



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SEN US 224 3.64 Roundabout Grp B PID 110912

Environmental Document Level: D1

Approved: 3/19/2021

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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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Project Type

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

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

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	110912
Project Name:	SEN US 224 3.64 Roundabout Grp B
Project Sponsor:	DISTRICT 2 ENGINEERING
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	110912: 21-24 STIP
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$545,411.00
Right of Way:	\$250,000.00
Construction:	\$1,925,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to improve the intersection of US 224 and State Route (SR) 587 located in Loudon Township, Seneca County. The proposed project involves converting the existing intersection into a single lane modern roundabout with single lane approaches and departures, curb and gutter, drainage, signage, and lighting improvements. Permanent and temporary right of way will be required for this project. Some impacts to utilities are expected. A full closure of the intersection is anticipated, and a 75-day detour will be provided that reroutes US 224 traffic to SR 18 and US 23. State Route 587 traffic will be rerouted to SR 53, US 224 and SR 18.

An ecological survey was completed for the project area. No suitable habitat for any federally or state listed species was identified in the project area. No impacts are anticipated. All files related to ecological resources can be found in the project file under Ecological.

One (1) stream was identified within the project study area and is likely to be minimally impacted by the project. The required permit from USACE will be obtained prior to any work below the Ordinary High Water Mark. This project is not located within a special flood hazard area so there will be no impacts to the



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floodplain.

No other environmental, hazardous materials, Section 4(f)/6(f), cultural resources, or underserved population impacts will result from this project.

Letters were sent to the adjacent property owners on July 15, 2020 to provide notice of work crews potentially entering their property to collect field data. Additional letters were sent on October 5, 2020 to properties within 1 mile of the intersection to give notice of an opportunity to comment on the project via a virtual public meeting and give project information. A supplemental project website was created for the public meeting to provide additional details and outlets to provide feedback. The virtual public meeting was held on November 4, 2020 from 4-5pm and allowed public comment for the following 30 days. Comments were responded to live at the virtual public meeting or via mail or email. All files related to public involvement, comments, or responses can be found in the project file under Public Involvement.

The environmental document and associated studies are being approved using Stage 2 Design. A copy of the plans is included in the project file.

Construction is expected to begin in summer 2022 and last approximately 3 months.

Limits of Proposed Work:

Intersection of US 224 and SR 587 in
Seneca county

Start (SLM): 3.62

End (SLM): 3.66

Total Work Length (Miles): .04

Roadway Character

Route Number: SR00587

Functional Classification: Major Collector (Rural)

Current Average Daily Traffic: 1510

Current Average Daily Traffic Year: 2022

Design Year Average Daily Traffic: 1500

Design Average Daily Traffic Year: 2042

Daily Hourly Volume: 170

Truck %: 10

Setting: Rural

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	60	60
Legal Speed (MPH):	55	55
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width (ft):	24	24



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Shoulder Width (ft):	2	2
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	N/A

Route Number: US00224

Functional Classification: Minor Arterial (Rural)

Current Average Daily Traffic: 2470

Current Average Daily Traffic Year: 2022

Design Year Average Daily Traffic: 7800

Design Average Daily Traffic Year: 2042

Daily Hourly Volume: 730

Truck %: 11

Setting: Rural

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):		
Legal Speed (MPH):		
Number of Lanes:		
Type of Lanes:		
Pavement Width (ft):		
Shoulder Width (ft):		
Median Width (ft):		
Sidewalk Width (ft):		

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required Yes

A temporary bridge or roadway is proposed No

A detour is required for the proposed project Yes

Access for local through traffic will be provided with appropriate signage Yes

Provisions for through-traffic dependent businesses will be incorporated into project design Yes

Provisions to accommodate any local special events or festivals will be incorporated into project design No

The proposed MOT substantially impacts sensitive environmental resources No



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Substantial controversy is associated with the proposed MOT No

Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc. Yes

Remarks:

A full closure of the intersection is anticipated and a 75-day detour will be provided that reroutes US 224 traffic to SR 18 and US 23. State Route 587 traffic will be rerouted to SR 53, US 224 and SR 18. The detour and maintenance of traffic was coordinated with local schools and public and emergency services. Maintenance of traffic is shown on the Stage 2 Plans.

- **Stage 2 Plans can be found in the project file under General/Project Information**
- **An image of the detour can be found in the project file under Public Involvement/Project Information/Public Meeting Handouts**

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 4

Number of parcels impacted by Temporary Right-of-Way: 13

Approximate acreage of Permanent Right-of-Way needed: 1.14

Approximate acreage of Temporary Right-of-Way needed: .83

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

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area No

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

Remarks:

Utilities located within the project construction limits include:

- North Central Electrical Cooperative, Inc.
- Bascom Mutual Telephone Company
- AT&T
- Seneca County Sewer District

The project team has initiated coordination with all utilities to request records of the location of underground utilities. A copy of Stage 2 Design Plans were also submitted to the listed utilities.



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- **Coordination documents can be found in the Project File under General/Right-of-Way and Utility Involvement**



Purpose & Need

Purpose & Need

Project History:

The project involves converting the existing four-legged stop controlled intersection of US 224 and SR 587 into a modern roundabout. The project location was identified for a safety study due to its inclusion on the Transportation Budget House Bill 62 (July 2019) high crash intersection list. The intersection is located within the vicinity of the cities of Tiffin, Findlay, and Fostoria, and handles a large volume of traffic daily. Previous improvements to the intersection include the D02 Flasher Repl (Safety) project (PID 82155), which removed the overhead flashing warning beacon and installed LED enhanced stop signs on SR 587 in 2007/2008. Signage at the intersection was upgraded prior to April 2019 to relocate the D1-H1a Destination and Distance (with arrow) Guide Sign assemblies. The assemblies on the northbound and southbound approaches were moved to the left side of the roadway in order to provide an unobstructed view of the primary stop sign assemblies. The northbound and southbound approaches of SR 587 have dual stop ahead signs with distance plaques, and dual 48 inch stop signs. The primary stop sign on each approach is LED-enhanced and has a "Cross Traffic Does Not Stop" plaque. On US 224 there are dual intersection warning signs in both directions for SR 587.

ODOT District 2 prepared an abbreviated safety study in April 2019 to review the crash data and identify probable causes. The study analyzed 13 crashes during the five-year period of 2014-2018. More than half of the crashes involved injuries. There were zero fatal crashes within this intersection during the study period.

Purpose Statement:

The purpose of this project is to improve mobility and access, and reduce crashes at the intersection of US 224 and SR 587.

Need Element(s):

Primary Need

Crashes

Five-year crash data from 2014-2018 indicate 54% of all crashes involved injuries and 46% were property damage only. Crashes consisted of two types: angle crashes (92%) and left-turn crashes (8%). Of the 13 crashes that occurred at this location, seven crashes were in 2016. Eleven of the 13 crashes were angle collisions involving SR 587 vehicles colliding with the far-lane oncoming traffic on US 224. One crash was an angle collision involving a SR 587 vehicle colliding with a near-lane vehicle on US 224, while the remaining crash was a left-turn collision on US 224. This indicates that finding sufficient gaps to cross traffic streams is a concern.

All approaches have high percentage of B&C Commercial Vehicles (10-19%). Heavy vehicles require longer gaps to cross traffic streams and take longer to slow down if a vehicle enters its path. Overall AADT for the intersection is 14,316 entering vehicles; 6.4% of that is on the north leg of SR 587 and 8.4% of that is on the south leg of SR 587. The remaining 85.2% of traffic at the intersection is evenly split between the east and west legs of US 224. This traffic volume split supports the conclusion that finding sufficient gaps in oncoming



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US 224 traffic a probable cause of the crashes experienced at the location.

The safety study indicated the straight and flat alignment along US 224 along with only one traffic signal on the nearly 20-mile stretch of highway between Findlay and Tiffin may encourage motorists to travel at speeds higher than the posted speed limit. The only traffic signal on this roadway is 2.6 miles west of the project area. Speeds above the posted limit would make selecting a sufficient gap difficult for cross-traffic motorists. On the other hand, only two of the 12 angle crashes involved vehicles that ran the stop signs on SR 587, which means that gap selection is a greater concern than stop sign visibility at this location.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for this project extend 1,500 feet from the intersection on each approach. This distance allows for potential roadway improvements related to the intersection, including tying into existing drainage and topography along the approaches.

The improvements proposed as part of this project are considered a single and complete project that meet the independent utility test. In addition, the project would not have a negative effect on any other planned projects.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative involves no improvements other than routine maintenance and does not satisfy the Purpose and Need of the project because it would not address safety issues at the intersection.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
No Build	No improvements other than routine maintenance	Does not meet Purpose and Need	No
Rumble strips	Install rumble strips on Northbound and Southbound approaches	These do not solve the leading crash type (drivers not being able to identify sufficient gaps in traffic and proceeding through the intersection. This is also a short term countermeasure, and not as effective as other strategies.	No
Signal Installation	Install a signal at the intersection	A signal warrant study was completed and the intersection does not meet nine warrants for traffic signal.	No
Turn Lanes	Construct right and/or left turn lanes for all approaches to the intersection	A turn lane warrant study was completed and the intersection does not meet warrants for turn lanes.	No



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Multi way stop	Convert the existing intersection into a multi-way stop at the intersection	A multi-way stop warrant study was completed and the intersection does not meet warrants for multi-way stop.	No
Single Lane Roundabout	Convert the existing intersection into a single lane roundabout	Selected as the Preferred Alternative	Yes

Discuss Reasons Alternative Identified as Preferred was selected:

A Safety Study completed in May 15, 2019 identified the Single Lane Roundabout as the Preferred Alternative. It was identified as the Preferred Alternative because it would best meet the Purpose and Need of the project.

Failure to yield and ran stop sign crashes were identified as the primary safety issues contributing to a disproportionately high percentage of angle crashes at the intersection. A Single Lane Roundabout would address these safety issues. Because roundabouts require vehicles to yield and then navigate around a raised, circular island, the possibility of an angle crash is significantly reduced. Additionally, turning across opposing traffic is eliminated. Entering vehicles yield to traffic already in the circle and proceed when there is a safe gap.

The rural context may also play a role in the safety of this intersection. Motorists traveling between Findlay and Tiffin only encounter 1 other traffic signal along the almost 20 mile stretch of US-224. This may encourage motorists to travel at speeds higher than the legal posted limits. High-speed approaches to roundabouts include advance signing, pavement markings and raised channelization. With proper design, drivers adjust their speeds, slow on approach, and navigate the roundabout safely.

- **The Safety Study can be found in the Project file under General/PDP**



Air

Mobile Source Air Toxics (MSATs)

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

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.12 Yes

Remarks:

There is one residential structure within 500' of the proposed project area, however this structure will be removed as part of the project. No other Sensitive Areas are located within 500' of the proposed project. The project is exempt under 40 CFR 93.126 - Exempt projects, Safety.

Particulate Matter 2.5 (PM2.5)

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

Remarks:

Seneca County is in attainment for PM2.5 and no additional analysis is necessary.

Carbon (CO)

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

Ozone

The proposed project is in an Ozone non-attainment or maintenance area No

The proposed project is listed on the TIP No

Remarks:

Seneca County is in attainment for Ozone and no additional analysis is necessary.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

There is one residential structure within 500' of the proposed project area, however this structure will be removed as part of the project. No other Noise Sensitive Areas are located within 500' of the proposed project. According to the *Flowchart for When a Noise Analysis is Needed* the project does not meet the requirements necessary for a noise analysis.

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 09/18/2020

Date of ESA Screening IOC from OES: 09/22/2020

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

Remarks:

Lawhon & Associates completed a Regulated Materials Review (RMR) Screening on August 19, 2020. The RMR and an Environmental Database Search identified eight properties within the project study area. In correspondence dated September 22, 2020, ODOT indicated no further RMR investigations or special material review is warranted for the project.

- The RMR can be found in the project file under ESA/Reports
- ODOT correspondence can be found in the project file under ESA/Coordination

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



Cultural Resources

Cultural Properties Present

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

A Section 106 Scoping Request form was prepared by ODOT District 2 on September 29, 2020. The request for review included a literature review using the Ohio State Historic Preservation Office (SHPO) database to identify known historic properties and districts in and adjacent to the project study area. Based on this review, there are no previously identified cultural resources adjacent to the Study Area. The Section 106 Scoping Request Form can be found in the Project File under Cultural Resources/Project Information.

On May 7, 2020, ODOT-OES archaeology staff completed an archaeological field review of the area of potential effects (APE). In an ODOT memo to file dated October 22, 2020, the ODOT-OES archaeology staff noted widespread hydric and poorly drained soils. A surface survey was performed across portions of the area and these investigations failed to identify any archaeological deposits. ODOT determined, considering the predominance of imperfectly drained soils in the project area, no significant archaeological sites will be affected by the proposed intersection improvement project and no further archaeological investigations are recommended. The ODOT Field Review Summary memo can be found in the Project File under Cultural Resources/Project Information.

A Summary of History/Architecture Review was prepared by ODOT OES on October 28, 2020. There is 1 history/architecture resource within the APE. The building, 9482 W. US-224 is identified as being constructed c. 1900 in the Seneca County Auditor's website. The Summary concluded based on the significant alterations to the house and the lack of integrity, the house is not eligible for the NRHP. No additional outbuildings were identified as potentially significant, or requiring evaluation for NRHP eligibility. The Summary of History/Architecture Review can be found in the Project File under Cultural Resources/Reports.

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

OES Approval/OSHPO Concurrence Date: 10/28/2020

Remarks:

In an inter-office communication dated November 2, 2020, ODOT OES concluded that, in accordance with Stipulation V(C)(2) of the *Section 106 Programmatic Agreement* executed on November 8, 2017 (*Agreement No. 19319*) and in compliance with 36 CFR § 800.4(d)(1), 'no historic properties affected' is the appropriate finding for the proposed project. This determination is based on the following:

1. No history/architecture resources listed on or eligible for the NRHP will be affected by the project.
2. Due to previous ground-disturbing activities, slope, and low/wet areas that characterize the project area, the likelihood of any intact archaeological deposits is low.

This completes the Section 106 review and no further cultural resources investigation is required. The State Historic Preservation Office (SHPO) was provided a 15-day opportunity to comment on the effect determination and no comments were received. Coordination can be found in the Project File under Cultural Resources/Coordination.

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

Archaeological Resource Adverse Effect



History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

The Miami Tribe of Oklahoma was notified of the project on November 2, 2020. The Tribe did not provide any response within the 30 day comment period.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

Total Linear feet Impacted:	60
Total Linear feet Impacted:	60

Are there any environmental commitments? No



Other Resources

Farmlands

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

OES Concurrence Date 01/25/2021

NRCS Approval Date 01/25/2021

Land being used for the proposed project is part of an Agricultural District No

Remarks:

A Farmland Conversion Impact Rating (FCIR) Form was prepared by Lawhon & Associates, Inc. Coordination with NRCS was completed, resulting in a total score of 117 points. There are no impacts to agricultural districts nor properties with conservation easements.

A Farmland Conversion Impact Rating (FCIR) Form was completed to determine if land to be acquired was prime or unique farmland and/or was considered to be statewide and local important farmland. The site assessment completed for the proposed project totaled 117 points out of a possible total score of 260 points. Based on the assessment score being below 160, the Natural Resource Conservation Service (NRCS) determined proposed impacts are not considered significant and do not require mitigation. No further coordination is required and the proposed project is in accordance with the Farmland Policy Protection Act (FPPA) of 1981 and the implementing regulations at 7 CFR 658.

Are there any environmental commitments? No

Drinking Water



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

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

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The Ohio EPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the project study area. The map indicates that there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within 1/2 mile of the project area. The project area does not lie over a Federally-designated sole source aquifer.

The ODNR Division of Water Resources mapping tool was used to identify the presence of water wells within the project study area. No water wells are located in the project area.

- Mapping can be found in the project file under Other Resources/Drinking Water

Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

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

No

Identified Section 4(f) Properties

Remarks:

A review of maps and property ownership by Lawhon & Associates did not identify Section 4(f) properties within the project area.

Are there any environmental commitments? No



Section 6(f)

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

No outdoor public recreation areas were identified within and/or adjacent to the proposed project area and based on review of the Land and Water Conservation Fund State Grant Listing (<http://www.lwcfcoalition.com/tools>). No Section 6(f) properties are located within the project area.

- **The LWCF Grant Listing for Seneca County can be found in the Project File under Section 6(f)/Project Information**

Are there any environmental commitments? No



Community Impacts

Community Impacts

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

Remarks:

The proposed project is consistent with the Seneca County Comprehensive Plan (2020) and the Seneca County Active Transportation Plan (2018). The project is not anticipated to influence development patterns for the area.

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

Remarks:

The proposed project is not expected to result in substantial negative impacts to community cohesion.

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

Remarks:

The proposed project will not result in any foreseeable indirect or cumulative impacts. The project will improve safety at the intersection.

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:

Short term closures during construction of the project may cause temporary impacts and changes in access. The proposed project will not result in substantial negative impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, or pedestrian and bicycle facilities.

Will the proposed action displace residents, businesses, institutions or farms? Yes

Number of Displacements

Residences: 1

Businesses: 0

Institutions: 0

Farms: 0

Remarks:



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One residential displacement is anticipated as a result of the proposed project.

The final determination on the central location of the roundabout for the intersection of US 224 and SR 587 was based on surrounding existing geometric constraints (bridge on US 224, culvert on SR 587, and skew of existing intersection), utility impacts, safety benefits, traffic operations, and environmental impacts. The location of the roundabout eliminates impacts to the existing bridge and culvert, minimizes impacts to existing ditches and Stream 1, and provides optimal geometry for each approach to satisfy vehicular speed reduction and provide adequate sight distance. Utility impacts are minimized by keeping the roundabout location in roughly the same location as the existing intersection.

Seneca County currently does not have any roundabouts and this roundabout is in a rural setting. Rural roundabouts present additional challenges to the design such as needing to provide approaches that are of higher speeds where approach visibility, curbing, and roadside drainage ditches may impact its preferred layout.

The geometry of the roundabout at US 224 and SR 587 that satisfies these various elements impacts a significant portion of a residential structure in the southwest quadrant of the intersection, and thus a residential displacement is required.

No other business or farm displacements are anticipated as a result of the proposed project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
391479631002	2	22
391479631003	2	31
391479631001	10	17

Are Underserved Populations located within and/or adjacent to the proposed project area? Yes

Are there any relocations? Yes

Are there residential relocation(s)? Yes

Is Housing of Last Resort anticipated? No

Are there business relocations? No

Will there be changes to access? No

Will the proposed project result in unanticipated additional impacts to any Underserved Populations? No

Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement? No

Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement? No

Were any concerns or any other unique factors that could result in an impact to any of the Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Remarks:

Lawhon & Associates, Inc. reviewed ODOT's TIMS to determine the presence of Underserved Populations in the project area. According to TIMS, the minority population in the project area ranges from 2 to 25% and the low-income population ranges from 17 to 31%. There is 0% linguistically isolated populations and the percentage of the population over age 64 in the study area ranges from 12 to 17%.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations 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, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to



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impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Special efforts were made to engage Underserved Populations within the project area during public involvement. The project team followed ODOT's guidance on Underserved Populations to prepare documentation required to address Title VI of the Civil Rights Act, the Executive Order on Environmental Justice, and similar regulations. Stakeholders that represent elderly or low-income populations were engaged to elicit feedback from these groups. Notifications and materials for the public meetings will be in large font and have easily understood graphics and language. Notification and information about the project may be posted at locations that serve these affected populations such as libraries, parks, community/senior centers, apartment communities, schools, food pantries, places of worship, grocery stores, and gas stations. Because of the rural context in which the project area is situated, the strategy included areas that persons traveling through the project area may stop at or notice. Flyers and project information was sent to the following locations to advertise the public meeting and project:

- Local High Traffic Areas (Marathon Gas, Sunoco/Soni Junction)
- Libraries (Kaubish Public Library, Tiffin-Seneca Public Library, Findlay-Hancock Public Library)
- Local Businesses (Mutts n Movies, ProFlo Industries LLC, Kirk Brothers Masonry)

Based on the above findings an UPIAR is not required.

Census Mapping can be found in the Project File under Underserved Populations/Project Information/Census Mapping.

Are there any Environmental Commitments? No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

A Public Engagement Plan for the project was approved on September, 2 2020.

Right-of-entry letters were mailed to property owners and residents in the study area on September 4, 2020 to provide background information about the proposed project and to inform property owners and residents that staff may be entering their property to collect data in advance of any environmental field work.

Letters were mailed to property owners, residents, and stakeholders in and around the project area on October 5, 2020. Letters were also sent to nearby high traffic areas, libraries, and businesses that included flyers to be posted by the business for additional advertisement to the surrounding area. The letters provided information on the project including a project description, summary of the purpose and need for the project, the construction schedule, maintenance of traffic, and provided an invitation to join a virtual public meeting on November 4, 2020 from 4-5pm. The letters also noted that some new right-of-way would need to be acquired for the project and provided an opportunity for the public to comment on the potential social, environmental, and economic impacts of the project. The letters included a link to the project website (<https://publicinput.com/B6067>) where the virtual meeting could be accessed, roundabout safety information and meeting materials could be viewed, and comment could be submitted. A handout and comment form were also included in the mailing to provide additional project details and an opportunity to comment via mail. A press release and ODOT web posting also notified the public of the project, project details, and meeting.

The virtual public meeting was held on November 4, 2020 from 4-5pm. The project team gave a presentation about the project and then held a question-and-answer session. Participants could submit questions to the project team live during the meeting or at a later time via the project website, comment form, or contacting the project manager. All materials presented during the meeting, including the presentation, exhibits, handout, and comment form, were available on the website during and after the meeting so that they could be viewed at participants convenience. A 30-day comment period began with the meeting on November 4, 2020 and closed December 4, 2020.

All public involvement materials for the SEN-224-3.64 project can be found in the Project File under Public Involvement/Project Information.

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.

No comments from the right-of entry letter were received.

11 emails (11), four (4) letters, two (2) ODOT project webpage comments, six (6) text message comments, three (3) voicemail comments, and 40 PublicInput chat comments were received during the 30 day comment period.

Many comments were related to increased traffic on back roads due to the detour during construction, utility impacts, why interim safety measures are insufficient, impacts to the home on the southwest quadrant, project costs, and the similarities between this roundabout and another local roundabout that was recently installed.



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Comments were responded to live during the public meeting or via letter/email on a rolling basis during the 30 day comment period.

Documentation of the comments, summary, and responses can be found in the Project File under Public Involvement/Project Information.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? Yes

Is the Waterway Permits Determination Complete? No

Army Corps of Engineers

Regional General Permit (RGP):

Nationwide Permit (NWP):

Section 404 Individual Permit:

Section 10 Permit:

Ohio EPA

Section 401 Water Quality Certification:

Level 1 General Isolated Wetland Permit:

Level 2 Individual Isolated Wetland Permit:

Level 3 individual Isolated Wetland Permit:

US Coast Guard

Section 9 Coordination:

Section 9 Bridge Permit:

ODNR

Shore Structure Permit : No

Remarks:

The proposed project involves stream impacts below the Ordinary High Water Mark (OHWM).

All required permits will be obtained by the ODOT prior to the start of construction activities.

Are there any environmental commitments? Yes

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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



Remarks:

The earth disturbed area (5.2 acres) for the project exceeds the 1 acre threshold and ODOT will apply for coverage under the OEPA's NPDES General Stormwater Permit prior to construction.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks:

Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) by Lawhon and Associates, Inc. on August 5, 2020, the proposed project area is not located in a regulated floodplain.

- **The FEMA FIRM can be found in the project file under Permits/Floodplains**

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based upon the Regulated Materials Review (RMR) conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No further coordination is required.

Are there any environmental commitments? No



Environmental Commitments

Permits - Waterway Permits

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



Preparers and Approvals

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Libby Rushley

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Neal (ENV SPEC 2)	3/19/2021



Appendix

General

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

ESA

OES Recommendations - Screening.pdf
Regulated Materials Review Form.pdf

Cultural Resources

Review Summary - History Architecture.pdf
SHPO Comments
Transmittal 1 - Effect Determination
Tribal Consultation

Ecological

ODOT Disposition of Agency Comments.pdf
OES Approval - No ODNR and USFWS Notification.pdf

Other Resources

NRCS Approval.pdf
Water Source Protection Area Map.pdf
Well Log Data.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

OES Approval - Public Involvement Plan.pdf
Press Release 1.pdf
Press Release 2.pdf
Public Comments Received and Responses.pdf
Public Involvement Plan.pdf



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Public Meeting Comment Form.pdf

Public Meeting Flyer Drop Location List.pdf

Public Meeting Flyer Letter.pdf

Public Meeting Flyer.pdf

Public Meeting Handouts.pdf

Public Meeting Notification - ODOT Event Listing.JPG

Public Meeting Notification Mailing List.pdf

Public Meeting Notification Map.pdf

Public Meeting Notification.pdf

Public Meeting Q and A Transcript and Comments.pdf

Right-of-Entry Letter Mailing List.pdf

Right-of-Entry Letter.pdf

Permits

FEMA FIRM.pdf