



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
2088 SOUTH ARLINGTON RD. • AKRON, OH 44306 • 330-786-3100

Supplemental Re-Evaluation for **ATB SR 0193 02.29/07.45 PID 94141** **Environmental Document Level: C2**

Approved: 12/19/2024

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Re-evaluation Level

Explain why a re-evaluation is needed?

An Exempt-level Ecological Survey Report covering project activities not included in the existing Level 1 ESRs was missing from the previous environmental document. An Exempt ESR has been completed. The project scope and all previous coordination/approvals have not changed.



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C2

Project Information

PID: 94141
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

C2 Section

Project Description:

NOTE: An Exempt-level Ecological Survey Report covering project activities not included in the existing Level 1 ESRs was missing from the previous environmental document. An Exempt ESR has been completed as part of the C2 document reevaluation. The project scope and all previous coordination/approvals have not changed.

The Ohio Department of Transportation (ODOT) proposes a planing/resurfacing and bridge replacement/repair project along State Route (SR) 193 in Dorset, Cherry Valley and Wayne Townships, Ashtabula County, Ohio. Resurfacing along SR 193 will begin at U.S. Route 6 and extend 7.11 miles to just north of Kyle Road. In addition, the following five (5) bridges will be replaced and/or repaired:

-ATB-193-2.28/Structure File Number (SFN) 0405132 carrying SR 193 over an unnamed tributary to Pymatuning Creek. This 13' single span concrete structure was constructed in 1931 and is in moderate to major deterioration. Work at this location includes replacing the existing structure with a 4-sided box culvert and associated in-stream work.

-ATB-193-8.28/SFN 0405310 carrying SR 193 over an unnamed tributary to Pymatuning Creek. This 26' single span concrete structure was constructed in 1962. Work at this location includes superstructure replacement and abutment repair. In-stream work will consist of channel clean-out only.

-ATB-193-8.69/SFN 0405337 carrying SR 193 over an unnamed tributary to Pymatuning Creek. This 12' single span concrete structure was constructed in 1988. Work at this location is a deck overlay. In-stream work will consist of channel clean-out only.

-ATB-193-10.17/SFN 0405442 carrying SR 193 over an unnamed tributary to Mill Creek. This 14' single span concrete structure was constructed in 1988. Work at this location includes a deck overlay, abutment repair and substructure patching. In-stream work will consist of channel clean-out and scour repair with rock channel protection (RCP).

-ATB-193-11.35/SFN 0405477 carrying SR 193 over Mill Creek. This 56' single span prestressed concrete structure was constructed in 1986 and reconstructed in 2013. Work at this location includes deck patching/sealing and roadway approach repair. In-stream work will not occur at this location.

Additional improvements proposed by this project include pavement repair, longitudinal joint preparation, guardrail removal/replacement, excavation, embankment placement, linear grading, monument assembly adjusted to grade, tied concrete block mat installation, rock channel protection placement, riprap placement, concrete surface sealing, concrete waterproofing, monument assembly adjusted to grade, drainage improvements, rumble stripes-edge line/ center line installations, raised pavement marker removal/replacement and new edge line/center line/stop line/other pavement markings applications.

An exhibit of the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as *USGS Quadrangle Topographical Map.pdf*.

A minimum of one ten-foot, bidirectional lane of traffic shall be maintained on the existing pavement or completed pavement during construction of the project. Construction is scheduled to begin in May 2025 and be completed by November 2025 and will require



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two (2) roadway closures. At ATB-193-2.28, traffic will be detoured using U.S. 322 to SR 11 to SR 87 for approximately 30 days. At ATB-193-8.28, traffic will be detoured using U.S. 6 to SR 11 to SR 307 for approximately 45 days. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected during project construction.

Permanent right-of-way will be required at one structure location, ATB-193-2.28, to complete this work. The right-of-way will be taken from five (5) parcels and consist of 0.8 acre of take. See the right-of-way plan information for the project in the Project File/General/Project Information subsection as Final Right of Way Plans.pdf.

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing/proposed new permanent street right-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

A cultural resource literature search conducted for the project concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). Bridge rehabilitation will involve two Type 119N Concrete Culvert Filled structure (SFN 0405337 and SFN 0405441) built in 1998, one Type 101N Concrete Slab structure (SFN 0405310) built in 1961, and one Type 505N Concrete Box Beam structure built in 1986. The fifth structure, that will be replaced, is a Type 119N Concrete Culvert Filled structure built in 1931. TIMS mapping indicates that none of these bridges are historic nor are they considered eligible for the National Register of Historic Places (NRHP) based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The replacement of non-historic bridges and minor roadway rehabilitation projects requiring additional right-of-way measuring less than the width of a full travel lane are activities that are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503) if the project is not within the boundaries of any historic property or N. R. district. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Based on the Level 1 Ecological Survey Reports, the project will impact a total 506 linear feet of three (3) perennial or intermittent streams, a total 0.338 acre of three (3) wetlands, approximately 0.08 acre of suitable wooded habitat for the Federally listed Indiana bat and Northern Long-eared bat and the Federally proposed Tricolor bat and approximately 0.224 acre of marginally suitable habitat for the eastern massasauga snake. See the ecological and threatened/endangered species documentation for the project in the Project File/Ecological/Reports subsection and in the Ecological tab.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is located within a special flood hazard area Zone A of Mill Creek. The project proposes to deck patching, deck sealing and joint repair on structure ATB-193-11.35/SFN 0405477 over Mill Creek. This work is considered work that does not change the alignment, grade or hydraulic capacity of the existing structure. Consequently, the project is exempt from the normal permit process required for work encroaching on a SFHA. A courtesy correspondence about the project was sent to the local floodplain administrator. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

The project will not impact any other environmentally sensitive resources within the project study area.

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 2 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).

The next phase of the proposed project is listed on the STIP:

Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	94141: 24-27 STIP
RW	94141: 24-27 STIP
CO	94141: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:

No



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Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). **Examples include: Railroad projects that close or relocate at-grade crossings**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological



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Waterways:

Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type:

Permit Determination and/or Permit Application Approval Pending

Isolated Wetland Permit

No

Will any wetlands be impacted?

Yes

The following Federally Listed Species received an effect determination of May Affect, Not Likely to Adversely Affect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Indiana Bat	<i>Myotis sodalis</i>	Endangered	12/19/2024
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Endangered	12/19/2024
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened	12/19/2024
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered	12/19/2024

The following Federally Listed Species received an effect determination of No Effect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern	12/19/2024
Clubshell	<i>Pleurobema clava</i>	Endangered	12/19/2024
Piping Plover	<i>Charadrius melodus</i>	Endangered	12/19/2024
Round Hickorynut	<i>Obovaria subrotunda</i>	Threatened	12/19/2024
Rufa Red Knot	<i>Calidris canutus rufa</i>	Threatened	12/19/2024
Salamander Mussel	<i>Simpsonia ambigua</i>	Proposed Endangered	12/19/2024
Snuffbox	<i>Epioblasma triquetra</i>	Endangered	12/19/2024

Endangered Species Remarks:

n/a

Scenic Rivers

No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

National-listed or state-listed wild and scenic rivers are not present within 1,000 feet of the project limits.

Floodplains

100-Year Floodplain:

Encroachment Within the SFHA is a Functionally Dependent Use

EO 11988 Compliance Met

Yes

NFIP Coordination and Documentation Completed

No

Floodplain Remarks



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While the project is located within a special flood hazard area; Zone A floodplain associated with Mill Creek (at location ATB-193-11.35), the proposed work is considered work that does not change the alignment, grade, or hydraulic capacity of the existing structure. Because of this, the project is exempt from the normal permit process required for work encroaching on a SFHA. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f): Not present

Section 4(f) Remarks Not applicable.

Section 6(f)

Section 6(f): Not present

Cultural Resources

Cultural Resources: Present; No Finding of Adverse Effect

Cultural Resources Coordination: Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date** 06/24/2024

Cultural Resources Remarks

The undertaking will focus on two activities along a seven-mile roadway section in rural Cherry Valley Township, Ashtabula, County, Ohio. The project is found five miles west of Andover, Ohio. The work will include pavement rehabilitation limited to resurfacing along the operational right-of-way. Additionally, four modern bridge structures will be rehabilitated by superstructure work or deck and abutment repair. A fifth concrete culvert structure (ATB-193-2.29) will be replaced requiring new right-of-way to grade a stream channel and riverbanks. The construction area is limited to a previously eroded and flood prone areas. The project will not involve any buildings and no relocations will be required.

The literature search concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). Bridge rehabilitation will involve two Type 119N Concrete Culvert Filled structure (SFN 0405337 and SFN 0405441) built in 1998, one Type 101N Concrete Slab structure (SFN 0405310) built in 1961, and one Type 505N Concrete Box Beam structure built in 1986. The fifth structure, which will be replaced, is a Type 119N Concrete Culvert Filled structure built in 1931. TIMS mapping indicates that none of these bridges are historic nor are they considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The replacement of non-historic bridges and minor roadway rehabilitation projects requiring additional right-of-way measuring less than the width of a full travel lane are activities which are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), if the project is not within the boundaries of any historic property or N. R. district.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Air Quality

Noise



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Regulated Materials

Farmland

Air Quality:

Studies Not Required

Air Quality - Coordination with OES:

No

Air Remarks

See the Air Quality documentation for the project in the Project File/Air/Coordination subsection.

Noise:

Studies Not Required

Noise - Coordination with OES

No

Noise Remarks

The project does not qualify as a Type I project for noise (i.e., not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772. See the noise documentation for the project in the Project File/Noise/Coordination subsection.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization:

Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date:

08/19/2024

Regulated Materials Review Remarks:

Based on the information in the Regulated Materials Review (RMR) Screening Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Project Information and Reports subsections.

Farmland:

Non-Urbanized Area; No Impacts in Accordance With the Farmland MOU, 7 CFR 658, and ORC 929.05

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390070013023	14	59
390070013014	0	13



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Environmental Justice Remarks

The project will resurface 7 miles of SR 193 and replace/repair 5 bridge structures along SR 193 in Dorset, Cherry Valley, and Wayne Townships; Ashtabula County, Ohio. No changes in access will occur other than temporary detour routes during construction.

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice (EJ) populations within the proposed project area, including Minority and Low Income populations. No businesses or residences will be acquired or relocated as part of the project.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and the attached mapping. No concerns related to impacts on Environmental Justice were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further analysis is required. Based on the above findings an Environmental Justice Analysis Report is not required for the project.

See the Census Mapping for the project in the Project File/Environmental Justice/Project Information subsection.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks

ODOT conducted various public involvement activities for the project, including mailing property owner notification letters to adjacent property owners; project notification letters to public officials, local schools, and public services; and publishing a press release on ODOT's Project Card. Public comments were requested with all public involvement activities performed for the project. No public comments were received. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



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Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
ATB-SR 193-10.17	Wetland B	Adjacent	Modified Category 2	17	0.11
	Wetland C	Adjacent	Category 1	0.004	0.004
ATB-SR 193-2.28	Wetland A	Adjacent	Modified Category 2	0.75	0.224

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

Total impact to all wetlands (ac.): 0.338

Total acres of non-isolated wetlands impacted: 0.338

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Existing Condition and Maintenance Problems.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Not Meet the Identified Needs of the Project.

Include justification supporting the decisions noted above:

The No Build alternative does not meet the project needs correct the existing condition of the roadway or bridges. The project footprint has been reduced to the maximum extent practicable. Implementation of additional measures to further reduce the impact footprint is not feasible or warranted based on the purpose and need of the project and the location of the aquatic resources relative to the project location.

All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for



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unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

See wetlands and other ecological resource impact information in ecological reports and agency coordination provided in the project File/Ecological/Reports and Coordination subsections.



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Environmental Commitments

C2

1) The contractor is not authorized to place any fill or work within any waterway below the ordinary high water mark elevation during construction until the permit(s) are obtained for the project.

2) The project designer shall incorporate the following note into the plans. ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED TO CONSTRUCT THE PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

3) The project designer shall incorporate the following note into the plans. THE PROJECT IS LOCATED IN OR NEAR THE SOURCE OF ONE (1) PRIVATE DRINKING WATER SUPPLY SYSTEM. IN ORDER TO MINIMIZE THE POTENTIAL TO CONTAMINATE THIS WATER SUPPLY, PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL NOT BE PERFORMED AT THE INTERSECTION OF SR 193 AND MELLE ROAD. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO DORSET CONVENIENCE STORE (440-858-2092). IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHALL CONTACT THE DORSET TOWNSHIP FIRE DEPARTMENT AT 440-858-2480 AND THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

4) ODOT shall complete a mussel salvage and relocation in accordance with the most recent version of the Ohio Mussel Survey Protocol prior to the initiation of construction activities below the ordinary high water mark of unit to Pymatuning Creek at location ATB-193-2.28. ODOT shall ensure the mussel survey and relocation occurs, and approval has been received from ODNR, prior to the contractor performing any work below ordinary high water mark of unit to Pymatuning Creek.

5) The project designer shall incorporate the following note into the plans. DUE TO THE POTENTIAL FOR THE EASTERN MASSASAUGA TO OCCUR IN THE PROJECT AREA, WORKERS WILL BE INSTRUCTED TO NOT HARM OR KILL THE SNAKES AND TO USE CAUTION, AS THE EASTERN MASSASAUGA IS A VENOMOUS SPECIES. IF THIS SPECIES IS ENCOUNTERED WITHIN THE CONSTRUCTION LIMITS DURING CONSTRUCTION OPERATIONS, ALL CONSTRUCTION OPERATIONS WILL CEASE, AND THE USFWS COLUMBUS FIELD OFFICE BE NOTIFIED IMMEDIATELY (614-416-8993) ACTIVITY WILL NOT RESUME UNTIL COORDINATION WITH USFWS HAS BEEN CONCLUDED.



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Preparers and Approvals

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Supporting Form Preparer(s):

Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Robert Lang (ENV SPEC 2)	12/19/2024



Appendix

General

Aerial Map.pdf

Correspondence with Emergency and Public Services.pdf

County Map.pdf

Final Right of Way Plans.pdf

USGS Quadrangle Topographical Map.pdf

Air

District Determination - No Air Analysis Required.pdf

Noise

District Determination - No Noise Analysis Required.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

TIMS Historic Bridge Layer Map.pdf

Ecological

ODNR Comments

ODNR Scenic River MOA Conditions

USFWS Concurrence

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Press Release.pdf

Property Owner Notification Letter.pdf

Permits

Correspondence with Local Floodplain Administrator.pdf



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District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf