



OHIO DEPARTMENT OF TRANSPORTATION

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

Supplemental Re-Evaluation for **LAK IR 090 06.99 Rehab PID 116955** **Environmental Document Level: C2**

Approved: 8/12/2026

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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 the Memorandum of Understanding dated May 8, 2026 and executed by FHWA and ODOT and the Memorandum of Understanding dated December 3, 2024, and executed by FRA and ODOT.

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Re-evaluation Level

Explain why a re-evaluation is needed?

Drainage clean-out and repair was added to the project. Revised Level 1 Ecological Survey report and Regulated Material Report Screening were added to the NEPA Document.



C2

Project Information

C2 Section

PIDs 116955

Project Sponsor ODOT Sponsoring Agency

ODOT District 12

Funding Source Federal

Project Description:

Replace the unbonded concrete overlay portion of IR-90 in Lake County from approximately Kirtland Road to Morley Road in Willoughby, Mentor, Kirtland Hills, and Concord Township.

A Cultural Resources Records Check was performed by district environmental staff Megan Romanchok, Environmental Specialist 2, using the online OSHPO ArcMap Resource Map. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within the proposed project area. One (1) Historic Survey: H00059 is within the proposed project area. The undertaking is a type which has minimal potential to cause effects to historic properties in accordance with Minimal Potential to Cause Effect - Appendix A of the Section 106 Programmatic Agreement. No further coordination is required. The Records Check can be found in the Project File Under Cultural Resources/Project Information. District approval date 09/17/25.

A Press release was published on 8/28/25 ODOT will collect comments until 9/25/25 and will respond to comments shortly after the end of the comment period. All responses will be uploaded to EnviroNet.

Construction costs for the project are \$104,900,100.00 (90% federal and 10% state).

C2 Approval is based on Stage 1 Design.

The re-evaluation was approved with Stage 3 plans.

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

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	116955: 26-29 STIP
DD	116955: 26-29 STIP

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

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders,



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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.)**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves - a. Acquisition of more than a minor amount of ROW (exceeds strip takes) b. Residential or non-residential displacements c. A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act d. A Section 106 finding of Adverse Effect e. Section 4(f) impacts greater than de minimis f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control 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) 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 k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination) l. Substantial Community Impacts (if a Community Impact Assessment is required, contact OES for guidance). 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

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	Myotis sodalis	Endangered	07/21/2026
Northern Long-eared Bat	Myotis septentrionalis	Endangered	07/21/2026
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	07/21/2026

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



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Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	Haliaeetus leucocephalus	Species of Concern	07/21/2026
Eastern Massasauga	Sistrurus catenatus	Threatened	07/21/2026
Piping Plover	Charadrius melodus	Endangered	07/21/2026
Round Hickorynut	Obovaria subrotunda	Threatened	07/21/2026
Rufa Red Knot	Calidris canutus rufa	Threatened	07/21/2026
Salamander Mussel	Simpsonia ambigua	Proposed Endangered	07/21/2026
Snuffbox	Epioblasma triquetra	Endangered	07/21/2026

Endangered Species Remarks:

No impacts to impacts to the Indiana Bat, Northern Long-eared Bat or the Tricolored bat are anticipated. The consultant was able to design the project to avoid tree removal.

Scenic Rivers

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

Scenic Rivers Remarks

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

Floodplains

100-Year Floodplain:

No Encroachment Within a Special
Flood Hazard Area (SFHA)

Floodplain Remarks

No Encroachment Within a Special Flood Hazard Area (SFHA).

Section 4(f)

Section 4(f):

Not present

Section 4(f) Remarks

Project is within the right-of-way of IR-90 and will not impact adjacent Section 4(f) / 6(f) properties.

Section 6(f)

Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Not Present

Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date

09/17/2025

Cultural Resources Remarks



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Environmental Resources Considered

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

Air Quality

Regulated Materials

Air Quality:

Studies Not Required

Air Quality - Coordination with OES:

No

Air Remarks

Project will rehabilitate the existing lanes and will not add capacity.

Noise Remarks

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

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

No

Hazardous Materials - OES Approval Date:

09/18/2025

Regulated Materials Review Remarks:

The project does not involve deep excavation, additional right-of-way and is not within 300-feet of a landfill. See the attached RMR Screening Form in Project Files/RMR/Reports.

Public Involvement

Public Involvement:

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

Public Involvement Remarks

A Press release was published on 8/28/25

ODOT will collect comments until 9/25/25 and will respond to comments shortly after the end of the comment period. All responses will be uploaded to EnviroNet.

One (1) comment was received via email on March 10, 2023 regarding truck traffic. A response was sent via email on March 13, 2023 confirming truck traffic will be considered throughout project development.

Environmental Commitments



Environmental Commitments

Yes



Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
LAK IR 90 6.99 Rehab	Wetland A	Isolated	Category 1	0.068	0
	Wetland B	Adjacent	Modified Category 2	1.17	0
	Wetland C	Adjacent	Modified Category 2	3.37	0
	Wetland D	Adjacent	Category 1	0.016	0.015
	Wetland F	Adjacent	Category 1	0.048	0.031
	Wetland G	Adjacent	Category 1	6.650	0.115

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

Total impact to all wetlands (ac.): 0.161

Total acres of non-isolated wetlands impacted: 0.161

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 or Projected Capacity Deficiencies.

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

They Will Result in Unique Engineering, Traffic, Maintenance, or Safety Problems.

They Will Not Meet the Identified Needs of the Project.

Include justification supporting the decisions noted above:

Wetland impacts have been reduced as much as possible. The wetlands cannot be avoided as they are within the project area. Wetland impacts are unable to be avoided due to the project's purpose and need.



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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 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:

ODOT district 12 requested that the consultant reduce the clean out and culvert repairs to the minimum amount to address the deficiencies.



Environmental Commitments

C2

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Preparers and Approvals

Form Preparer:

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Supporting Form Preparer(s):

Corey Czinger
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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Thomas Sorge (PROGRAM ADMIN 3)	8/12/2026



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

RMR

OES Review - Screening.pdf

Cultural Resources

Records Check.pdf

Ecological

Coordination with OEPA_USACE.pdf

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Public Involvement

Response to Public Comments-Konvalinka.pdf

Permits

FEMA FIRMS.pdf