



Ohio Department of Transportation
505 SOUTH STATE RT. 741 • LEBANON, OH 45036 • 614-995-7908

Categorical Exclusion Document

for

HAM CR 67 2.19 Duck Creek Rd Ext PID 98689

CE Level: D1

Approved: November 2, 2015

Prepared by: Deb Osborne

Stantec

Phone: 513-619-6452

e-mail Deb.Osborne@stantec.com



Contents

Project Type	6
General Project Information.....	7
Project, Cost Schedule and Work Limits	7
Roadway Character.....	11
Maintenance of Traffic During Construction.....	14
Environmental Commitments, Maintenance of Traffic During Construction	15
Right of Way and Utility Involvement.....	15
Purpose & Need	18
Purpose & Need.....	18
Alternatives.....	25
Alternatives	25
Air & Noise.....	30
Noise	30
Mobile Source Air Toxics (MSATs)	33
Particulate Matter 2.5 (PM2.5)	34
Carbon (CO).....	35
Ozone	36
Environmental Commitments	36
ESA	37
ESA	37
Environmental Commitments, ESA.....	40
Cultural Resources	41
Cultural Properties Present.....	41
Archaeological Resource Adverse Effect.....	45



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

History/Architecture Adverse Effect..... 45

Environmental Commitments 45

Ecological 46

 ESR 46

 Wetlands 46

 Streams & Rivers 48

 Other Surface Waters 51

 Terrestrial Habitat 52

 Threatened or Endangered Species 54

 Agency Coordination 57

 Environmental Commitments, Agency Coordination 60

Other Resources..... 61

 Farmlands..... 61

 Drinking Water 62

Section 4(f) & 6(f) 64

 Section 4(f) Determination..... 64

 Identified Section 4(f) Properties 64

 Section 6(f) Determination..... 66

 Environmental Commitments, Section 6(f) Determination 67

Community Impacts 68

 Community Impacts..... 68

 Environmental Commitments, Community Impacts 74

Environmental Justice 75

 Environmental Justice 75

 Environmental Commitments, Environmental Justice 78



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Public Involvement..... 79
 Public Involvement 79

Permits 85
 Waterway Permits 85
 Environmental Commitments, Waterway Permits..... 87
 Storm Water Permits 87
 Environmental Commitments, Storm Water Permits..... 87
 Floodplains 88
 Landfills 88

Environmental Commitments..... 89
 General, Maintenance of Traffic During Construction..... 89
 ESA 89
 Ecological, Agency Coordination 90
 Section 4(f) & 6(f), Section 6(f) Determination 91
 Community Impacts, Community Impacts..... 91
 Environmental Justice, Environmental Justice 92
 Permits, Waterway Permits 92
 Permits, Storm Water Permits 92

Preparers & Approvals..... 93
 Form Preparer(s)..... 93
 Approvals & Electronic Signatures..... 93

Appendix..... 94
 Uploaded Files by Report Section..... 94
 General..... 94
 Purpose and Need 94



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Alternatives	94
Air and Noise	94
ESA	94
Cultural Resources	95
Ecological.....	95
Other Resources	95
Section 4(f) 6(f)	95
Environmental Justice	96
Public Involvement	96
Permits	96
Approved Documents	96



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

CE Level	D1
PID	98689
Project Name	HAM CR 67 2.19 Duck Creek Rd Ext
Project Sponsor	CINCINNATI
ODOT District	8
Funding Source	Federal, State, Other
Private Funding:	No
Local Public Funding:	Yes
Is this project on the STIP?	No
Is the next phase of the project on the STIP	No

Remarks:

The Duck Creek Connector is one of five components of the Segment I - Red Bank Corridor Project, which is part of the proposed Eastern Corridor Program of multi-modal transportation improvements to address regional access, connectivity and travel options. The five proposed Red Bank Corridor improvements, identified in the *Red Bank Corridor Preferred Alternative Implementation Plan (HAM-32F-0.00)* (December 2013), will be constructed in a phased approach, with the Duck Creek Connector advancing first in order to improve access to existing and expanding businesses in the area. Preliminary plans (approximately 30%) for the Duck Creek Connector have



been developed, and detailed design and project construction will be completed by ODOT using a Design-Build project delivery approach.

The [Red Bank Corridor Preferred Alternative Implementation Plan \(HAM-32F-0.00\)](#) is uploaded to the project file tab under [General/Project Documentation/Preferred Alternative Implementation Plan](#). The [Design-Build Bid Plans](#) are uploaded to the project file under [General/Project Documentation/Design-Build Bid Plans](#).

The HAM-CR 67-2.19 (Duck Creek Connector) Project is included on the Ohio-Kentucky-Indiana Regional Council of Government's (OKI) FY 2016-2019 Transportation Improvement Program (TIP) . The project is also listed on ODOT's 2016-2019 Statewide Transportation Improvement Program (STIP), Amendment #2.

[OKI's FY 2016-2019 TIP](#) is uploaded to the Project File tab under [General/Project Documentation/TIP](#) and [ODOT's 2016-2019 Statewide Transportation Improvement Program \(STIP\), Amendment #2](#) is uploaded to the Project File tab under [General/Project Documentation/STIP](#).

Is the current cost estimate in line with FHWA's procedures for Ohio Statewide Transportation Program (STIP) Amendments and Administration Modifications?	Yes
Planning and Engineering	\$305,480.00
Right of Way	\$581,400.00
Construction	\$5,688,120.00
Other	\$0.00
Was an Interchange Modification / Interchange Justification Study (IMS/IJS) required?	No

Project Description:

The proposed Duck Creek Connector Project (HAM-CR 67-2.19; PID 98689) is located in the Madisonville neighborhood of the City of Cincinnati in Hamilton County, Ohio. A [USGS Quadrangle Topographical Map](#), project area [Aerial Map](#), and [Project Study Area Map](#) are uploaded to the Project File tab under [General/Project Documentation/USGS](#)



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

[Quadrangle Topographical Map](#), [General/Project Documentation/Aerial Map](#)

and [General/Project Documentation/Study Area Map](#). The existing study area is mostly developed and comprised of mixed land uses, including office, retail, institutional, and multi-family residential. In 2011, Medpace Inc. moved its headquarters to a 29-acre site on Medpace Way off of Madison Road, near the Madison Road/Red Bank Expressway intersection. In addition, there are plans for additional mixed use development on eight acres adjacent to the Medpace site. The primary roadways in the study area are: Madison Road, which is classified as a minor urban arterial; Red Bank Expressway, which is classified as a principal urban arterial; and Duck Creek Road, which is classified as an urban collector.

The proposed action involves the construction of a new approximately 900-foot roadway connection from the existing Duck Creek Road/Red Bank Expressway "T" intersection to the existing Madison Road/Medpace Way "T" intersection in the vicinity of John P. Parker Elementary School. The new road will provide an alternative route to the heavily traveled intersection of Madison Road and Red Bank Expressway. Design features include a four-lane section (2 lanes in each direction) with turn lanes at the intersections, and a new sidewalk along the west side of the roadway for pedestrian/bicycle access. The intersection of Red Bank Expressway and Duck Creek Road will be modified for a new four legged configuration with a bypass right-turn lane to northbound Red Bank Expressway. This intersection also will be resurfaced. New culvert will be required at Deerfield Creek. The project also includes the widening and resurfacing of Red Bank Expressway northbound and southbound. The northbound widening will include shoulder improvements, as well as an approximately 1,350-foot long accelerator lane with a retaining wall, which will be constructed on the east side of Red Bank Expressway. The accelerator lane, which will accommodate a merge lane for traffic traveling from the north end of the Duck Creek Connector to the I-71 ramps, will allow for a future restriping to three northbound lanes (as part of future Eastern Corridor Segment 1 improvements). The southbound widening will be for shoulder improvements.

The project also includes widening Madison Road to include a right turn lane onto the Duck Creek Connector and resurfacing the Madison Road/Medpace Way intersection. Intersection signals at the existing intersections (Red Bank Expressway/Duck Creek Road and Madison Road/Medpace Way) will be upgraded to account for the new roadway. In addition, a tree buffer area will be installed between the new roadway and John P. Parker Elementary School. The project is consistent with future plans to widen Red Bank Expressway to the I-71 ramps, which was recommended in the *Preferred Alternative Implementation Plan for the Red Bank Corridor Project (HAM-32F-0.00) (2013)*.

ODOT developed Certified Traffic for the HAM-CR67-2.19 Project which predicts the 2016/2036 Average Daily Traffic (ADT), A.M. and P.M. Design Hourly Volumes (DHV) turning movement forecasts for Build and No Build Alternatives. Based on the Certified Traffic, average



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

daily traffic (ADT) on the Duck Creek Connector is expected to be 8,260 in 2016 and increase to 10,680 by the design year (2036). The [Certified Traffic](#) is uploaded to the Project File under [Alternatives/Project Documentation/Certified Traffic Data](#).

The Duck Creek Connector is being developed using a Design-Build project delivery. [Preliminary plans \(design-build bid plans\)](#) are uploaded to [General/Project Documentation/ Design-Build Bid Plans](#). The anticipated sale date is December 5, 2015. Detailed plans will be developed in early 2016; construction will begin in the spring and the project will be completed by late fall of 2016.

One parcel owned by the Board of Education of the City School District of the City of Cincinnati, will be impacted by a permanent right-of-way take for a total of 3.273 acres. Temporary right-of-way impacts involving the same parcel total 1.159 acres. The project also encompasses 0.088 acre of an existing utility easement (Duke Energy) on remnant parcel. A [right-of-way plan](#) is uploaded to the project file tab under [General/Project Documentation/Right of Way Plan Sheet](#).



Categorical Exclusion Document CE Level: D1
 PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
 Approved: November 2, 2015

Limits of Proposed Work

Red Bank Expwy at
 Duck Creek

Start (SLM):

0.00

End (SLM):

0.17

Total Work Length (Miles):

0.17

Roadway Character

Tab Number: CR00612

Functional Classification: Minor Arterial (Urban)

Current Average Daily Traffic: 16170

Current Average Daily Traffic Year: 2016

Design Year Average Daily Traffic: 17810

Design Average Daily Traffic Year: 2036

Daily Hourly Volume: 1980

Truck %: N/A

Setting: Urban

Topography: Level

	Existing	Proposed
Design Speed (MPH):	40	40
Legal Speed (MPH):	35	35
Number of Lanes:	5	5
Type of Lanes:	2 WB thru; 2-EB Thru; 1 EB left turn	2-WB thru; 2-EB thru; 1 EB left turn



Categorical Exclusion Document CE Level: D1
 PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
 Approved: November 2, 2015

Pavement Width (ft):	60	60
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	8	8

Tab Number: CR00331

Functional Classification: Collector (Urban)

Current Average Daily Traffic: 8260

Current Average Daily Traffic Year: 2016

Design Year Average Daily Traffic: 10680

Design Average Daily Traffic Year: 2036

Daily Hourly Volume: 1230

Truck %: N/A

Setting: Urban

Topography: Level

	Existing	Proposed
Design Speed (MPH):	N/A	35
Legal Speed (MPH):	N/A	35
Number of Lanes:	N/A	4
Type of Lanes:	N/A	2-SWB thru; 2 NEB thru
Pavement Width (ft):	N/A	50
Shoulder Width (ft):	N/A	N/A



Categorical Exclusion Document CE Level: D1
 PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
 Approved: November 2, 2015

Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	6

Tab Number: CR00067

Functional Classification: Principal Arterial - Other
(Urban)

Current Average Daily Traffic: 44420

Current Average Daily Traffic Year: 2016

Design Year Average Daily Traffic: 48190

Design Average Daily Traffic Year: 2036

Daily Hourly Volume: 5620

Truck %: 4

Setting: Urban

Topography: Level

	Existing	Proposed
Design Speed (MPH):	50	50
Legal Speed (MPH):	45	45
Number of Lanes:	5	7
Type of Lanes:	4 thru, 2 turn lanes	4 thru; 2 turn lanes; 1 merge
Pavement Width (ft):	60	84
Shoulder Width (ft):	2	11
Median Width (ft):	20	N/A



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Sidewalk Width (ft):	N/A	N/A
-----------------------------	-----	-----

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

Does the project require a roadway, bridge, or ramp closure?	No
Is a temporary bridge or roadway proposed?	No
Will the project require a detour?	No
Will the proposed MOT substantially impact sensitive environmental resources?	No
Is there substantial controversy associated with the proposed MOT?	No
Has coordination been completed with local emergency services and schools?	No

Remarks:

Development of a Maintenance of Traffic (MOT) plan and Construction Notification will be conducted by the Design-Build Team based on the requirements of the Design-Build Scope of Services. Two lanes will remain open in each direction and a minimum of one right turn lane from westbound Madison Road to northbound Red Bank Expressway will remain open. A minimum of one through lane will remain open at northbound Duck Creek Road during off peak hours. There will be no detours required. All lanes will remain open during school operations and there will be no restrictions related to emergency vehicles, school buses, or other public agency vehicles.

Commitments are included to complete the MOT plan and for Construction Notification (see Environmental Commitments).



Are there any Environmental Commitments? Yes

Environmental Commitments, Maintenance of Traffic During Construction

1. A Maintenance of Traffic (MOT) plan will be developed during detailed design and implemented during project construction activities.

2. Construction Notification: The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane restrictions, lane closures, and or road closures. The Project Engineer will forward this information to the following:

District Public Information Officer (PIO) by FAX at (513) 933-9472 or email at D08.PIO.Form@dot.state.oh.us;

District Permit Section by FAX at (513) 933-9472 or email at tom.makris@dot.state.oh.us;

Central Office Special Haul Permits Section by FAX at (614) 728-4099 or email at hauling.permits@dot.state.oh.us;

City of Cincinnati Director of Communications (Meg Olberding) by FAX at (513) 352-5358 or email at Meg.Olberding@cincinnati-oh.gov.

The PIO will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above-mentioned items, via media sources.

Right of Way and Utility Involvement

Does the project require Permanent Right-of-Way?	Yes
Does the project require Permanent easement(s)?	Yes
Does the project require Temporary Right-of-Way?	Yes
Number of parcels impacted by Permanent Right-of-Way:	1
Number of parcels impacted by Temporary Right-of-Way:	1
Approximate acreage of Permanent Right-of-Way needed:	3.273



Approximate acreage of Temporary Right-of-Way needed:	1.159
Are there any electrical lines, gas lines, water lines, sewer lines, phone lines, or other utilities in the project area?	Yes
Are there any large scale transmission facilities located within the project area?	No
Are there any private utility easements within the project area?	Yes
Will the easement be impacted by the project?	No
Has utility coordination been completed?	No

Please explain why utility coordination is not complete:

Based on early coordination (Ohio Underground Protection Service [OUPS]; Oil and Gas Producers Underground Protection Service [OAGPUPS] and other utility owners) the following utilities are located in the vicinity of the project:

- Cincinnati Bell
- Time Warner Cable
- Duke Energy (gas and electric)
- Metropolitan Sewer District of Greater Cincinnati
- City of Cincinnati Telecom
- Greater Cincinnati Water Works
- City of Cincinnati Traffic
- ODOT D8 Traffic

Notification was made to each of these utility owners regarding the project with a written description of the project and request for record plans. The project encompasses 0.088 acres of existing Duke Energy utility easement on remnant parcel. Although not part of the OUPS notification service, this project has obtained existing information from, and will require further coordination with the Cincinnati Stormwater Management Utility (SMU).

Subsequent utility coordination will occur by the Design-Build Team during design and throughout construction, as specified in the Design-Build Scope of Services.



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Remarks:

One parcel owned by the Board of Education of the City School District of the City of Cincinnati will be impacted by a permanent right-of-way take for a total of 3.273 acres. Temporary right-of-way impacts involving the same parcel total 1.159 acres. The project also encompasses 0.088 acre of an existing utility easement (Duke Energy) on remnant parcel.

The [Plat of the Highway Easement and Temporary Easement](#) dated August 12, 2015 is uploaded to the Project File tab under [General/Project Documentation/Right of Way Plan Sheets](#).



Purpose & Need

Purpose & Need

Project History:

Eastern Corridor Program: The HAM-CR 67-2.19 (Duck Creek Connector) Project is one of five components of the Segment I - Red Bank Corridor Project, which is part of the proposed Eastern Corridor Program of multi-modal improvements to address mobility and connectivity between central Cincinnati and communities in eastern Hamilton County and western Clermont County. Eastern Corridor Program elements include improvements to existing road networks, new and expanded roadways, rail transit, expanded bus routes and improvements for pedestrians and bicyclists. The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners: Hamilton County Transportation Improvement District (HCTD), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), and the Southwest Ohio Regional Transit Authority (SORTA).

An Eastern Corridor Tier 1 Final Environmental Impact Statement (EIS) was approved in September 2005 and a Tier 1 Record of Decision (ROD) was issued in June 2006. The Tier 1 studies established project purpose and need, evaluated broad corridors, and identified a conservative range of impacts for a program of recommended multi-modal improvements. The Tier 1 ROD established a multi-modal framework for enhancing the regional transportation network and identified transportation investments to be further evaluated in Tier 2, including new roadway and rail transit projects, local network improvements, expanded bus transit, and pedestrian/bikeway improvements. The Tier 1 ROD established logical termini for major transportation investments to be carried forward into Tier 2 detailed evaluation, and identified a program-level implementation strategy where the intent is for proposed improvements to be constructed incrementally over time. Tier 1 also established a context sensitive framework for the Eastern Corridor by incorporating recommendations of the *Eastern Corridor Land Use Vision Plan* (2002) and the *Eastern Corridor Green Infrastructure Master Plan* (2006).



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Currently, four core projects identified for advancement by the Eastern Corridor Tier 1 ROD are in Tier 2 development (preliminary engineering), including: Segment 1: Red Bank Corridor, I-71 to US 50; Segment II/III: Relocated SR 32, US 50 to I-275/SR 32; Segment IVa: SR 32, I-275/SR 32 to Olive Branch Stonelick Road; and new rail transit (Oasis Rail Transit from Cincinnati Riverfront to Milford). Additionally, Segment IV (I-275/SR 32 interchange improvements), also identified in the Tier 1 ROD, is under construction. These four core projects are being developed through separate, but closely coordinated, Tier 2 NEPA studies, consistent with the goals established in Tier 1 for integrating local land use, economic development, and environmental stewardship visions. The Duck Creek Connector is part of the Segment 1: Red Bank Corridor Project.

Segment I - Red Bank Corridor Project: The Eastern Corridor Segment I - Red Bank Corridor Project extends along Red Bank Expressway (CR-67) from I-71 south to a point between US 50 (Columbia Parkway) and the I-71 ramp in Madisonville, a distance of approximately 2.09 miles. Its primary road, the Red Bank Expressway, is an important north-south thoroughfare east of I-71, and the local roadway network supports numerous areas that are experiencing a resurgence of development and growth. The purpose of the Segment I - Red Bank Corridor Project is to create a balance of mobility and access to better serve local communities, businesses, and neighborhoods, while at the same time improving travel along this important community connector.

As described in detail in the Public Involvement section of this CE, there was ongoing public participation during early Tier 2 work for the Red Bank Corridor Project, which involved a Community Partners Committee (CPC), the Madisonville Community Advisory Committee (CAC) (a subgroup of the CPC), Madisonville Community Council, Village of Fairfax, Eastern Corridor Implementation Partners, as well as numerous stakeholders and residents. Early concepts for the Red Bank Corridor included local network roadway improvements that would divert traffic from Red Bank Expressway to avoid the congested intersections at Madison and Duck Creek Roads. Alternatives developed by ODOT and Madisonville's outside consultant included widening the existing roads at grade, replacing signalized intersections with roundabouts, as well as various grade separated configurations. ODOT provided a matrix with advantages and disadvantages of each alternative for comparison and information. As part of the development of the conceptual alternatives, some community representatives inquired about the feasibility of the extension of Duck Creek east of Red Bank Expressway linking directly to Madison Road. Based on conceptual designs that were developed, CPC members expressed



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

significant concerns about the size of roundabout footprints and impacts on surrounding areas and ultimately a consensus to develop a "low-build" solution was recommended.

In response to requests from the CPC and Madisonville Community Council, ODOT developed several local roadway network improvements combined with at-grade intersection improvements of Red Bank Expressway at Madison Road and Duck Creek. Due to community concern that grade separated alternatives would have a negative impact, only at-grade alternatives were developed. Conceptual alternatives of local network road improvements for the Red Bank Corridor were presented at a Public Meeting held in October 2013. Five project components were proposed for the Red Bank Corridor, including the Duck Creek Road Connector to Madison Road at Medpace Way. As a result of feedback received from the public meeting, each of the five project components, including the Duck Creek Road Connector project, were recommended for further evaluation.

Duck Creek Connector Project: Following the October 2013 public meeting, the *Red Bank Corridor Project Preferred Alternative Implementation Plan (HAM-32F-0.00)* was completed (December 2013), which outlined recommendations for moving the five proposed components forward. The HAM-CR 67-2.19 (Duck Creek Connector) Project is one of the five roadway improvements recommended in the *Implementation Plan*. The five Red Bank Corridor improvements will be constructed in a phased approach, with the Duck Creek Connector advancing first in order to improve access to existing and expanding businesses in the area.

The HAM-CR 67-2.19 (Duck Creek Connector) Project is included on OKI's FY 2016-2019 TIP. It is also included on ODOT's 2016 -2019 Statewide Transportation Improvement Program (STIP), which was approved by FHWA on October 6, 2015. The City of Cincinnati's application for Ohio-Surface Transportation Program (STP) funds from the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) was approved in August 2015. Project construction will occur in Fiscal Year (FY) 2016.

The *Red Bank Corridor Project Preferred Alternative Implementation Plan (HAM-32F-0.00)*, dated *December 21, 2013*, is uploaded to the project file tab under [General/Project Documentation/Preferred Alternative Implementation Plan](#).



Purpose Statement:

The purpose of the HAM-CR 67-2.19 (Duck Creek Connector) Project is to: Improve transportation mobility and access in the Red Bank Expressway/Madison Road area by addressing congestion and delays at the Madison Road/Red Bank Expressway intersection and along Red Bank Expressway Provide a new connection between existing and planned development along Medpace Way, Duck Creek Road, and Red Bank Expressway Improve pedestrian/bicycle connectivity and safety

Need Element(s):

The key transportation needs for the HAM-CR 67-2.19 (Duck Creek Connector) Project are congestion, mobility, access, and safety concerns in the Red Bank Expressway/Madison Road area. These need elements are summarized below, and further described in a detailed [Purpose and Need Statement](#) which is uploaded to the Project File tab under [Purpose and Need/Existing and Future Conditions/Purpose and Need Statement](#).

Congestion

The Highway Capacity Manual (2010) defines Level of Service (LOS) as a qualitative measure that describes operational conditions within a traffic stream, generally in terms of measures like speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS ranges from LOS A, which indicates free-flow operations with no delay, and LOS F, which indicates congested, unstable traffic flow with excessive delay (Transportation Research Board, 2010). In general, LOS D is considered acceptable within urban areas like the Red Bank Corridor. The level of service criteria for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort frustration, fuel consumption, and increased travel time. Control delay includes intersection deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Under No Build conditions, the intersection of Red Bank Expressway and Madison Road has a failing level of service (LOS F) during peak periods for existing conditions, as well as the 2030 design year. The intersection delay in the morning and afternoon rush hours is forecasted to be 165 and 139 seconds, respectively in 2030. (LOS F occurs when the average control delay at signalized intersections exceeds 80



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

seconds per vehicle) (Traffic Analysis, AECOM, 2015). This delay is longer than one traffic signal cycle resulting in traffic queues along Red Bank Expressway which back up from Madison Road through the intersection of Duck Creek Road and sometimes to I-71. Additionally, traffic can back up on the I-71 access ramps when there are accidents or disabled vehicles because there are no shoulders on Red Bank Expressway north of Duck Creek Road which would allow motorists to maneuver around the areas of delay.

Mobility

Due to the limited available alternative north-south routes in the corridor and a large number of driveways and access points which directly connect to the Red Bank Expressway, mobility through the Madisonville area is substantially impacted when there is congestion along Red Bank Expressway or delays at the intersections of Red Bank Expressway and Madison Road and Duck Creek Road. Mobility within the Red Bank Expressway/Madison Road area will continue to worsen as traffic demand within the project area increases as a result of planned development within the project area.

Access

Ongoing development in the Red Bank/Madison Road area has increased traffic on the local road network. Several facilities have recently been built and new phases of development are being designed in the project vicinity. Planned development in the immediate vicinity off Medpace Way includes a potential new hotel and conference center, 160,000 sq. ft. of office space, and 75,000 sq. ft. of commercial space. As a result of the congestion on Red Bank Expressway and at the intersection at Madison Road, access to/from I-71 from the Madison Road/Red Bank Expressway area during peak hours is often slowed by roadway congestion and traffic backs up on Red Bank Road, affecting traffic flow and safety. Congestion and traffic delays in the project area will continue to worsen as development within the project area continues.

Safety

Based on ODOT crash data for years 2011 to 2014, the majority of accidents within the Madison Road/Red Bank Expressway area resulted from rear-end collisions (over 56%) or angle/turn movement collisions (over 13%). These types of accidents are primarily indicative of congested conditions.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

The project [Traffic Analysis](#) is uploaded to the Project File tab under [Purpose and Need/Existing and Future Conditions/Traffic Analysis](#) and [ODOT Crash Data](#) is uploaded to the Project File tab under [Purpose and Need/Existing and Future Conditions/Crash Data](#).

Goals and Objectives:

The Duck Creek Connector Project is consistent with transportation and land-use development plans and goals developed for the Eastern Corridor, as well as the City of Cincinnati's *Plan Cincinnati: A Comprehensive Plan for the Future* (2012), the *Hamilton County Community Compass* (2004), and the *Ohio-Kentucky-Indiana Regional Council of Government's (OKI) 2040 Regional Transportation Plan* (2012).

The four goals of the Eastern Corridor, which have been carried forward in this project (as described in the 2004 Eastern Corridor Tier 1 Draft Environmental Impact Statement) include the following: 1) develop and implement a comprehensive, multi-modal solution for improving mobility and alleviating congestion; 2) develop a transportation solution that fits with future land use in the area as identified in the *Eastern Corridor Land Use Vision Plan* (2002); 3) develop a transportation solution that supports and provides sustenance to the regional economy; and 4) develop a transportation solution that is consistent with larger environmental goals for the Eastern Corridor region.

Further details on consistency of the project with regional and local goals is discussed in the Community Impacts section of this Categorical Exclusion.

Summary Statement:

The purpose of the proposed Duck Creek Connector Project is to: improve transportation mobility and access in the Red Bank Expressway/Madison Road area by addressing congestion and delays at the Madison Road/Red Bank Expressway intersection and along Red Bank Expressway; provide a new connection between existing and planned development along Medpace Way and Duck Creek Road and Red Bank Expressway; improve pedestrian and bike connectivity and safety; and enhance Madison Road and Red Bank Expressway as a neighborhood gateway to the community of Madisonville. The proposed action supports regional transportation and land use goals and objectives developed as part of the Eastern Corridor Program. In addition, the project is consistent with the City of Cincinnati's transportation and economic development goals detailed



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

in *Plan Cincinnati: A Comprehensive Plan for the Future* (2012), the *Hamilton County Community Compass* (2004), and OKI's *2040 Regional Transportation Plan* (2012), and will support existing and planned development in Madisonville and enhance the Madison/Red Bank Expressway area as a gateway to planned and future development on Medpace Way.

Logical Termini and Independent Utility:

Logical Termini

The Duck Creek Connector Project extends from its southern terminus at Madison Road to Red Bank Expressway, a distance of approximately 900 feet. At the Red Bank Expressway, the project proceeds approximately 1350 feet north on Red Bank Expressway to its terminus at the City of Cincinnati corporate line. This terminus allows for the addition of a receiving lane on Red Bank Expressway which will enable vehicles turning right from the Duck Creek Connector to merge safely onto Red Bank Expressway.

Independent Utility

The proposed project is one of five component projects included in the Eastern Corridor Segment I - Red Bank Corridor Project. One of these projects includes the widening of Red Bank Expressway to the I-71 ramps to accommodate future traffic needs. The other projects include connectivity of collector streets to Red Bank and Madison (Babson, Hetzel, and Old Red Bank), in addition to necessary modifications to Brotherton, Erie, and Murray. While the Duck Creek Connector Project is designed to act in coordination with each of the other transportation components to expand the existing collector system in the Red Bank Corridor, the project addresses the project purpose and need and can be accomplished without other transportation investments in the immediate area. In addition, the proposed action will not interfere with or preclude alternatives development for the other transportation projects recommended for the Red Bank Corridor. Therefore, the proposed action is considered to have independent utility.



Alternatives

Alternatives

Discuss No Build Alternative:

Under the No Build Alternative, there would be no transportation improvements made in the Madison Road/Red Bank Expressway/Duck Creek Road area and the purpose and need of the project to improve transportation mobility and access in the study area by reducing existing and projected congestion and delays would not be met. The intersection at Madison Road and Red Bank Expressway would continue to experience congestion during peak hours, resulting in delays and traffic backups along Red Bank Expressway. Traffic volumes on Red Bank Expressway, Madison, and Duck Creek are expected to continue to increase in the future due to local development projects planned for the Madisonville area. Based on ODOT Certified Traffic, traffic on Red Bank Expressway is forecasted to increase almost 8% over the 20 year period between 2016 and 2036 and almost 11% on Madison Road over the same time period. As a result of this increased traffic, congestion and safety concerns also will increase. [ODOT Certified Traffic](#) is uploaded to the Project File tab under [Alternatives/Project Documentation/Certified Traffic Data](#).

In addition, under the No Build Alternative, there would be no connection made between Duck Creek Road and the area of new and planned development on Medpace Way. Therefore, there would be no improved access and mobility in the Madison Road/Red Bank Expressway area and access to I-71 would continue to be inefficient due to congestion and backups on Red Bank Expressway during peak hours.

With the No Build Alternative, there would be no additional sidewalk provided and no increased connectivity or accessibility for bicyclists and pedestrians. As a result, safety for pedestrians and bicyclists would not be improved and the land use and sustainability goals developed for the Eastern Corridor, which include increased modal choice and environmental protection would not be met.

Finally, under the No Build Alternative, planning, economic, and transportation goals identified in the City of Cincinnati's *Plan Cincinnati: A Comprehensive Plan for the Future*



(2012), and the *Ohio-Kentucky-Indiana Regional Council of Government's (OKI) 2040 Regional Transportation Plan (2012)*, and the *Eastern Corridor's Land Use Vision Plan (2002)*, will not be attained.

Was a Feasibility Study completed? No

Was an Alternative Evaluation Report (AER) completed? No

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	Alt.1 includes a new approximately 900-foot roadway connection from the Duck Creek Road/Red Bank Expressway "T" intersection to the Madison Road/Medpace Way "T" intersection in the vicinity of John P. Parker Elementary School. Design features include a 4-lane section (2 lanes in each direction) with turn lanes at the intersections and a sidewalk along the west side of the roadway. Red Bank Expressway will be widened and	N/A	Yes



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

	<p>resurfaced. The northbound widening will include an approximately 1,350-foot long accelerator lane, which will accommodate a merge lane for traffic traveling from the north end of the Duck Creek Connector to the I-71 ramps. Shoulder improvements will be provided along both northbound and southbound Red Bank Expwy. Intersections at Red Bank Expressway/Duck Creek Road and Madison Road/Medpace Way will be resurfaced and signals upgraded. A tree buffer area will be installed between the new roadway and the elementary school.</p>		
--	---	--	--



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Discuss Reasons Alternative Identified as Preferred was selected:

The Build Alternative to construct a new 900-foot connection from the existing Duck Creek Road/Red Bank Expressway intersection to the existing Madison Road/Medpace Way intersection was selected as the Preferred Alternative because it best meets the project's Purpose and Need, as further described below.

The Preferred Alternative will improve transportation access and mobility in the Red Bank Expressway/Madison Road area by reducing congestion and delays along Red Bank Expressway and its intersections with Madison and Duck Creek Roads. Based on the Traffic Analysis (AECOM, 2015) prepared for this project, with the addition of the Duck Creek Connector, the intersections within the study area will operate the same or better in the short-term. The largest benefit from an intersection delay standpoint is gained at the Madison Road and Red Bank Expressway intersection, where southbound left turns and westbound right turns now have another option. The Connector will allow for the bypass of the major intersection of Madison and Red Bank Expressway, thereby enabling southbound drivers to avoid one traffic signal, and westbound to northbound drivers to I-71 to bypass two traffic signals. In opening year (2015), LOS for the Red Bank Expressway/Madison Road intersection will improve from "F" in both the AM and PM peak periods to "D" and "E" in the AM and PM peak hours, respectively. In addition to LOS improvements at the Red Bank Expressway/Madison Road intersection, the Preferred Alternative provides a roadway linkage between existing and planned development along Medpace Way and Duck Creek Road and Red Bank Expressway, thereby improving access to I-71. The project also improves pedestrian and bike connectivity and access by providing a sidewalk along the west side of the roadway. In addition, the Preferred Alternative supports local community economic development goals by improving access to existing and planned development in Madisonville and enhancing the Madison Road/Red Bank Expressway area as a neighborhood gateway to Madisonville.

It is important to note that the Build Alternative is not the long-term solution first recommended during the development of conceptual designs for the Red Bank Corridor. Early concepts included grade-separated design configurations, which better



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

handled the future traffic volumes. However, due to financial and environmental concerns raised by community representatives, only at-grade alternatives were developed. While this Build Alternative provides important short-term traffic benefits, in the future, traffic volumes may require a grade-separated intersection at Madison Road and Red Bank Expressway.



Air & Noise

Noise

Is noise analysis required for the project?	Yes
Are there noise sensitive land uses within 500' of the project area?	Yes
Is this a type II noise project?	No
Does this project add capacity (thru travel lanes)?	Yes
Does this project involve a roadway on new location?	Yes
Does this project cause a significant change in vehicle mix?	No
Does this project significantly change the horizontal or vertical alignment of an existing roadway?	No
Are travel lanes being moved significantly closer to noise receptors?	Yes
Does this project add an auxiliary lane?	Yes
Does this project negatively affect the shielding of an existing roadway?	No
Does this project add or substantially alter a weigh station, rest stop, rideshare lot, or toll plaza?	No

This project is a Type I project for noise and requires noise analysis in accordance with FHWA regulations and ODOT's statewide noise abatement policy

Date ODOT approved Noise Analysis Report:	08/20/2015
Is a design year noise impact predicted?	Yes
Have all noise attenuation measures been considered, consistent with the policy?	Yes



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Are noise barriers proposed? No

Is a pavement type recommended or discouraged? No

Are any Noise Sensitive Area(s) (NSAs) impacted by this project? Yes

NSA ID	Name	Address or Location	Qualify for barriers
A-1	Single-Family Residence	5415 Madison Road	No
A-2	Single-Family Residence	5417 Madison Road	No
A-3	Single-Family Residence	5429 Madison Road	No

Remarks:

A Noise Analysis Report was completed by Stantec Consulting Services Inc. and submitted to ODOT-OES on August 5, 2015. The Noise Analysis was conducted in conformance with the procedures, standards, and requirements *Title 23 Code of Federal Regulations Part 772*, with application of the Federal Highway Administration (FHWA) *Highway Traffic Noise: Analysis and Abatement Guidance* (December 2011), and in accordance with Ohio ODOT-OES' *Highway Traffic Noise Analysis Manual* (April 2015). Noise-sensitive receptors located within approximately 500 feet of proposed edges of pavement were identified and analyzed for noise impacts under Existing (2015) and Design Year (2030) Build conditions using the FHWA Traffic Noise Model (TNM) 2.5 program.

A total of 20 noise-sensitive receptors were evaluated, of which noise impacts were identified at three receptors under existing conditions. These three receptors were predicted to experience noise levels which approach or exceed the applicable FHWA Noise Abatement Criteria (NAC) for the designated activity category under Existing (2015) and Design Year (2030) Build conditions. None of the predicted noise levels were



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

determined to be a "substantial increase" over existing levels ("substantial" as defined by ODOT noise policy is 10dBA or greater).

ODOT considers noise mitigation for noise-sensitive land uses with predicted Build-condition noise impacts. Therefore, structural noise abatement was considered for the three NSA "A" residential receptors (Receptors 1, 2, and 3). However, structural noise abatement designed for the mitigation of predicted noise impacts at the three residential receptors would necessitate barrier construction along Madison Road, which would not only be subject to existing right-of-way constraints, but would also eliminate access to these residences and impede pedestrian mobility along Madison Road by eliminating or encroaching upon existing sidewalk. Due to these access conflicts and constraints the construction of effective, cost-reasonable structural noise abatement is not considered to be a feasible option for this location.

ODOT-OES concurred with these findings in an IOC dated August 20, 2015. Both the [Noise Analysis Report](#) and the [ODOT IOC](#) are uploaded to the Project File tab under [Air and Noise/Reports/Noise Analysis](#) and [Air and Noise/Coordination/OES Coordination IOC](#), respectively.



Mobile Source Air Toxics (MSATs)

Is the project a CE level 1, NEPA exempt, or exempt under 40CFR93.126?	No
Are there sensitive land uses within 500' of the project area?	Yes
Is the design year ADT >140,000?	No
Does this project add a new interchange, add capacity, construct new road on new alignment, expand an existing intermodal center, or construct a new intermodal center?	Yes
Is a Qualitative Mobile Source Air Toxics (MSAT) analysis required for this project?	Yes
Date OEPA approved Qualitative MSAT analysis:	09/11/2015

Remarks:

A Qualitative MSAT Analysis Report was prepared by ODOT-OES in August 2015. The report stated that the estimated vehicles miles travelled (VMT) under both alternatives (Build and No Build) would be the same, or nearly the same and that it is expected there would be no appreciable difference in overall MSAT emissions under either alternative. Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. The FHWA acknowledges that the proposed project may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated. The MSAT Analysis Report concluded that this is not a project with substantial construction-related MSAT emissions that are likely to occur over an extended building period or a post-construction scenario where the NEPA analysis indicates potentially meaningful MSAT levels.

Based on review of the Qualitative MSAT Analysis Report prepared by ODOT-OES, the Ohio Environmental Protection Agency (EPA) indicated that they had no additional



comments in an IOC dated September 11, 2015. According to the FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA (December 6, 2012), the HAM-CR67-2.19 project qualifies as a project of "Low Potential for Meaningful MSAT Effects".

The [Qualitative MSAT Analysis Report](#) prepared by ODOT-OES in September 2015 is uploaded to the Project File tab under [Air and Noise/Reports/Qualitative MSAT Analysis](#). OEPA's [IOC on the Qualitative MSAT Analysis](#) are uploaded to the Project File tab under [Air and Noise/Coordination/OEPA Comments on Qualitative MSAT Analysis Report](#).

Particulate Matter 2.5 (PM2.5)

Is the project in an air quality non-attainment or maintenance area for PM2.5?	Yes
Does this project fall in a category under 40CFR93.126, which means this project exempt from conformity analysis?	No
Is the design year ADT>125,000 and is the design year diesel truck volume >10,000?	No
Is a project level PM2.5 conformity determination required for this project?	Yes
Did FHWA provide the PM2.5 conformity determination?	Yes
Is a PM2.5 Hotspot Analysis required for this project?	No
Date OEPA approved PM2.5 determination:	08/26/2015
Date USEPA approved PM2.5 determination:	08/26/2015

Remarks:

The project is located in Hamilton County, Ohio, which is in nonattainment from the PM2.5 annual standard. This project is not exempt from PM2.5 analysis per 40CFR93.126. Therefore this project requires a project level conformity determination from FHWA in accordance with 40CFR93 and the FHWA and EPA Transportation Conformity Guidance for Qualitative Hot Spot Analysis in PM2.5 and PM10



Nonattainment and Maintenance Areas. The project does not have a design year ADT > 125,000 AND diesel trucks >8% in the design year and does not significantly increase the number of diesel trucks from design year No Build to design year Build conditions. Based on the traffic information, ODOT determined that this project is NOT of air quality concern and no PM2.5 hotspot analysis is required. Based upon a review of the project, both the Ohio Environmental Protection Agency (OEPA) and the US Environmental Protection Agency (USEPA) concurred with ODOT's determination that the project is not a project of air quality concern and Federal Highway Administration (FHWA) provided the PM2.5 conformity determination.

[Emails from OEPA and USEPA indicating that the project is not of air quality concern](#) and the [FHWA PM2.5 conformity determination](#) are uploaded to the Project File under [Air and Noise/Coordination/PM2.5 Project Level Conformity Determination](#).

Carbon (CO)

Is the project NEPA exempt, a CE1, or exempt under 40CFR93.126?	No
Does the project involve new alignment?	Yes
Does this project involve a new project right-of-way that will have an ADT increase of more than 20,000 vehicles within 10 years of construction?	No

Remarks:

CO regional conformity requirements in Ohio (Cuyahoga County) ended on Friday, March 7, 2014. According to 40 CFR 93.102(b)(3), a transportation conformity determination applies to maintenance areas through the last year of a maintenance area's approved CAA section 175A(b) maintenance plan, unless the applicable implementation plan specifies that the provisions of this subpart shall apply for more than 20 years. Cuyahoga County was designated a maintenance area with an approved maintenance plan on February 4, 1994 (effective March 7, 1994). Therefore, regional transportation conformity requirements no longer apply to CO in Ohio.

Additionally, recent trends in CO concentrations across the state have dramatically improved as demonstrated by the attainment status of Ohio. As such, project level CO



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

hot-spot analyses using MOVES2014 and CAL3QHC emission and dispersion models are no longer required in Ohio as part of the NEPA process.

Ozone

Is the project in an Ozone maintenance area? Yes

Is the project on the STIP/TIP? No

Remarks:

Hamilton County is located in an ozone marginal nonattainment area. The project is on OKI's FY 2016-2019 Transportation Improvement Program dated October 8, 2015 and is, therefore, consistent with OKI's regional air quality conformity analysis of April 9, 2015. The project also is on ODOT's 2016-2019 Statewide Transportation Improvement Program (STIP) Amendment #2, which was approved by FHWA on October 6, 2015.

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 Yes

Date when It was completed 01/26/2011

Date of ESA Screening IOC from OES: 05/07/2015

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
NuTone (currently MedPace) property	4820 Red Bank Road, 5235 Madison Road, Madison & Stewart Rd, and 5311 Hetzel Street	Yes	No	Yes

Date of Phase 1 ESA IOC from OES: 05/21/2015

Remarks:

Environmental Site Assessment (ESA) Screening

Red Bank Corridor Project: An ESA Screening was prepared by ENTRAN (now Stantec Consulting Services Inc.) for the HAM-32F-0.00; Eastern Corridor Segment I (Red Bank Corridor) Project (PID 86461) and submitted to ODOT OES on 1/26/2011. Based on the screening, 75 properties with the potential for environmental concerns were recommended for Phase I ESA. An Inter-Office Communication (IOC) dated 2/11/2011



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

from ODOT-OES was provided to URS Corp., prime consultant on the Red Bank Corridor Project. The IOC indicated that ODOT was in agreement with the Phase I ESA recommendations, but stipulated that Phase I ESAs should only be conducted on those sites within the feasible alternative.

Based on baseline studies and input from the Eastern Corridor Implementation Partners, community stakeholders, and the public, it was recommended that local network improvements and mainline improvements be implemented within the Red Bank Corridor as five separate projects, as described in the *Red Bank Corridor Project Preferred Alternative Implementation Plan (HAM-32F-0.00)* (2013). The proposed HAM-CR 67-2.19 (Duck Creek Connector) Project is one of the five recommended projects. A modified study area was identified for the five recommended projects, and URS identified 26 sites for Phase I ESAs within this area in a letter to ODOT dated 12/5/2014.

Duck Creek Connector Project: Based on the ESA Screening completed for the Eastern Corridor Segment I (Red Bank Corridor) Project in 2011, and URS's subsequent review of the revised study area for the five separate projects, it was determined that there were no sites within the Duck Creek Connector Project work area recommended for Phase I ESA. URS sent ODOT a letter dated 4/24/2015 requesting ODOT concurrence that no further ESA investigations are required for the Duck Creek Connector Project. This request was based on the following:

- The findings of the previous ENTRAN ESA Screening completed in January, 2011, which did not identify any sites of concern within the Duck Creek Connector project area.
- Minor construction will include some deep excavation for signal pole foundations, which will take place at the edges of the Seven Hills School site, west of Red Bank Expressway, and the former NuTone Inc. site (now Medpace), south of Madison Road. Both of these properties were recommended for Phase I ESA investigation in the ENTRAN ESA Screening. However, since the ESA Screening was completed, the former NuTone Inc. site has been re-developed into the MedPace complex.
- The acceleration lane/taper, which will extend north for about 1,350 feet along the east side of Red Bank Expressway, will be underlain by a retaining wall that will require deep excavation. This work will occur entirely within existing



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

roadway right-of-way on parcels that were not identified as properties of potential concern in the ENTRAN ESA Screening.

ODOT-OES Coordination IOC, dated 5/7/2015

In response to the URS letter requesting concurrence that no further ESA investigations were required for the Duck Creek Connector Project, ODOT- OES stated that a Phase I ESA is warranted for the former NuTone Inc. property because it is a brownfields site and in the Division of Environmental Response and Revitalization's (DERR), Voluntary Action Program (VAP) with institutional controls (IOC dated May 7, 2015).

ODOT-OES Phase I ESA IOC, dated 5/21/2015

ODOT-OES reviewed the OEPA Voluntary Action Program (VAP) No Further Action Letter prepared by Cardno for City of Cincinnati, Economic Dev. Div., RBM Development Co., and Medpace (Volunteers) for the former NuTone site, accepted the OEPA VAP as the Phase I Environmental Site Assessment (ESA) for the former NuTone site, and stated the need for a plan note regarding regulated and non-regulated waters should dewatering be necessary during construction. Therefore, no further ESA investigations are required for the Duck Creek Connector Project, and a plan note regarding dewatering activities is included as an Environmental Commitment (see Environmental Commitments).

Uploaded to the Project File are the following: [ESA Screening Report for Segment 1 Red Bank Corridor Improvements](#) dated 1/26/2011 ([ESA/Reports/Screening](#)); [letter from URS to ODOT](#) for the new study area for the Red Bank Corridor Improvements dated 12/5/2014 ([ESA/Reports/Letter to ODOT for New Study Area](#)); [ODOT IOC](#) dated 2/11/2011 providing concurrence with the ESA Screening ([ESA/Coordination/OES Coordination IOC](#)); [ODOT IOC](#) dated 5/7/2015 requiring a Phase I ESA on the NuTone Site([ESA/Coordination/OES Coordination IOC.3](#)); [Ohio EAP VAP No Further Action Letter](#) dated 12/20/2013 ([ESA/Reports/NuTone VAP](#)); [URS Letter to ODOT](#) dated 4/24/2015 ([ESA/Reports/ESA Screening for Duck Creek Connector](#)); and [ODOT IOC](#) dated 5/21/2015 accepting the Phase I ESA for the former NuTone Site ([ESA/Coordination/Phase I ESA IOC](#)).



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

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

Environmental Commitments, ESA

1. If dewatering is necessary for construction purposes at the former NuTone site, the construction plans will include a plan note for regulated and non-regulated water.



Cultural Resources

Cultural Properties Present

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

History/Architecture Resources

Phase I Historic/Architecture Survey for the Eastern Corridor Multi-Modal Projects Segment 1: Red Bank Corridor Improvements Project (HAM-32F-0.00; PID 86461) dated January 2015

A Phase I History/Architecture Survey dated January 2015 was completed by Gray and Pape, Inc. for the proposed improvements to the Eastern Corridor Multi-Modal Projects Segment 1: Red Bank Corridor Improvements Project. The Area of Potential Effect (APE) for the project was centered on Red Bank Expressway and extended from I-71 on the north to Murray Road on the south. The APE also encompassed portions of Stewart Road, Red Bank Road, Red Bank Court, Madison Road, Hetzel Street, Tompkins Avenue, Erie Avenue, Arnsby Place, and LaCrosse Avenue.

Results: The Phase I History/Architecture Survey identified six previously recorded Ohio Historic Inventory (OHI) resources, no National Register of Historic Places (NRHP) properties, and no National Historical Landmark properties within the APE. In addition to the six previously recorded properties, 42 newly identified resources were recorded during the survey.

Four of the 48 Phase I history/architecture resources were recommended as eligible for inclusion in the NRHP as individual resources. These properties were located on Tompkins Avenue (HAM-8220-13), Erie Avenue ((HAM-8197-13), and Arnsby Place (HAM-8192-13 and HAM-8191-13). No new historic districts were identified. Additionally, no resources were recommended for Phase II investigations.

ODOT-OES Letter of Non-Objection, History/Architecture Eligibility for the Phase I History Architecture Survey for Eastern Corridor Segment One (Red Bank Road/Expressway), Hamilton County, Ohio, Dated February 2, 2015



ODOT-OES concurred with the findings of the Phase I History/Architecture Survey in an ODOT IOC dated February 2, 2015. The four properties identified on Tomkins Avenue, Erie Avenue, and Arnsby Place are each eligible for listing in the NRHP. Of the remaining 44 resources, all were determined to be ineligible for NRHP listing.

HAM-CR 67-2.19 (Duck Creek Connector) Project

Based on information from baseline studies and input from the Eastern Corridor Implementation Partners, community stakeholders and the public, it was recommended that local network improvements and mainline improvements be implemented within the Red Bank Corridor as five separate projects, as described in the *Red Bank Corridor Project Preferred Alternative Implementation Plan (HAM-32F-0.00)*. The proposed HAM-CR 67-2.19 (Duck Creek Connector) Project is one of these five recommended projects.

The Area of Potential Effect (APE) for the Duck Creek Connector Project is encompassed within the APE evaluated in the Phase I History/Architecture Survey for the Eastern Corridor Multi-Modal Projects Segment 1: Red Bank Corridor Improvements Project. The APE includes an area which extends approximately 900 feet from the existing Duck Creek Road/Red Bank Expressway intersection to the existing Madison Road/Medpace Way intersection in the vicinity of John P. Parker Elementary School. The APE also includes the Red Bank Expressway right-of-way extending approximately 1350 feet north of Medpace Way along the east side of Red Bank Expressway.

Based on the results of the Phase I History/Architecture Survey for the Eastern Corridor Multi-Modal Projects Segment 1, there are no properties eligible for the NRHP in the APE for the HAM-CR 67-2.19 (Duck Creek Connector) Project. None of the four properties determined to be eligible for listing on the NRHP are located within the APE for the Duck Creek Connector Project.

Archaeological Resources

A literature search was conducted for HAM-CR 67-2.19 (Duck Creek Connector) by ODOT-OES archaeology staff. A review of the State Historic Preservation Officer's (SHPO) GIS database records indicated that there were no previous cultural resource surveys or inventoried cultural resource properties within the school property. In an



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Inter-Office Communication (IOC) dated April 6, 2015, ODOT-OES determined that no further resource investigation is necessary, unless the project scope changes.

Uploaded to the Project File tab are the following: the [Phase I History/Architecture Survey for Eastern Corridor Segment One \(Red Bank Road/Expressway\)](#) dated January 2015 ([Cultural Resources/Reports/Phase I History Architecture](#)); ODOT-OES' letter to SHPO dated Feb. 2, 2015 ([Cultural Resources/Coordination/Coordination with SHPO](#)); and ODOT-OES' IOC dated April 6, 2015 ([Cultural Resources/Coordination/OES Coordination IOC.2](#)).

Based on the letter or IOC you received from OES, is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

No

OES/OSHPO Concurrence Date:

02/02/2015

Remarks:

History/Architecture Review

Phase I History Architecture Survey for Eastern Corridor Segment I (Red Bank Road/Expressway)

Based on the results of the *Phase I History Architecture Survey for Eastern Corridor Segment One (Red Bank Road/Expressway), Hamilton County, Ohio, PID 86461*, ODOT-OES determined in a letter to the State Historic Preservation Office (SHPO) dated February 2, 2015 that of the forty-eight (48) properties in the Area of Potential Effect (APE) for the Eastern Corridor Segment I (Red Bank Road/Expressway) Project that are fifty years old or older, there are four properties eligible for the National Register of Historic Places (NRHP). These properties are located at 4209 Erie Avenue (HAM-8197-13), 5323 Tompkins Avenue (HAM-8220-13), 5505 Arnsby Place (HAM-8192-13), and 5508 Arnsby Place (HAM-9101-13). Based on the scope of the undertaking, and the results of the *Phase I History Architecture Survey for Eastern Corridor Segment One (Red Bank Road/Expressway)*, no further history/architecture research was warranted.



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

The Section 106 review was considered complete pending completion of a 15-day review and comment period by the SHPO, during which no SHPO comments were received.

HAM-CR 67-2.19 (Duck Creek Connector) Project

The Area of Potential Effect (APE) for the HAM-CR 67-2.19 (Duck Creek Connector) Project is encompassed within the APE evaluated in the *Phase I History/Architecture Survey for the Eastern Corridor Segment One (Red Bank Road/Expressway)*. The APE for the Duck Creek Connector Project includes an area which extends approximately 800 feet from the existing Duck Creek Road/Red Bank Expressway intersection to the existing Madison Road/Medpace Way intersection in the vicinity of John P. Parker Elementary School. The APE also includes the Red Bank Expressway right-of-way extending approximately 1350 feet north of Medpace Way along the east side of Red Bank Expressway.

Based on the results of the *Phase I History/Architecture Survey for the Eastern Corridor Segment One (Red Bank Road/Expressway)*, which covers the APE for the Duck Creek Connector Project, there are no properties eligible for the NRHP in the APE for the Duck Creek Connector Project. None of the four houses determined to be eligible for listing on the NRHP in the *Phase I History/Architecture Survey for the Eastern Corridor Segment One (Red Bank Road/Expressway)* are located within the APE for the Duck Creek Connector Project.

[ODOT-OES' letter to OSHPO](#) dated February 2, 2015 is uploaded to the Project File tab ([Cultural Resources/Coordination/Coordination with SHPO](#)).

Archaeological Resources Review

A literature search was conducted for the HAM-CR 67-2.19 (Duck Creek Connector) Project by ODOT-OES archaeology staff. A review of the SHPO's GIS database records indicated that there were no previous cultural resource surveys or inventoried cultural resource properties within the school property. In addition, the school property where the project will occur had been used as a temporary parking and staging area during a renovation of the school and had been utilized as a disposal area for excess topsoil. As a result of the grading and filling activities, ODOT-OES concluded that there was a low



potential for buried intact archaeological deposits and features. In an Inter-Office Communication (IOC) dated April 6, 2015, ODOT-OES determined that no further resource investigation is necessary, unless the project scope changes.

[ODOT-OES' IOC](#) dated April 6, 2015 is uploaded to the Project File tab ([Cultural Resources/Coordination/OES Coordination IOC.2](#)).

What is the Section 106 effect determination in the OES letter or IOC?

No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Environmental Commitments

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed?	Yes
Date ESR was completed:	05/14/2014

Wetlands

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

Remarks:

Literature reviews and field surveys for wetlands within the study area for the HAM-32F-0.00 Eastern Corridor Segment 1 (Red Bank Corridor) Project were completed in August/September 2010, October 2010, and June 2011 to assist in the evaluation of transportation alternatives for the Red Bank Corridor. Five projects, which included the Duck Creek Connector, were recommended as part of the Red Bank Corridor Project in *Red Bank Corridor Project, HAM-32F-0.00, PID 86461, Preferred Alternative Implementation Plan* (2013). Additional field surveys were conducted in April 2014, which covered a study area large enough to address all five project components. Ecological impacts of each of the project components were determined based on preliminary construction limits and documented in a Level 2 Ecological Survey Report (ESR) for the HAM-32F-0.00/Eastern Corridor Segment I (Red Bank Corridor) dated May 14, 2014.

Based on comments received from the US Army Corps of Engineers (USACE) during the Jurisdictional Determination (JD) field view on July 23, 2014, the wetland and stream impacts were recalculated and the wetland impact tables and ecological impact



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

figures in the Level 2 ESR were revised. A Preliminary Jurisdictional Determination (PJD) for the Red Bank Corridor Project was received from the USACE on June 30, 2015. The wetland impacts for Component 4: Duck Creek Connector are discussed below.

Component 4: Duck Creek Connector Project

Based on the field survey and literature review conducted for the Level 2 Ecological Survey Report for the Red Bank Corridor and the jurisdictional field view there would be no wetland impacts as a result of the proposed project.

The following documents are uploaded to the Project File tab:

[Level 2 ESR - \(Ecological/Reports/Level 2 Ecological Survey\)](#)

[Revised tables and figures from the Level 2 ESR based on the USACE JD - \(Ecological/Reports/Revised Level 2 ESR tables and figures based on USACE JD\)](#)

[Ecological Resource Mapping - \(Ecological/Project Documentation/Site Specific Resource Mapping\)](#)

[USACE's comments from the JD field view - \(Ecological/Coordination/USACE JD Field View\)](#)

[Preliminary Jurisdictional Determination - \(Ecological/Coordination/USACE Preliminary Jurisdictional Determination\)](#)



Streams & Rivers

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

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
S7 (Deerfield Creek)	405	51	Warm Water Habitat (WWH)
S2 (Unnamed Tributary #2)	26	57.5	Warm Water Habitat (WWH)
S15 (Unnamed Tributary #11)	260	31	Class II PHWH

Total Linear feet Impacted

691

Remarks:

Literature reviews and field surveys for surface streams within the study area for the HAM-32F-0.00 Eastern Corridor Segment 1 (Red Bank Corridor) Project were completed by Stantec Consulting Services Inc. in August/September 2010, October 2010, and June 2011 to assist in the evaluation of transportation alternatives for the Red Bank Corridor. Five projects, which included the Duck Creek Connector, were recommended as part of the Red Bank Corridor Project in the *Red Bank Corridor Project, HAM-32F-0.00, Preferred Alternative Implementation Plan* (2013). Additional field surveys were conducted in April 2014, which covered a study area large enough to address all five



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

project components. Ecological impacts of each of the project components were determined based on preliminary construction limits and are documented in a Level 2 Ecological Survey Report, which was submitted to ODOT OES on May 14, 2014. These impacts were revised based on the USACE jurisdictional determination (JD) field view on July 23, 2014 and revised tables and figures were submitted to the USACE in May, 2014.

The Project is located in the Duck Creek Watershed (HUC 05090202140050). Four streams were identified in the project area. With the refinement of the project design, stream impacts were recalculated and a Permit Determination Request was completed August 18, 2015. A description of the streams within the study area and the impact of the project on each stream is provided as follows:

S2 (Unnamed Tributary #2): a non-USGS intermittent, relatively permanent stream which flows through a culvert pipe under Red Bank Expressway into Deerfield Creek and continues through a culvert pipe into Duck Creek, which flows into the Little Miami River, a Traditional Navigable Water (TNW), which flows into the Ohio River, also a TNW. The total stream length within the study area is 784 feet (155 feet in culvert). Twenty-six linear feet (lf) of stream in culvert would be impacted.

S6 (Unnamed Tributary #6): a non-USGS ephemeral, non-relatively permanent stream which flows into Deerfield Creek and continues through a culvert pipe into Duck Creek, which then flows into the Little Miami River (a TNW), which flows into the Ohio River (a TNW). The total stream length within the study area is 66 feet (none in culvert). There would be no impacts to this stream as a result of the project.

S7 (Deerfield Creek): a USGS perennial, relatively permanent stream which flows into Duck Creek, which flows into the Little Miami River (a TNW), which flows into the Ohio River (a TNW). The total stream length within the study area is 6,532 feet (2,848 feet in culvert). The project would impact 405 lf of S7 as a result of project construction. Stream impacts would result from new culvert (264 lf), culvert cutoff walls (12 lf), rock channel protection (34 lf), temporary stream diversion during construction (30 lf), retaining wall construction (45 lf), and outfall reconstruction (20 lf).

S15 (Unnamed Tributary #11): a non-USGS intermittent, relatively permanent stream which flows through two culverts then is captured in a roadside ditch which flows into Deerfield Creek, which flows through a culvert into Duck Creek, which flows into the Little Miami River (a TNW), which flows into the Ohio River (a TNW). The total stream



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

length within the study area is 825 feet (106 feet in culvert). Stream impacts, resulting from the extension of culvert, would impact 260 lf feet of stream.

The appropriate USACE waterway permit will be obtained prior to the start of the project (anticipated RGP PCN) and a plan note regarding this requirement is included as an Environmental Commitment (see Environmental Commitments). Short-term construction-related water quality impacts would be minimized through the use of sediment and erosion controls in accordance with the ODOT *Construction and Materials Specifications*. Longer duration water quality impacts would be minimized through implementation of post-construction best management practices in accordance with the ODOT *Location and Design Manual*.

Ecological resource mapping, the Level 2 ESR, and the Revised tables and figures from the Level 2 ESR based on the USACE JD are uploaded to the Project File tab under [Ecological/Project Documentation/Site Specific Resource Mapping](#), [Ecological/Reports/Level 2 Ecological Survey](#), and [Ecological/Reports/Revised Level 2 ESR tables and figures based on USACE JD](#). The [PJD for the HAM-32F-0.00 Eastern Corridor Segment I \(Red Bank Corridor\) Project dated June 30, 2015](#) is uploaded to the Project File tab under [Ecological/Coordination/USACE Preliminary Jurisdictional Determination](#) and the [Permit Determination Request](#) is uploaded to the Project File tab under [Permits/Waterways/Permit Determination Request](#).



Other Surface Waters

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

Remarks:

Field survey and literature review for other surface waters in the project area were completed by Stantec Consulting Services Inc. in August/September 2010, October 2010, and June 2011 to assist in the evaluation of transportation alternatives for the Red Bank Corridor. Five projects, which include the Duck Creek Connector, were recommended as part of the Red Bank Corridor Project in the *Red Bank Corridor Project, HAM-32F-0.00, Preferred Alternative Implementation Plan*. Additional field surveys were conducted in April 2014, which covered a study area encompassing all five project components. In addition to the field surveys, available mapping and aerial photographs were reviewed to determine whether other surface water features occur in the study area including reservoirs, lakes, ponds, storm water management facilities, and jurisdictional ditches. Preliminary construction limits for the five project components were used for this assessment. Based on these investigations, there are no lakes, ponds, storm water management facilities, or jurisdictional ditches known to occur in the project area for the Duck Creek Connector Project. The results of this assessment were documented in a Level 2 ESR for the HAM-32F-0.00/Eastern Corridor Segment I (Red Bank Road) Project. Based on the results of the USACE JD field view which occurred on July 23, 2014, the impact tables and figures of the Level 2 ESR were revised in August 2014 and resubmitted to the USACE.



ODOT prepared a Preliminary Jurisdictional Determination (PJD) Form for the HAM-32F-0.00/Eastern Corridor Segment I (Red Bank Road) Project which was submitted to the USACE. The USACE provided a Preliminary Jurisdictional Determination (PJD) dated June 30, 2015 on the Eastern Corridor Segment I (Red Bank Road) Project. The PJD did not identify any jurisdictional ditches that would be impacted by the Duck Creek Connector Project.

[Ecological Mapping, Level 2 ESR and Revised Maps and Figures from the Level 2 ESR revised based on the USACE JD](#) are uploaded to the Project File tab under [Ecological/Project Documentation/Site Specific Resource Mapping, Ecological/Reports/Level 2 Ecological Survey](#) and [Ecological/Reports/Revised Level 2 ESR tables and figures based on USACE JD](#). The PJD is uploaded to the Project File tab under [Ecological/Coordination/USACE Preliminary Jurisdictional Determination](#).

Terrestrial Habitat

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

Remarks:

Literature and field surveys for terrestrial habitat and endangered species within the study area for the HAM-32F-0.00 Eastern Corridor Segment 1 (Red Bank Corridor) Project were completed by Stantec Consulting Services Inc. in August/September 2010, October 2010, and June 2011 to assist in the evaluation of transportation alternatives for the Red Bank Corridor. Based on these preliminary studies and extensive input from local community stakeholders and the general public, a Preferred Alternative was identified in the *Preferred Alternative Implementation Plan-Red Bank Corridor Project*. The Preferred Alternative Implementation Plan is comprised of five components for the Red Bank Corridor, one of which is the Duck Creek Connector.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Additional field surveys were conducted in April 2014, which covered a study area large enough to address all five project components. Ecological impacts of each of the project components were determined based on preliminary construction limits and are documented in a Level 2 Ecological Survey Report for the HAM-32F-0.00/Eastern Corridor Segment I (Red Bank Corridor) dated May 14, 2014. The impacts of the Duck Creek Connector are discussed as follows.

Component 4: HAM-CR 67-2.19 Duck Creek Connector Project:

Based on the field survey and literature review, the total acreage of vegetative community impacts from the HAM-CR 67-2.19 (Duck Creek Connector) Project are 12.24 acres. A total of five vegetative communities would be impacted by the project. Developed, Open Space is the vegetative community with the highest acreage impacted, accounting for 7.04 acres (57.5%). This land use is characterized by high disturbance areas, which are well maintained and frequently disturbed by mowing. Floodplain Forest vegetative community accounts for 3.23 acres (26.4%). Developed, High Intensity land cover, which includes area of extreme disturbance and is essentially void of vegetation, comprises 1.59 acres (13.0%). Scrub/Shrub vegetative community, which includes areas of high disturbance, accounts for 0.26 acres (2.1%) of the study area. The remaining land cover is Upland Forest, which comprises 0.12 acres (1.0%) and includes areas of intermediate disturbance including wooded hillsides comprised of young trees with scrubby undergrowth and scattered trees.

Approximately 3.4 acres of wooded habitat (Upland Forest and Floodplain Forest) and 0.3 acres of Scrub/Shrub habitat within the construction limits could be cleared or excavated/filled for the placement of the proposed roadway and embankment (or related construction activities). However, the loss of this habitat is expected to be minor, given the relatively small amount of this habitat being impacted (29.5%) of the total acreage impacted, its location along a major transportation corridor, current disturbance level, proximity to extensive, highly-developed land uses, and availability of similar habitats located adjacent to the study area that will be available for terrestrial wildlife use during and after construction.

Terrestrial fauna inhabiting any of the vegetative community types in the project construction limits may be displaced or eliminated during construction, and animal travel/foraging patterns may be temporarily disrupted as construction occurs. Impacts



to forested and scrub/shrub habitats will likely result in the loss or disruption of food and water sources, shelter, travel corridors, and nesting sites for terrestrial wildlife, which will affect less-mobile species (reptiles and amphibians) to a greater extent than birds and mammals. However, overall disturbances to terrestrial fauna are considered to be minor due to the relatively small amount of forested and scrub-shrub habitat being eliminated and the availability of similar habitats located adjacent to the study area that will still be available for terrestrial wildlife use during and after construction.

[Ecological resource mapping](#) and the [Level 2 ESR](#) are uploaded to the Project File tab under [Ecological/Project Documentation/Site Specific Resource Mapping](#) and [Ecological/Reports/Level 2 Ecological Survey](#).

Threatened or Endangered Species

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

Remarks:

The HAM-CR 67-2.19 (Duck Creek Connector) Project is one of five component projects recommended for the Red Bank Corridor of the Eastern Corridor Program identified in the *Red Bank Corridor Project, HAM-32F-0.00, PID 86461, Preferred Alternative Implementation Plan*. The impacts of each of the component projects were evaluated and documented based on preliminary construction limits in the Level 2 ESR for the HAM-32F-0.00/Eastern Corridor Segment (Red Bank Corridor) dated May 14, 2014.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Ecological field surveys were conducted throughout the development of the project alternatives in August/September 2010, October 2010, June 2011, and April 2014. Literature review included review of aerial photos, mapping, ODNR data, USFWS county listings of federally-listed species, and a map of federally-listed species in Ohio. The impacts of the Duck Creek Connector Project are discussed below.

Federal Species

The project is located within the range of the federal endangered Indiana bat (*Myotis sodalis*), running buffalo clover (*Trifolium stoloniferum*), fanshell mussel (*Cyprogenia stegaria*), pink mucket pearly mussel (*Lampsilis abrupta*), rayed bean mussel (*Villosa fabalis*), sheepnose mussel (*Plethobasus cyphus*), snuffbox mussel (*Epioblasma triquetra*); the federal threatened northern long-eared bat (*Myotis septentrionalis*); and the federal species of concern bald eagle (*Haliaeetus leucocephalus*). An ODNR Natural Heritage Database check conducted on 3/25/2014 found that no federal-listed rare or endangered species have been recorded within or immediately adjacent to the project area. Each species is discussed below.

Running buffalo clover (*Trifolium stoloniferum*): One record for the federal endangered running buffalo clover was located over one-half mile southwest of the study area. Based on ecological field surveys, there is limited suitable habitat for running buffalo clover located in older residential yards. No running buffalo clover plants were found within the study area.

Fanshell mussel (*Cyprogenia stegaria*), pink mucket pearly mussel (*Lampsilis abrupta*), rayed bean mussel (*Villosa fabalis*), sheepnose mussel (*Plethobasis cyphus*), snuffbox mussel (*Epioblasma triquetra*): There is no suitable habitat for any of these endangered mussel species within the study area and no mussels were observed during the field surveys.

Indiana bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*): The project is within the south management unit, as defined by the *Programmatic Biological Opinion (PBO) on the Ohio Department of Transportation's Statewide Transportation Program for the Federally Endangered Indiana Bat (*Myotis sodalis*)*, 2007. The project also occurs within the range of the federal threatened northern long-eared bat. Suitable summer roosting habitat for Indiana bat in the form of live or standing dead trees or



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

snags with exfoliating, peeling, or loose bark, split trunks and/or branches, or cavities was observed within the study area during field surveys for this project. Six (6) potential summer roost trees are located in the Floodplain Forest and Upland Forest habitat located within or immediately adjacent to existing roadway right-of-way in a highly developed setting. The 6 potential summer roost trees for the Indiana bat are also considered potentially suitable for northern long-eared bat. Approximately 10 percent (by visual estimate) of the 3.4 acres of forest habitat within the project construction limits contains trees between 3 inch and 8 inch diameter at breast height (dbh) exhibiting features that could be considered suitable roosting habitat for the northern long-eared bat. Impacts to Indiana bat and northern long-eared bat are considered unlikely based on the following:

- the forested habitat to be impacted is located in an area surrounded by highly-developed land uses
- there is additional suitable habitat available for the Indiana bat located in the vicinity of the project
- the ODNR Natural Heritage Database check found that there were no records for Indiana bat capture locations within a five mile radius or hibernacula within a ten mile radius of the project site.

Bald eagle (*Haliaeetus leucocephalus*): The nearest known bald eagle nest is located approximately 16.5 miles to the west. No suitable nesting sites or bald eagles were observed during ecological surveys conducted in the project construction limits (or study area). As a result, the project is not expected to impact bald eagle.

State Species

The ODNR Natural Heritage Database check found that the State endangered running buffalo clover is located over one-half mile southwest of the study area. There are no known records of this species within the study area and it was not observed within the study area. Therefore, the project is not expected to impact this species. There are no other state-listed species known to occur in the study area.

The [Level 2 ESR](#) has been uploaded to the Project File tab under [Ecological/Reports/Level 2 Survey](#).



Agency Coordination

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

Remarks:

ODOT transmitted the Level 2 ESR for the HAM-32F-0.00/Eastern Corridor Segment 1 (Red Bank Corridor) to USFWS, OEPA, and USACE for review on 3/31/2014. ODOT-OES's IOC's are uploaded to [Ecological/Coordination/OES Coordination IOC 4](#).

ODNR

ODNR's 7/11/2014 comments on the Level 2 ESR are:

ODNR Division of Wildlife (DOW)

The project is in the range of the Indiana bat (*Myotis sodalis*), a state and federally endangered species. ODNR indicated that trees suitable for Indiana bat habitat in the project area should be conserved. If they must be cut, cutting must occur between October 1 and March 31. If suitable trees must be cut during the summer months, a net survey must be conducted between June 1 and August 15, prior to cutting.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Due to the location and type of habitat present within the project area, this project is not likely to impact any state listed species.

[ODNR's comments](#) are uploaded to the Project File tab under [Ecological/Coordination/Coordination with ODNR](#).

USFWS

USFWS' 6/30/2014 comments are:

Indiana bat (*Myotis sodalis*):

The review of the HAM-32F-0.00/Eastern Corridor Segment 1 (Red Bank Corridor) Project is a Tier 2 consultation under the January 26, 2007 programmatic biological opinion (PBO) for ODOT's Statewide Transportation Program. USFWS concurs with ODOT-OES' determination that the action is *likely to adversely affect* the Indiana bat. The USFWS' letter serves as the Tier 2 biological opinion for the proposed HAM-32F-0.00/Eastern Corridor Segment 1 (Red Bank Corridor) project. The USFWS' biological opinion is that this project is *not likely to jeopardize* the continued existence of the Indiana bat since the incidental take for this project is well within the level of incidental take anticipated in the 2007 PBO. The USFWS understands that ODOT is implementing all pertinent Indiana bat conservation measures, specifically A-1 and M-1 stipulated in the Biological Assessment on pages 29-31. These include the following conservation measures to avoid, minimize and/or mitigate adverse impacts to the Indiana bat:

1. Seasonal clearing restrictions will be implemented, clearing all trees to be impacted by the project between October 1 and March 31 (avoidance measure A-1)
2. The number of acres of to be deducted from the SCCC2 Conservation Area to offset impacts from this project will be calculated in accordance with the habitat replacement strategy and ratio to be included in the final agreement between ODOT and the Service regarding the use of the SCCC2 site to offset take of Indiana bat habitat (mitigation measure M-1).

The USFWS stated that the section 7(a)(2) requirements for this action have been fulfilled. Plan notes regarding tree clearing restrictions and mitigation of habitat



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

impacted have been included as Environmental Commitments (see Environmental Commitments 2 and 3).

Northern long-eared bat: USFWS was unable to concur with ODOT's determination that the project *may affect but is not likely to adversely affect* the northern long-eared bat, as the expected project impacts to roosting habitat may adversely affect the species in ways similar to the adverse impacts anticipated for the Indiana bat. However, in consideration of ODOT's commitments to clear trees outside the summer roosting season and to offset impacts to the Indiana bat by protecting suitable habitat at ODOT's SCCC2 conservation area in perpetuity, which will also benefit the northern long-eared bat, the USFWS stated that the project is *not likely to jeopardize* the continued existence of the northern long-eared bat.

Running buffalo clover: USFWS concurred with ODOT-OES's determination that the proposed project *may affect but is not likely to adversely affect* running buffalo clover, a federal endangered species.

Snuffbox mussel, sheepsnose mussel, pink mucket pearly mussel, fanshell mussel, rayed bean mussel, all federally listed endangered species; and the bald eagle, a federal species of concern protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act; USFWS concurs with ODOT's determination that the proposed project *will have no effect* on any of these species and consultation under Section 7(a)(2) of the Endangered Species Act is not required.

The [USFWS comments](#) have been uploaded to the Project File tab under [Ecological/Coordination/Coordination with USFWS](#).

USACE

A Jurisdictional Determination (JD) field view was conducted on 7/23/2014. The Level 2 ESR was updated based on the USACE's comments. The revised wetland and stream impact tables and figures have been uploaded to the Project File under [Ecological/Reports/Revised Level 2 ESR tables and figures based on USACE JD](#).

ODOT submitted a Preliminary JD form to the USACE and USFWS provided a PJD for the project dated 6/30/2015. Based on the PJD, Streams 1-7 and 12-15; Wetlands A and D-



1; and Ditch 2 within the review area may be jurisdictional waters of the U.S. The [PJD](#) has been uploaded to the Project File tab under [Ecological/Coordination/USACE PJD](#).

Are there any environmental commitments?

Yes

Environmental Commitments, Agency Coordination

1. The appropriate USACE waterway permit will be obtained prior to the start of the project (anticipated RGP PCN).
2. To avoid direct impacts to Indiana bat and northern long-eared bat, seasonal tree trimming/clearing restrictions will be implemented, clearing all trees to be impacted by the project between October 1 and March 31.

The Design-Build Team (DBT) shall consider all trees (ash, maple, oak, etc.) (not honeysuckle or other shrubbery) greater than 3 inches in diameter, at 10 feet above ground elevation, and meeting the additional tree conditions (cavities, peeling/exfoliating bark) as included, and shall adhere to the above tree cutting/clearing time frame restrictions.

3. The acreage of impacted forest will be added to the SCCC2 Debit List to mitigate adverse impacts to the bat (towards mitigation measure M-1). The final type and amount of acreage to be deducted from the SCCC2 Conservation Area to offset impacts from this project will be calculated in accordance with the habitat replacement strategy and ratio to be included in the final agreement between ODOT and the Service regarding the use of the SCCC2 site to offset take of Indiana bat habitat.



Other Resources

Farmlands

Is the project area identified as an Urbanized Area on the Census Bureau Map? Yes

The proposed project is located in an area that is in or committed to urban development or water storage. Therefore, the proposed project is not subject to the FPPA. No further coordination is required.

Remarks:

The Duck Creek Connector Project is located within an area that is identified as an Urbanized Area on the Census Bureau Map and is committed to urban development. Therefore, the proposed project is not subject to the requirements of the Farmland Protection Policy Act (FPPA) and no further coordination is required.



Are there any environmental commitments? No

Drinking Water

Is the project wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer? Yes

	Present
Is the project wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area(s)?	No

Specify Sole Source Aquifer

Great Miami/Little Miami Buried Valley Aquifer System: Yes

Pleasant City: No

Catawba Island: No

Allen County Area: No

Michindoh: No

Is coordination with the local public water administrator required? No

	Present
Are there any Residential Wells present?	No

Remarks:



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Field survey and literature search for drinking water resources in the Duck Creek Connector project area were completed by Stantec Consulting Services Inc. in May 2014 and May 2015. No drinking water resources were noted during the field survey. Literature search consisted of review of an Ohio EPA Drinking Water Source Protection Area Map for the project area (prepared by OEPA) and an Ohio Department of Natural Resources (ODNR) Residential Water Well map for the project area (generated from available ODNR online mapping services). Reviews determined that the project is within the Greater Miami Sole Source Aquifer, a USEPA-designated sole source aquifer. However, there are no public water system wells or intakes, source water protection areas (groundwater or surface water) or residential wells that occur within the construction limits of the proposed project. Therefore, there would be no impacts to drinking water resources as a result of this project.

The [Drinking Water Source Protection Area Map](#) and [Residential Water Well Map](#) are uploaded to the Project File tab under [Other Resources/Drinking Water/Sole Source Aquifer Mapping](#) and [Site Specific Resource Mapping2](#).

Are there any environmental commitments?

No



Section 4(f) & 6(f)

Section 4(f) Determination

Are there 4(f) properties within and/or adjacent to the project area? No

	Present
Publicly owned Park(s):	
Publicly owned recreation facility(ies) and/or area(s):	
Wildlife and Waterfowl refuge(s):	
Historic Site(s):	

Identified Section 4(f) Properties

Remarks:

Recreational Resources

Based on field surveys conducted by Stantec Consulting Services Inc. in April 2014, in addition to a review of available secondary source mapping, it was determined that no public parks or wildlife refuges occur within the project area. The John P. Parker Elementary School was identified as a *potential* Section 4(f) resource. As per *OES Policy Section 4(f) Guidance* (December 3, 2012), school property is not considered to be a significant recreational facility unless the following conditions are met:

1. The school property is publicly-owned and recreation areas within the project area are opened to the public; and
2. Recreation areas within the project area serve either organized or substantial walk-on recreational purposes that are determined to be significant (in some



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

cases, the property may be operated by a parks and recreation department or other public organization after school hours for community recreation purposes).

Based on coordination with Ms. Mary Ronan, Superintendent of Cincinnati Public Schools (CPS), the Official with Jurisdiction (OWJ) for the CPS School District, the John P. Parker Elementary School is not a significant recreational resource because the recreational areas associated with the school serve school activities and functions only. Therefore, John P. Parker Elementary School is not subject to Section 4(f).

Although not subject to Section 4(f), in its OWJ Coordination Letter to Mary A. Ronan, Superintendent, Cincinnati Public Schools, dated April 24, 2015, ODOT identified several measures to minimize impacts to the school property that will be included as plan notes and are identified as environmental commitments (See Environmental Commitments). The [Official with Jurisdiction \(OWJ\) Coordination letter dated April 24, 2015 and email OWJ Concurrence](#) from Ms. Rowan dated June 2, 2015 are uploaded to the Project File tab ([Section 4\(f\)6\(f\)/Project Documentation/OWJ Concurrence](#)).

Historic Resources

A Phase I Historic/Architecture Survey for the Eastern Corridor Multi-Modal Projects Segment 1: Red Bank Corridor Improvements Project (HAM-32F-0.00; PID 86461) dated January 2015 identified four houses that are eligible for inclusion in the National Register of Historic Places (NRHP) as individual resources. These houses were located on Tompkins Avenue, Erie Avenue, and Arnsby Place. ODOT OES concurred with the findings of the Phase I History/Architecture Survey in a letter to SHPO dated February 2, 2015. [ODOT-OES' letter to SHPO](#) dated February 2, 2015 is uploaded to the Project File tab under [Cultural Resources/Coordination/Coordination with SHPO](#).

None of these properties are within the Area of Potential Effect (APE) for the HAM-CR67-2.19 (Duck Creek Connector) Project, one of the five component projects included in the Red Bank Corridor.

Because there are no public parks, wildlife refuges, recreational facilities (public), or historic properties in the project vicinity, no Section 4(f) resources will be impacted by the project.



Are there any environmental commitments?

No

Section 6(f) Determination

	Present
6(f) Properties:	No

Remarks:

Based on field surveys conducted by Stantec Consulting Services Inc., secondary source mapping, and a review of the National Park Service (NPS) Land and Water Conservation Fund (LWCF) Grant listings for Hamilton County, it was determined that no recreational facilities that have obtained grants through the LWCF occur in the project vicinity. Therefore, no Section 6(f) resources will be impacted as a result of this project.

The [Listing of LWCF Resources in Hamilton County](#) is uploaded to the Project File tab under [Section 4\(f\)6\(f\)/Project Documentation/LWCF State Grant Listing](#).



Are there any environmental commitments?

Yes

Environmental Commitments, Section 6(f) Determination

1. Safe access to John P. Parker Elementary School will be maintained during construction.
2. Temporary construction fencing will be installed along the project work limits prior to the start of construction to protect the public and existing school property.
3. Appropriate signage will be installed to alert the public of construction activities.
4. Staging and/or storage of construction equipment will not take place outside of proposed work limits on school property, except as necessary and in coordination with school officials.
5. The contractor will be required to closely coordinate the construction schedule with ODOT, the City of Cincinnati, and Cincinnati Public Schools.
6. Right-of-way (ROW) fencing will be installed along the ROW line between the school and new roadway.
7. Tree planting along the ROW between the school and new roadway will be done in coordination with the City of Cincinnati, who will determine types and sizes of trees and develop a maintenance plan for tree upkeep. For safety purposes, trees will be planted outside the roadway site distance line, likely within the temporary ROW area designated on the construction plans.



Community Impacts

Community Impacts

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

Remarks:

The HAM-CR 67-2.19 (Duck Creek Connector) Project is consistent with local/regional development patterns for the area, and is one of several transportation improvements being implemented as part of the Eastern Corridor Segment I - Red Bank Corridor Project. The Eastern Corridor is a multi-modal transportation program to improve mobility and connectivity between central Cincinnati and communities in eastern Hamilton County and western Clermont County. The Program has four core projects, one of which is the Segment I - Red Bank Corridor Project, which extends along Red Bank Road/Expressway (CR 67) between Fair Lane in the south and Interstate 71 in the north.

The Eastern Corridor Program was developed through extensive coordination with the Eastern Corridor Implementation Partners (which include the Hamilton County Transportation Improvement District [TID], Clermont County TID, City of Cincinnati, the Ohio-Kentucky-Indiana Regional Council of Governments, and the Southwest Ohio Regional Transit Authority), ODOT, and numerous representatives of the Eastern Corridor communities. Through this coordination, each of the Eastern Corridor projects are being developed to be consistent with land use and environmental protection goals that were developed for the region as documented in the *Eastern Corridor Land Use Vision Plan (ECLUVP)* (2002). The ECLUVP identified a future land use vision that is being used to guide the location, type, and timing of proposed transportation improvements to support economic development and enhance employment. This plan, which was adopted by Hamilton and Clermont Counties and incorporated in their respective comprehensive plans, incorporated the visioning effort of four focus areas within the Eastern Corridor. The Red Bank Focus Area included the project area for the Duck Creek Connector Project. The Duck Creek Connector Project is consistent with the LUV for the Red Bank Focus Area, which includes encouraging office and industrial uses in the



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Red Bank Corridor, and redeveloping brownfields and under-utilized sites. By providing improved access to the former brownfields site off Medplace Way, which now includes the Medpace Corporate Campus and a vacant site (the former NuTone property) being developed for hotel, office, and commercial use, this project is consistent with these goals.

The Duck Creek Connector Project and the other components of the Red Bank Corridor Project were developed through close coordination with the Red Bank Corridor Community Partners Committee (CPC), Madisonville Community Council (MCC), Village of Fairfax, Eastern Corridor Implementation Partners, ODOT, City of Cincinnati, representatives of the Madisonville and Fairfax residential and business communities, as well as other interest groups. Through numerous meetings with these groups, several community priorities were established for local roadway network improvements which guided the development of conceptual alternatives. These included: slow through traffic on Red Bank Expressway; address congestion between Madison and Erie; improve pedestrian safety; provide separate bike/pedestrian accommodations; no grade separation at Duck Creek or Madison; and minimize footprint of any improvements. As part of the Eastern Corridor Program, the Duck Creek Connector Project is consistent with regional and local transportation and land use plans including *Plan Cincinnati: A Comprehensive Plan for the Future*, adopted November 21, 2012; the *Hamilton County Community Compass*, adopted December 2, 2004; and *OKI's 2040 Regional Transportation Plan* (2012).

The proposed action will not interfere with or preclude other projects being developed for the Eastern Corridor Program. The Duck Creek Connector is one of five projects that are recommended as part of the Segment I - Red Bank Corridor Project. The main project is the widening of Red Bank Expressway to accommodate future traffic needs and to build bike and pedestrian facilities in the Corridor. The other projects include connectivity of collector streets to Red Bank And Madison (Babson, Hetzel, Old Red Bank, and the Duck Creek Connector), as well as necessary modifications to Brotherton, Erie, and Murray. The integrated transportation improvements by all five of the Red Bank Corridor projects will substantially relieve congestion for users of Red Bank Expressway by providing alternative routes for local travel.



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Will the proposed action result in substantial negative impacts to community cohesion?

No

Remarks:

The project occurs in existing right-of-way along Madison Road and the Red Bank Expressway and within an undeveloped portion of the John P. Parker Elementary School. There will be no residential or commercial displacements as a result of this project. Additionally, the project will not adversely impact any community resources. Following coordination with Cincinnati Public Schools, ODOT agreed that the nearest edge of pavement of the project will not be constructed within 250 feet of the school building (which has been incorporated into the project design), and identified additional measures to minimize impacts to school property (including a tree buffer, fencing, and others). These measures are further described under the Section 4(f) & 6(f) section of this CE and are included as Environmental Commitments (see Environmental Commitments in Section 4(f) & 6(f) Section).

The project will positively impact transportation access and mobility in the Red Bank Expressway/Madison Road area by reducing congestion at the Red Bank Expressway intersections with Madison Road and Duck Creek Road. In addition, the proposed project will provide a connection between Medpace Way and Duck Creek Road, enabling traffic from Medpace Way and Madison Road to bypass the congested Red Bank Expressway/Madison Road intersection. In addition, the project includes a sidewalk along the west side of the roadway, which would create a new, less circuitous path for bikes and pedestrians to access businesses and schools on Duck Creek west of Red Bank Expressway. The project will not divide communities or create any barriers to travel from one community to another. Therefore, the project will not adversely impact community cohesion. Instead, the project will provide greater connectivity of the Madisonville area for motorists, pedestrians, and bicyclists by providing a connection between Medpace Way and Duck Creek Road and expanding bike/pedestrian access, thereby having a positive impact on community cohesion.

As with any road improvement project, construction will have a temporary impact on the local community. As described in the General Project information, Maintenance of Traffic (MOT) section of this CE, no detours will be implemented, there will be no restrictions related to emergency vehicles, school buses or other public vehicles, and construction notification will be required. Commitments to complete the MOT plan and Construction Notification are included as Environmental Commitments as described in the General Project information, Maintenance of Traffic (MOT) section of this CE.



Additionally, sidewalks and curb ramps will be designed for ADA compliance. Construction signs will meet standards to aid in visibility per ODOT's *Manual of Uniform Traffic Control Devices* (2012). If segments of sidewalk are required to be closed during construction, pedestrian detours will be placed to create safe pedestrian paths and to have safe crossings at the nearest legal crossing.

A bus stop located on the north curb of Madison Road across from Medpace Way may need to be relocated as a result of the this project, as further described below (under impacts to public transportation). The Design-Build Scope includes development of a note to coordinate with SORTA regarding the relocation of the bus stop to ensure that there is no interruption of transit service during construction or long-term. This coordination is included as an Environmental Commitment (see Environmental Commitments).

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

Remarks:

The proposed project includes the extension of Duck Creek Road to Medpace Way, allowing traffic from Medpace Way and Madison Road to bypass the Madison Road/Red Bank Expressway intersection, which is heavily congested during peak hours, to access the I-71 ramps. The proposed improvements will improve traffic flow and relieve congestion in the Red Bank Road/Expressway/Madison Road area, thereby enhancing access to businesses in the area. While improving existing access, the road will not create new access to undeveloped areas, therefore there will be no cumulative impacts on land use, planning, social, or economic considerations, or on community services.

In addition, the project is consistent with transportation and land use/development plans and goals included in the *Eastern Corridor Land Use Vision Plan (ELUVP)* (2002) and other local transportation and land use plans including *Plan Cincinnati: A Comprehensive Plan for the Future*, adopted November 21, 2012; the *Hamilton County Community Compass*, adopted December 2, 2004; and *OKI's 2040 Regional Transportation Plan* (2012). The project also is included on OKI's FY 2016-2019 Transportation Improvement Program (TIP).



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

Remarks:

The project will not result in substantial impacts to public transportation; pedestrian/bicycle facilities; health and educational facilities; public utilities; fire, police, emergency services; or religious institutions:

Public Transportation: SORTA operates two bus routes in the project area, which provide daily service between Madisonville and Downtown Cincinnati: Route 11, a local route that includes portions of Duck Creek Road and Madison Road, and 12X (Madisonville Express), that includes Madison Road. A bus stop located on the north curb of Madison Road across from Medpace Way may need to be relocated by the project. The final design plans will include a plan note to coordinate with SORTA regarding the potential relocation of an existing bus stop at the corner of Madison Road and Med Pace Way to ensure that there is no interruption of transit service during construction or long-term. This coordination is included as an environmental commitment (see Environmental Commitments).

Pedestrian and Bicycle Facilities: The project will provide new sidewalk on the west side of the Duck Creek Connector, which will connect to an existing sidewalk on the north side of Madison Road. There will be a crossing at Madison Road to enable pedestrians/bicyclists to continue onto the sidewalk on the west side of Medpace Way. In addition, there will be a crosswalk at the intersection of Red Bank Expressway/Madison Road, which will connect the new sidewalk to an existing sidewalk on the west side of Red Bank Expressway. By providing a connection between existing sidewalks on Red Bank Expressway, Duck Creek Road, and Madison Road, the new sidewalk will have a positive impact on the pedestrian/bicycle network in the area, including students at John P. Parker Elementary School. During construction, pedestrian detours will be implemented, as needed, to create safe pedestrian paths and crossing locations.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Health Facilities/Fire, Police, and Emergency Vehicles: The project will not adversely impact health facilities or emergency services. By providing a connection between Duck Creek Road and Medpace Way, traffic flow on the local roadway network will be improved, which will positively impact mobility for public fire, police, ambulances, and other emergency vehicles. During construction, a Maintenance of Traffic Plan and Construction Notification will be implemented (as described in the General Project Information, Maintenance of Traffic section of this CE, and included as Environmental Commitment), including coordination with emergency service providers. Red Bank Road/Expressway, Madison Road, and Duck Creek Road will remain open during construction. Therefore, there will be no substantial short-term impacts to police or emergency services (as well as school buses, transit bus service, or other public services) as a result of project construction.

Educational Facilities: This project will not adversely impact educational facilities. The project will require permanent right-of-way (3.185 acres) from the John P. Parker Elementary School. A small garden shed in the area to be acquired will be relocated or demolished by the school before project construction begins. Following coordination with Cincinnati Public Schools, ODOT agreed to provide a 250-foot safety buffer between the project's nearest edge of pavement and the school building, and identified additional measures to minimize impacts to school property. These measures (including a tree buffer, fencing and others) are further described in the Section 4(f) & 6(f) section of this CE, and are included as Environmental Commitments. The project will not adversely impact the school's recreational facilities so there will not be a Section 4(f) impact, as discussed in the Section 4(f) & Section 6(f) section of this CE. Based on the noise analysis detailed in the Air and Noise section of this CE, there will be no noise impacts to the school. The addition of a new sidewalk along the west side of the Duck Creek Connector will improve connectivity of the bikeway/pedestrian facilities utilized by students at the school. In addition, by improving traffic flow on the local roadway network, the project will result in positive impacts on school buses accessing John P. Parker Elementary School and Seven Hills School, located on Red Bank Road.

Religious Institutions: St. Paul Lutheran is located on Madison Road, to the east of Medpace Way. Based on current design plans and the noise impact analysis, there will be no impacts to this church as a result of this project.



Utilities: There will not be substantial impacts on utilities. As discussed in the General Project Information, Right of Way and Utility Involvement section of this CE, coordination with utility owners will continue through project implementation to ensure that there are no adverse impacts.

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

Remarks:

The proposed HAM-CR-2.19 (Duck Creek Connector) Project will require the acquisition of approximately 3.273 acres of permanent right-of-way and 1.159 acres of temporary right-of-way from property owned by the Board of Education of the City School District of the City of Cincinnati. The property being acquired is currently undeveloped land. There is a small maintenance shed on the property, which the school will relocate before project construction begins. No residential or business displacements are expected as a result of this project.

Are there any Environmental Commitments? Yes

Environmental Commitments, Community Impacts

1. The final design plans will include a plan note to coordinate with SORTA regarding the potential relocation of an existing bus stop at the corner of Madison Road and Med Pace Way to ensure that there is no interruption of transit service during construction or long-term.
2. Additional Environmental Commitments for Community Impacts are associated with Maintenance of Traffic and Construction Notification, and measures to minimize property impacts to the John. P. Parker Elementary School, as previously described in this CE.



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Environmental Justice

Environmental Justice

Census Block Group #	% Minority	% Low Income
390610055004	>40	<40



Are there block groups that have minority and/or low-income populations that are equal to or greater than 40%?	Yes
Are there any relocations?	No
Will there be any changes to access?	Yes
Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be substantially impaired for an EJ population?	No
Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact community cohesiveness for an EJ population?	No
Will access to or use of the transportation improvement be denied to any low income or minority population or groups (for reasons such as cost to use, ability to access, etc.)?	No
Were any EJ issues that could result in a disproportionately high and adverse effect raised during public involvement?	No
Are there any other unique factors of the proposed project that could pose a disproportionately high and adverse impact on an EJ population?	No
Will the proposed project negatively impact pedestrian, bicyclist and/or motorist safety?	No
Will the project result in negative environmental impacts such as noise, air, water, vibration, community character, etc.?	No
Will the proposed project result in secondary or cumulative negative impacts?	No

Remarks:

The HAM CR 67-2.19 (Duck Creek Connector) Project will improve access by connecting Duck Creek Road to Medpace Way. This change will have a positive impact on the local transportation network by allowing traffic to avoid the Red Bank Expressway/Madison Road intersection, an area of heavy traffic congestion during peak hours. This change in



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

access will not adversely impact local residents, including EJ populations in the community, because it will not adversely impact businesses or residences in the community or affect community cohesion.

In addition, there will not be substantial impacts to public transportation. As discussed in the Community Impacts section of this CE, the construction of the Duck Creek Connector may require the relocation of a bus stop located on the north curb of Madison Road across from Medpace Way. A plan note will be included in the final design plans to coordinate with SORTA regarding the relocation of the bus stop to ensure that there is no interruption of transit service during construction or long-term. This coordination is included as an Environmental Commitment (see Environmental Commitments in Community Impacts section of this CE). In addition, the project will not negatively impact pedestrian, bicyclist, or motorist safety. The Duck Creek Connector will improve safety in the Madison Road/Red Bank Expressway area by reducing traffic congestion and providing motorists with an opportunity to bypass the heavily traveled Madison Road/Red Bank Expressway intersection. In addition, safety will be improved for bicyclists and pedestrians through the addition of a sidewalk along the west side of the new roadway.

The proposed project will have no disproportionately high and adverse impacts to minority or low-income populations based on the above table, the attached mapping, and the answers to the questions above. No Environmental Justice issues were raised as a result of public involvement activities conducted as part of this project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23, no further EJ analysis is required.

[Mapping of the minority and low-income populations](#) near the project area are uploaded to the Project File tab under [Environmental Justice/Project Documentation/Census Mapping](#).



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

Are there any Environmental Commitments?

Yes

Environmental Commitments, Environmental Justice

1. An Environmental Commitment for Environmental Justice is associated with coordination regarding a potential bus stop relocation, as previously described in this CE.



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)

Red Bank Corridor Project

The HAM-CR67-2.19 (Duck Creek Connector) Project is one of the five project components proposed for the Red Bank Corridor Project, an element of the Eastern Corridor Program. Public involvement has played a critical role in the planning and development of the Eastern Corridor Program and there have been numerous opportunities for public involvement in the development of the transportation projects for the Red Bank Corridor Project. These have included: property owner notification letters, community partners meetings, and a public involvement meeting as summarized below:

Property Notification Letters: Notification letters were mailed to property owners by ODOT District 8 on July 20, 2010 and March 19, 2014. Copies of the [Property Owner Notification Letters](#) is uploaded to the Project File tab under [Public Involvement/Project Documentation/Property Owner Notification Letter](#).

Red Bank Corridor Project Public Involvement: An extensive public involvement program was conducted during the Red Bank Corridor Project, which included numerous stakeholder meetings, as well as a Public Involvement Meeting. At the beginning of Tier 2, a Red Bank Community Partners' Committee (CPC) was formed for the Red Bank Corridor Project, which was comprised of representatives of communities, neighborhoods, business associations, organizations, resource agencies, and interests within the Red Bank Corridor. In addition, a Madisonville Community Advisory Committee (CAC) was formed from a subgroup of the CPC to serve as a working committee to work with ODOT and project consultants to develop plans for the Red Bank Corridor project. A brief history of the public involvement process that occurred during the development of the Duck Creek Connector Project was provided in the



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Project History of the Purpose and Need section of this CE. In August 2011, a meeting was held with a City of Cincinnati Council Committee which began Tier 2 development of the Red Bank Corridor Project. Since that meeting, there have been five CPC meetings, multiple stakeholder and property owner meetings, and a field review of roundabouts proposed by the Madisonville Community Council. Alternatives considered including widening the existing roads at grade, replacing signalized intersections with roundabouts, as well as various at-grade and grade separated configurations. As a result of these meetings, a consensus was reached to develop a "low-build" solution. In addition, community representatives requested that the ODOT investigate the feasibility of a connection between Duck Creek Road east of Red Bank Expressway directly to Madison Road. The following meetings were held with the CPC throughout the development of the transportation improvements in the Red Bank Corridor.

- Red Bank Corridor Community Partners Committee (CPC) Meeting, December 7, 2011
- Red Bank Corridor CPC Meeting, February 15, 2012 - Existing problems and needs
- Red Bank Corridor CPC, May 22, 2012:
- Madisonville Community CPC Coordination Meeting, May 21, 2013:
- Madisonville Community Council Meeting, July 2013:
- Red Bank Corridor, CPC, September 10, 2013

Through this process, five project components were developed for the Red Bank Corridor, one of which was the Duck Creek Connector Project.

Summaries from the CPC Meetings are uploaded to the Project File tab under [Public Involvement/Project Documentation/Stakeholder Meeting Minutes or Notes](#).

Public Involvement Meeting: ODOT held a Public Involvement Meeting for the Red Bank Corridor project on October 1, 2013 to share with the public conceptual plans for five project components that were proposed for the Red Bank Corridor, which included the Duck Creek Connector. As a result of feedback received from the public meeting, the five project components were recommended for further evaluation.

Materials from the October 1, 2013 Public Involvement Meeting, including information provided on the Eastern Corridor webpage, the Comment Form, the Red Bank Corridor Project Fact Sheet, the Eastern Corridor Project Fact Sheet, and a complete Meeting



Summary Report is uploaded to the Project File tab under [Public Involvement/Project Documentation/Public Involvement Meeting Summary Report](#).

HAM CR 67-2.19 Duck Creek Connector Project

A Public Information Meeting, held on July 21, 2015 at the Madisonville Recreation Center, presented an overview of the HAM CR 67-2.19 Duck Creek Connector Project, including information regarding the project's Purpose and Need, traffic analysis, environmental impacts, schedule, and project plans.

Materials from the July 21, 2015 Public Information Meeting were compiled into a Public Comment Summary Report, including the comment forms, project fact sheets, and a summary of the comments received and ODOT responses. The Public Comment Summary Report has been uploaded to the Project File tab under Public Involvement/

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.

General

Public outreach opportunities have been conducted throughout the Red Bank Corridor and Duck Creek Connector Projects. Comments and public input were received at the Public Involvement Meeting for the Red Bank Corridor, held on October 1, 2013; the Public Information Meeting for the Duck Creek Connector Project, held on July 21, 2015; and by email to ODOT throughout the development of the Red Bank Corridor improvements. These are summarized below.

Red Bank Corridor Project

Public Involvement Meeting, October 1, 2013



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Twenty-eight Comment Forms were received at the Public Involvement Meeting held on October 1, 2013 and four were submitted by mail/email. The comments covered all of the projects proposed for the Red Bank Corridor Project. Based on the comment forms received, 33% of the attendees indicated that the Duck Creek Connector Project was very important (26%) or important (7%) and 44% of the attendees indicated that it was not important. The issues/comments received which were relevant to the Duck Creek Connector Project and the Project Team's responses are indicated below.

- *Potential air quality concerns near the John P. Parker Elementary School:* The Project Team responded that impacts to air quality are evaluated on a regional basis as part of the OKI's Transportation Improvement Program (TIP) planning process. Together, programs and projects included in the TIP are in conformity with the National Ambient Air Quality Standards, therefore individual projects are not typically analyzed for conformity. Also, idling vehicles burn more fuel and release more emissions into the air. By implementing the proposed Corridor improvements, traffic flow will be improved and congestion decreased, thereby reducing the amount of emissions released in the area.
- *Future use of field space at John P. Parker Elementary School for a football stadium through the Marvin Lewis Community Fund:* The Project Team asked for a copy of the letter from Ms. Natalie Anderson, Program Manager with the Marvin Lewis Community Fund regarding the Fund's interest in developing the field at the northeast corner of Madison and Red Bank Expressway on the John P. Parker school campus.
- *Concerns about taking school property:* ODOT is working with the Red Bank Corridor community to better determine community interest in the Duck Creek Connector Project.
- *Proximity of Duck Creek Connector to the school building:* The Project Team responded that this was not known at this time. There are safety and geometric criteria related to roadway design that would help determine this distance, such as curvature of the roadway, travel speeds, etc. If this concept were to be advanced for design development, we would try to stay as close to Red Bank Road as possible. It currently is expected that the design speed for this particular roadway component would likely be 25 mph.
- One commenter indicated that they were against going near the school.



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Additional Letters/Emails Received

Five additional comment letters submitted to ODOT regarding the proposed Red Bank Corridor improvements are also included in the Public Involvement Meeting Summary Report. These letters were received from the following groups/individuals:

- Red Bank Corridor Business Group (46 businesses in the Red Bank Corridor), October 15, 2013
- Bill Collins, a Madisonville resident and member of the Red Bank Corridor Community Partner Committee group
- EMail from Michael Moore, Director, Department of Transportation and Engineering, City of Cincinnati, October 15, 2013
- Myers Y. Cooper Company Position Paper

The Meeting Summary Report for the October 1, 2013 Red Bank Corridor Public Involvement Meeting is uploaded to the Project File tab under [Public Involvement/Project Documentation/Public Involvement Meeting Summary Report](#).

HAM CR 67-2.19 Duck Creek Connector Project

Public Information Meeting, July 21, 2015

Twenty-one comment forms were received by the end of the public comment period. In addition, eight emails and one letter were received with comments on the project. In addition to general information regarding travel within the Red Bank Corridor, the comment form asked attendees to share comments or suggestions regarding the Duck Creek Connector Project. Of the 25 comments received, 7 (28%) were generally supportive of the project, 6 (24%) expressed concern or had questions regarding the need for the project or its impacts, 1 (4%) outlined desired goals of the project, and 11 (44%) provided suggestions that the respondents wanted the project team to consider. Responses to the comments were prepared and are included in a Public Comment Summary Report.

The [Public Comment Summary Report](#) is uploaded to the Project File tab under [Public Involvement/Project Documentation/Public Comment Summary Report](#).



Categorical Exclusion Document CE Level: D1
PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext
Approved: November 2, 2015

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:

The Level 2 Ecological Survey Report (ESR) prepared by Stantec Consulting Services Inc. for the HAM-32F-0.00/Eastern Corridor Segment 1 (Red Bank Corridor) Project identified potential jurisdictional waters within the HAM-CR 67-2.19 study area. ODOT-OES submitted the Level 2 Ecological Survey to the USACE for review on March 31, 2014. A Jurisdictional Determination (JD) field survey was conducted on July 23, 2014 with the



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

USACE. The Level 2 ESR was updated based on the USACE's comments. The [revised wetland and stream impact tables](#) and figures are uploaded to the Project File under [Ecological/Reports/Level 2 Ecological Survey/Revised Level 2 ESR tables and figures based on USACE JD](#).

The HAM-CR 67-2.19 (Duck Creek Connector) Project impacts three streams (1 Class II stream (S15) and 2 Warmwater Habitat streams (S2 and S7) for a total impact length of 691 linear feet.

There would be no impacts to ditches or isolated wetlands. Based on the USACE Preliminary Jurisdictional Determination (PJD) for the HAM-32F-0.00 Eastern Corridor Segment I Project dated June 30, 2015, each of these resources may be jurisdictional features. The [PJD](#) is uploaded to the Project File tab under [Ecological/Coordination/USACE Preliminary Jurisdictional Determination](#).

ODOT-OES Permit Determination Request

A Waterway Permit Determination package summarizing project impacts based on preliminary design was submitted to ODOT on August 20, 2015. It is anticipated that a USACE Regional General Permit with Pre-Construction Notification (PCN) will be required. Environmental commitment is included to complete the Waterway Permit Determination and obtain the required waterway permit prior to project construction.

The [Permit Determination Request \(PDR\) Package](#) is uploaded to the Project File under [Permits/Waterways/Permit Determination Request](#).



Are there any environmental commitments? Yes

Environmental Commitments, Waterway Permits

1. A Waterway Permit Determination will be completed by ODOT-OES and the appropriate waterway permit will be obtained prior to the start of the project construction (anticipated USACE RGP PCN). The permit/special provisions shall be adhered to and included in the Design-Build Team's project construction plans.

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

Since the project involves ground disturbance greater than one (1) acre, the project will require a Notice of Intent (NOI) under the NPDES General Permit for stormwater discharges associated with construction activities from the Ohio EPA. The Design-Build Team shall be responsible for the development of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with ODOT 2010 Construction and Materials Specifications (CMS), Supplemental Specification 832, and for locating, furnishing, installing, and maintaining temporary sediment and erosion control. The SWPPP shall be in place prior to the initiation of any earth disturbing activity (EDA).

Obtaining an NPDES permit and the completion of a SWPP are included as Environmental Commitments (see Environmental Commitments).

Are there any environmental commitments? Yes

Environmental Commitments, Storm Water Permits

1. In accordance with ODOT Supplemental Specification 832, the Contractor will be responsible for the development of the Stormwater Pollution Prevention Plan (SWPPP), which will detail project specific soil erosion control/prevention measures. An ODOT-



approved SWPPP and Ohio EPA-approved NPDES will be obtained before any earth-disturbing construction activities take place. Additionally, all regulations and conditions associated with the required Ohio EPA NPDES permit shall require the Contractor's full compliance.

Floodplains

Is the project located in a regulated floodplain? No

Remarks:

Based on a review of FEMA Insurance Rate Mapping conducted by Stantec Consulting Service Inc. (FIRM Map Number 39061C0242E, dated February 17, 2010), there are no 100-year floodplains within the HAM CR67-2.19 (Duck Creek Connector) Project area.

[FEMA Mapping](#) is uploaded to the Project File tab under [Permits/Floodplains/FEMA.FIRM](#).

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on current plans and field surveys in the project area conducted by Stantec Consulting Services Inc. in August/September 2010, October 2010, June 2011, and April 2014, it was determined that no landfills are present in the project area.

Are there any environmental commitments? No



Environmental Commitments

General, Maintenance of Traffic During Construction

Commitments

1. A Maintenance of Traffic (MOT) plan will be developed during detailed design and implemented during project construction activities.
2. Construction Notification: The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane restrictions, lane closures, and or road closures. The Project Engineer will forward this information to the following:

District Public Information Officer (PIO) by FAX at (513) 933-9472 or email at D08.PIO.Form@dot.state.oh.us;

District Permit Section by FAX at (513) 933-9472 or email at tom.makris@dot.state.oh.us;

Central Office Special Haul Permits Section by FAX at (614) 728-4099 or email at hauling.permits@dot.state.oh.us;

City of Cincinnati Director of Communications (Meg Olberding) by FAX at (513) 352-5358 or email at Meg.Olberding@cincinnati-oh.gov.

The PIO will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above-mentioned items, via media sources.

ESA

Commitments

1. If dewatering is necessary for construction purposes at the former NuTone site, the construction plans will include a plan note for regulated and non-regulated water.



Ecological, Agency Coordination

Commitments

1. The appropriate USACE waterway permit will be obtained prior to the start of the project (anticipated RGP PCN).
2. To avoid direct impacts to Indiana bat and northern long-eared bat, seasonal tree trimming/clearing restrictions will be implemented, clearing all trees to be impacted by the project between October 1 and March 31.

The Design-Build Team (DBT) shall consider all trees (ash, maple, oak, etc.) (not honeysuckle or other shrubbery) greater than 3 inches in diameter, at 10 feet above ground elevation, and meeting the additional tree conditions (cavities, peeling/exfoliating bark) as included, and shall adhere to the above tree cutting/clearing time frame restrictions.

3. The acreage of impacted forest will be added to the SCCC2 Debit List to mitigate adverse impacts to the bat (towards mitigation measure M-1). The final type and amount of acreage to be deducted from the SCCC2 Conservation Area to offset impacts from this project will be calculated in accordance with the habitat replacement strategy and ratio to be included in the final agreement between ODOT and the Service regarding the use of the SCCC2 site to offset take of Indiana bat habitat.



Section 4(f) & 6(f), Section 6(f) Determination

Commitments

1. Safe access to John P. Parker Elementary School will be maintained during construction.
2. Temporary construction fencing will be installed along the project work limits prior to the start of construction to protect the public and existing school property.
3. Appropriate signage will be installed to alert the public of construction activities.
4. Staging and/or storage of construction equipment will not take place outside of proposed work limits on school property, except as necessary and in coordination with school officials.
5. The contractor will be required to closely coordinate the construction schedule with ODOT, the City of Cincinnati, and Cincinnati Public Schools.
6. Right-of-way (ROW) fencing will be installed along the ROW line between the school and new roadway.
7. Tree planting along the ROW between the school and new roadway will be done in coordination with the City of Cincinnati, who will determine types and sizes of trees and develop a maintenance plan for tree upkeep. For safety purposes, trees will be planted outside the roadway site distance line, likely within the temporary ROW area designated on the construction plans.

Community Impacts, Community Impacts

Commitments

1. The final design plans will include a plan note to coordinate with SORTA regarding the potential relocation of an existing bus stop at the corner of Madison Road and Med Pace Way to ensure that there is no interruption of transit service during construction or long-term.
2. Additional Environmental Commitments for Community Impacts are associated with Maintenance of Traffic and Construction Notification, and measures to minimize property impacts to the John. P. Parker Elementary School, as previously described in this CE.



Environmental Justice, Environmental Justice

Commitments

1. An Environmental Commitment for Environmental Justice is associated with coordination regarding a potential bus stop relocation, as previously described in this CE.

Permits, Waterway Permits

Commitments

1. A Waterway Permit Determination will be completed by ODOT-OES and the appropriate waterway permit will be obtained prior to the start of the project construction (anticipated USACE RGP PCN). The permit/special provisions shall be adhered to and included in the Design-Build Team's project construction plans.

Permits, Storm Water Permits

Commitments

1. In accordance with ODOT Supplemental Specification 832, the Contractor will be responsible for the development of the Stormwater Pollution Prevention Plan (SWPPP), which will detail project specific soil erosion control/prevention measures. An ODOT-approved SWPPP and Ohio EPA-approved NPDES will be obtained before any earth-disturbing construction activities take place. Additionally, all regulations and conditions associated with the required Ohio EPA NPDES permit shall require the Contractor's full compliance.



Preparers & Approvals

Form Preparer(s)

Form Preparer Deb Osborne
Stantec

513-619-6452
Deb.Osborne@stantec.com

Supporting Form Preparer(s) Caroline Ammerman

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Andrew Fluegemann TRANS ENGR 4	November 2, 2015
Andrew Fluegemann TRANS ENGR 4	November 2, 2015



Appendix

Uploaded Files by Report Section

General

USGS Quadrangle Topographical Map.pdf
Project Study Area Map.pdf
Preferred Alternative Implementation Plan.pdf
Design-Build Bid Plans.pdf
Right of Way Plan Sheets.pdf
TIP.pdf
Aerial Map.pdf
STIP.pdf

Purpose and Need

Purpose and Need Statement.pdf
Traffic Analysis.pdf
Crash Data.pdf

Alternatives

Certified Traffic Data.pdf

Air and Noise

Noise Analysis.pdf
OES Coordination IOC 5.pdf
PM2.5 Project Level Conformity Determination.pdf
OEPA Comments on Qualitative MSAT Analysis Report.pdf
Qualitative MSAT Analysis.doc

ESA



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

Screening.pdf

OES Coordination IOC.pdf

Letter to ODOT for New Study Area 12_5_14.pdf.pdf

OES Coordination IOC 3.pdf

NuTone VAP Document.pdf

ESA Screening for Duck Creek Extension.pdf

Phase I ESA IOC.pdf

Cultural Resources

Phase I History Architecture .pdf

Coordination with SHPO.pdf

OES Coordination IOC 2.pdf

Ecological

Level 2 Ecological Survey.pdf

Site Specific Resource Mapping.pdf

Revised Level 2 ESR tables and figures based on USACE JD.pdf

OES Coordination IOC 4.pdf

Coordination with USFWS.pdf

Coordination with ODNR.pdf

USACE JD Field View .pdf

USACE Preliminary Jurisdictional Determination.pdf

Other Resources

Sole Source Aquifer Mapping.pdf

Site Specific Resource Mapping 2.pdf

Section 4(f) 6(f)

Correspondence with OWJ.pdf

LWCF State Grant Listing.pdf



Categorical Exclusion Document CE Level: D1

PID 98689 HAM CR 67 2.19 Duck Creek Rd Ext

Approved: November 2, 2015

OWJ Concurrence.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Public Involvement Meeting Summary Report.pdf

Stakeholder Meeting Minutes or Notes.pdf

Property Owner Notification Letter.pdf

Notification Mailing List.pdf

Public Comment Summary Report.pdf

Permits

FEMA FIRM.pdf

Permit Determination Request.pdf

Permit Determination.pdf

Approved Documents

Approved CE.docx