain Impacts.pdf

Letter of Compliance - ODOT Form LD-51 County.pdf

Letter of Compliance - ODOT Form LD-51 Village.pdf

No Rise Certification - ODOT Form LD-50.pdf



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Statement of Findings.pdf