



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **SAN US 20 20.80 roundabout PID 112222** **Environmental Document Level: D1**

Approved: 7/2/2025

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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.

Table of Contents

Project Type.....	3
General Project Information.....	4
Purpose & Need.....	9
Alternatives.....	11
Air.....	13
Noise.....	15
RMR.....	16
Cultural Resources.....	17
Ecological.....	19
Other Resources.....	30
Section 4(f).....	32
Section 6(f).....	33
Community Impacts.....	34
Environmental Justice.....	35
Public Involvement.....	36
Permits.....	38
Environmental Commitments.....	40
Preparers and Approvals.....	41
Appendix.....	43



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



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout
Approved: 7/2/2025

General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level: D1
PID: 112222
Project Name: SAN US 20 20.80 roundabout
Project Sponsor: District 2 Engineering
ODOT District: 2
Funding Source: Federal
The next phase of the proposed project is listed on the STIP Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
RW	On Previous STIP
CO	112222: 2026-2029 STIP
DD	112222: 2026-2029 STIP

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



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

The Ohio Department of Transportation (ODOT) proposes to reconstruct an existing interchange facility at the intersection of US 20 and East State Street (BUS 20) on the Fremont By-Pass in Riley and Green Creek Townships, Sandusky County, Ohio. The proposed project will construct a modern roundabout at the current interchange of US 20 and East State Street; a new connector from US 20 eastbound to US 20 westbound; and a new connector from US 20 eastbound to the roundabout. The intersection of US 20 with North Township Line Road (C.R. 198) and Beeler Road (C.R. 229) will be closed to thru traffic. East State Street access to US 20 westbound between the new interchange will be limited to prevent traffic turning across a limited access highway. New U-turn movements will be provided at the eastern and western limits of the new interchange to replace this loss in access. There is no proposed work to the existing structure that carries westbound Business Route 20 (BUS 20) over US 20 southbound (SFN: 7202016) or the existing US 20 structure over Green Creek (SFN 7202040).

The majority of the proposed work will be within the existing right-of-way for the US 20 interchange. The project will require permanent right-of-way from four (4) parcels including one total take. No displacements are anticipated as a result of the proposed project.

Maintenance of traffic will include constructing the project in three phases. At least one lane of traffic will be maintained on US 20 and BUS 20 (East State Street) at all times except for the westbound US 20 exit to westbound BUS 20. Local traffic shall be maintained to all properties along US 20 and BUS 20 during construction activities.

Utility impacts are anticipated. Minor impacts to streams and wetlands will also occur. Stakeholder and public meetings were conducted in 2024, and updated project status information continues to be provided to property owners, stakeholders and the public.

The environmental document and associated studies are being approved using Stage 2 design plans. The Stage 2 Design plans can be found in the Project File under General/Project Information.

Limits of Proposed Work:

the easterly interchange
(US-20/State St.) on the Fremont
By-Pass

Start (SLM):	20.7
End (SLM):	22.0
Total Work Length (Miles):	1.3

Roadway Character

Route Number: US00020

Functional Classification: Principal Arterial - Other (Urban)

Current Average Daily Traffic: 19640

Current Average Daily Traffic Year: 2024

Design Year Average Daily Traffic: 21900

Design Average Daily Traffic Year: 2044

Daily Hourly Volume: 1890

Truck %: 11

Setting: Rural

Topography: Level

Existing:

Proposed:



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Design Speed (MPH):	65	65
Legal Speed (MPH):	60	60
Number of Lanes:	4	4
Type of Lanes:	Asphalt	Asphalt
Pavement Width (ft):	48	48
Shoulder Width (ft):	10	10
Median Width (ft):	12	12
Sidewalk Width (ft):	N/A	N/A

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 Yes

The proposed MOT substantially impacts sensitive environmental resources No

Substantial controversy is associated with the proposed MOT No

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

Remarks:



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

The project will use phased maintenance of traffic to construct the project. To minimize disruptions along US 20, three main phases of construction will be performed. The first phase will close one BUS 20 lane to construct the U-Turn movement and reconstruct the center median. Similarly, the westbound US 20 lanes will be shifted to construct the U-Turn movement and replace the traffic signals. The second phase will construct the roundabout at US 20 and East State Street, the eastbound US 20 and westbound BUS 20 bypass ramp, additional portions of the median, and the cul-de-sac at CR 198. Eastbound US 20 will be reduced to one line approaching the intersection with CR 198, the westbound US 20 exit to BUS 20 will be closed with a detour implemented, and westbound US 20 traffic will be reduced to one lane. The drives between CR 198 and the interchange will be restricted to right-in, right-out movements during this phase. During the third and final phase, portions of BUS 20 and westbound US 20 will be resurfaced. One lane of traffic will be maintained during this phase. Night or weekend work is anticipated for single lane resurfacing locations.

Final maintenance of traffic (MOT) plans for the project will be developed during the Stage 3 design phase. Construction, lane restrictions/reductions and ramp closures/detours information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

Public involvement activities that were conducted for the project included available maintenance of traffic information to determine impacts and obtain feedback from stakeholders, the public and emergency/public services. The local emergency/public services attended and participated in the various public involvement activities conducted for the project. Concerns regarding the right-in, right-out limitations of the drives on BUS 20 as well as other general concerns by the public led to the development of the U-turn movements at the eastern and western limits of the project.

No concerns/issues were raised during the public involvement activities by the local emergency/public services, schools, public institutions, etc. Local emergency/public services and community notifications of the proposed ramp/lane closures, detours, and other maintenance of traffic measures to be implemented for the project shall be performed in accordance with ODOT Traffic Engineering Manual Notes.

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 **No**

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

Number of parcels impacted by Temporary Right-of-Way: **0**

Approximate acreage of Permanent Right-of-Way needed: **5.383**

Approximate acreage of Temporary Right-of-Way needed: **0**

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**



Approved: 7/2/2025

Coordination with identified utilities has been initiated and/or completed

Yes

Remarks:

Permanent and temporary right-of-way will be required for this project.

Utilities located within the project construction limits include:

- Toledo Edison
- Northern Ohio Rural Water
- AT&T
- Columbia Gas
- Buckeye Cablevision
- Charter Communications
- Frontier
- Green Creek Township
- Riley Township
- Sandusky County Sanitary Engineer
- Sandusky County Engineer
- City of Fremont

No private utilities will be impacted by the proposed project. Utility coordination was initiated with Stage 1 Plan submittal and Stage 2 Plan submittal on March 31, 2025. Additional utility coordination will occur through detailed design phases.



Purpose & Need

Purpose & Need

Project History:

The Fremont Bypass section of US-20 is a four-lane divided freeway around the north side of the city. It begins on the northwest side at the junction of SR-6 and US-20, continuing east/southeast until it terminates in a partial interchange with Business US-20 located between two at-grade intersections, the Fremont Bypass (US-20) & CR-198/CR-229 and US-20 & SR 19/S Shock Road. The intersection of the Fremont Bypass (US-20) and CR 198 (North Township Line Road)/CR 229 (Beeler Road) is located less than a mile northwest of the eastern terminus of the Fremont Bypass and it is the only at-grade crossing on the Fremont Bypass. The remaining access points on the bypass are grade-separated interchanges. Outside the limits of the Fremont Bypass, US-20 in Sandusky County is primarily a four-lane divided arterial with at-grade intersections.

At the eastern terminus of the Fremont Bypass, US-20 intersects E State Street (Business US-20) at a partial interchange. The two ramps at this interchange connect westbound US-20 to westbound E State Street and eastbound E State Street to eastbound US-20. The remaining movements between US-20 and E State Street are made using CR-198. This is the most direct access to US-20 from the east side of Fremont, as any other connections to US-20 at the other interchanges would require significant increases in travel time and distance.

ODOT District 2 prepared a safety study of the US-20 & CR-198/CR-229 intersection following concerns regarding recent crash history at that location. The safety study evaluated the existing conditions and identified potential countermeasures at the study intersection. This intersection is regarded as a high safety issue for Sandusky County officials.

Several low-cost modifications have been made to the study intersection in recent years. In April 2014, legislative action was taken to increase the speed limit from 55 MPH to 65 MPH along US-20. In April 2016, intersection warning signs were installed and upgraded at the intersection. In February 2017, the intersection warning signs on the US-20 approaches were updated to include street name plaques for both CR-198 and CR-229. In September 2018, yellow dotted line extension pavement markings were added through the median of the intersection to delineate the area where a vehicle crossing the Bypass on CR-198/CR-229 could stop in the median area. In April 2019, The Sandusky County Engineer's Office partnered with ODOT District 2 to submit a safety application, which proposed completely closing access to US-20 from CR-198 and installing additional ramps at the State Street interchange to maintain full access to US 20. ODOT's Safety Committee declined the funding application due to the low benefit/cost ratio of the proposed improvements.

Purpose Statement:

The purpose of the project is to improve connectivity and improve safety.

Need Element(s):



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout
Approved: 7/2/2025

Primary Needs for this project include:

Improve Connectivity

The partial interchange at the Fremont Bypass (US-20) & Business US-20 lacks ramps for all movements; therefore, CR-198 links Business US-20 eastbound to the Fremont Bypass (US-20) westbound and the Fremont Bypass (US-20) eastbound to Business US-20 westbound. This causes the CR 198 approach of the intersection to have higher minor road traffic volumes than is typical for a minor road approach of an expressway intersection. ODOT District 2 identified the following concerns related to this connectivity issue:

1. Drivers who are stopped on CR-198 appear to have difficulty assessing gaps in the Fremont Bypass (US-20) traffic flow that are sufficient for crossing or turning onto the expressway.
2. Drivers on CR-198 may not realize that they can execute a two-stage crossing by stopping in the roadway median instead of crossing all lanes of the Fremont Bypass (US-20) at once.
3. The 71-degree intersection skew angle causes drivers who are stopped on eastbound CR-198 to look over their left shoulder to see oncoming vehicles on the eastbound Fremont Bypass (US-20) lanes.

Improve Safety

A total of 13 crashes occurred between 2016-2018. The project location is not on the SIP map; however, the crash severity at the study intersection is higher than statewide averages. The percentages of fatalities, injuries, and angle crashes for the study intersection are 15%, 54%, and 77% respectively. The percentages of fatalities, injuries, and angle crashes for the statewide averages are 0.4%, 25.5%, and 12.4% respectively. The first fatality occurred in 2017 when a car failed to yield entering from CR-198 eastbound and collided with a vehicle travelling on US-20 eastbound. This crash type makes up 69% of crashes between 2016-2018. The second fatality occurred in 2018 due to a car failing to yield while crossing the US-20 median.

The Safety Application Summary from September 2019 indicates that the Potential for Safety Improvement (PSI) at the intersection is expected to be primarily severe types of crashes. Fatal and injury crashes at this intersection have a Predicted Average Crash Frequency of 1.0 crashes per year. The Expected Average Crash Frequency of fatal and injury crashes (which is weighted by the crash experience at this location) is 1.9 crashes per year. Property Damage Only crashes have a Predicted Average Frequency and an Expected Average Frequency of 2.0 crashes per year.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for this project extends 910 feet west of the Business US-20 (E State Street) and South CR-198 intersection, 550 feet north the Fremont Bypass (US-20) and CR-198 (North Township Line Road) intersection, and 160 feet east of the US-20 and South Shock Road intersection. These termini are sufficient to consider a range of alternatives to meet the needs of the study area. The proposed project does not rely on any other project to meet the established purpose and need. Additionally, the project is independent of any other transportation improvement in the area and does not preclude any future project. Therefore, independent utility is established for the proposed project.



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 or mobility issues at the interchange.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

01/31/2024

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1-4	150' diameter at varying locations; two-lanes	Dismissed due to insufficient geometry for eastbound US 20 through movement.	No
Alternative 5-6	180' diameter at varying locations; single lane	Dismissed due to unacceptable level of service for eastbound US 20 through movement.	No
Alternative 7	New eastbound BUS 20 to westbound US 20 connector ramp	Dismissed due to safety concerns.	No
Alternative 8	150' diameter at divergence of westbound US 20; single lane; State Street Bypass	Dismissed due to increased queue length for westbound bypass traffic.	No
Alternative 9	150' diameter at divergence of westbound US 20; single lane; No State Street Bypass	Dismissed due to lack of eastbound BUS 20/State Street bypass.	No
Alternative 10	150' diameter at divergence of westbound US 20; single lane; Full Access	N/A	Yes



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Discuss Reasons Alternative Identified as Preferred was selected:

Multiple alternatives were evaluated as part of the Feasibility Study Report. All performance criteria are met with Alt 10, including fastest paths, increased safety, and reduced crash severity. entrance velocities, stopping sight distances, and intersection sight distances. The decision to advance the design of this project with Alt 10 as the preferred alternative was based on meeting the established purpose and need.

The Feasibility Study Report for the project can be found in the Project File/Alternatives/Reports subsection.



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 93.126 Yes

Remarks:

The proposed project falls under 40 CFR 93.126 under 'Projects that correct, improve, or eliminate hazardous locations or features. In addition, the project intent is to improve traffic movement through the intersection by constructing a RAB, not add capacity to US 20. Therefore, an MSAT analysis is not required.

Particulate Matter 2.5 (PM2.5)

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

Remarks:

The project is located in Sandusky County, which is not located in an air quality non-attainment or maintenance area.

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:

The project is listed in the STIP, therefore, ozone is addressed.

Greenhouse Gas

A Quantitative Greenhouse Gas (GHG) Analysis is required No

Remarks:

A quantitative greenhouse gas analysis is not required.

Environmental Commitments



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout
Approved: 7/2/2025

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:

Noise sensitive land uses within 500 feet of the proposed project area consist of residential properties. The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

Environmental Commitments

Are there any environmental commitments? No



RMR

Does the project require any Permanent ROW or Easement? Yes

RMR Screening was completed by District Staff: No

Date of RMR Screening IOC from OES: 12/11/2024

Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES? Yes

Sites that require RMR Assessment, RMR Investigation, or Plan Note

Site Name	Address	RMR Assessment Required?	RMR Investigation Required?	Plan Note Required?
RM-008	3068 E. State Street, Fremont OH 43420	No	No	Yes

Remarks:

Lawhon & Associates, Inc. completed a Regulated Materials Review (RMR) Screening for the project (dated December 6, 2024). Based on review of the RMR Screening, a PCS Plan note was recommended for site RM-008 based on historical land-use of the property and is documented in a District IOC dated December 11, 2024. The IOC can be found in the Project File under RMR/Coordination.

Landfills

Is a Rule 513 Authorization required? No

Remarks:

Based on review of the regulated materials review, there are no landfills located within the project area. No Rule 513 Authorization is required.

Are there any environmental commitments? No

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



Approved: 7/2/2025

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 submitted on April 4, 2025. The form included a review of electronic data from Ohio's State Historic Preservation Office (SHPO) GIS database. The GIS database identifies properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI) sites, as well as properties that have previously received a Determination of Eligibility (DOE). Two previously recorded survey areas were identified in the project area.

ODOT-OES prepared an archaeological resources field review and a History/Architecture field review on April 24, 2025. The archaeological resources field review did not identify any archaeological deposits while the History/Architecture survey identified two parcels where impacts are anticipated feature resources fifty years of age. In a memo-to-file dated May 27, 2025, ODOT-OES concluded that no significant archaeological sites will be affected by the proposed safety improvement project and no further archaeological investigations are recommended. The History/Architecture field review summary dated April 30, 2025, concluded there are no History/Architecture resources in the Area of Potential Effects that are listed in or eligible for the National Register of Historic Places, and no further investigations are warranted.

Based on the results of the cultural resource reviews, no further cultural resource investigations are warranted.

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

OES Approval/SHPO Concurrence Date: 06/06/2025

Remarks:

In accordance with 36 CFR 800.4(d)(a) and the Section 106 Programmatic Agreement (Agreement No. 38503) executed June 29, 2023, ODOT-OES has determined that "no historic properties affected" is the appropriate finding for the SAN US 20 20.80 PID 112222 project. This determination was based on the following:

1. No history/architecture properties listed in or eligible for listing in the National Register of Historic Places will be affected by the undertaking.
2. Due to the disturbed conditions documented in the proposed project area, no significant archaeological deposits will be affected by the project.

No further investigations are warranted. Coordination with SHPO was initiated on May 29, 2025, and SHPO provided concurrence on June 6, 2025. This concludes the Section 106 review process. The Section 106 documentation may be found in the project file under Cultural Resources section.

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

Potential consulting parties were contacted: No

Documentation Date

Participating



Approved: 7/2/2025

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

Tribal coordination was conducted on May 30, 2025, with Delaware Nation, Delaware Tribe, Eastern Shawnee Tribe, Match-E-Be-Nash-She-Wish Band of Pottawatomis Indians (Gun Lake Tribe), Miami Tribe, Ottawa Tribe, Peoria Tribe, Saginaw Chippewa Indian Tribe, Seneca-Cayuga Tribe, Seneca Nation, The Shawnee Tribe, and Wyandotte Nation.

No comment or objection was received from Delaware Nation, Delaware Tribe, Eastern Shawnee Tribe, Match-E-Be-Nash-She-Wish Band of Pottawatomis Indians (Gun Lake Tribe), Miami Tribe, Ottawa Tribe, Peoria Tribe, Saginaw Chippewa Indian Tribe, Seneca-Cayuga Tribe, Seneca Nation, The Shawnee Tribe, and Wyandotte Nation within the 30-day review/comment period.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
SAN-US20-20.80	Level 1	5/9/2025

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
SAN-US20-20.80	Wetland A	Adjacent	Category 1	0.891	0
	Wetland B	Adjacent	Category 2	0.077	0.077
	Wetland C	Adjacent	Category 1	0.004	0.002
	Wetland D	Adjacent	Modified Category 2	0.801	0.016
	Wetland E	Adjacent	Category 1	0.254	0.018

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

Total impact to all wetlands (ac.): 0.113

Total acres of non-isolated wetlands impacted: 0.113

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 Safety Hazards.

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

They Will Substantially Increase Project Costs.

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

Include justification supporting the decisions noted above:



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout
Approved: 7/2/2025

Due to the proximity of the wetlands to the proposed westbound BUS 20 Connector exit ramp, avoidance would require retaining walls, which would substantially increase project costs, or unique bridge design. As design work continues, further reductions in wetland impacts will be assessed to the extent possible.

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:

Based on the field surveys, five wetlands were identified within the project area and four of those identified will be impacted by the project (see table above). Wetland A, Wetland C, and Wetland E were provisionally classified as Category 1 wetlands; Wetland B and Wetland D were provisionally classified as Category 2 wetlands. Wetland A is adjacent to Stream 1 and Wetland B, Wetland C, Wetland D, and Wetland E are adjacent to Stream 2. The 'Do Nothing' alternative would not satisfy the purpose and need of the project to address safety issues or improve mobility at the interchange and would result in impacts to the traveling public and the general welfare of the economy of the area. Avoidance of the wetland locations will be performed to the maximum extent practicable. Wetland avoidance would result in unique engineering, traffic, maintenance, or safety problems. Mitigation for wetland impacts will be performed per the requirements of the waterway permit. The ESR can be found in the project file under Ecological/Reports and the Wetland Finding can be found under Ecological/Project Information.

Streams & Rivers

ESR Name:	Stream Name:	National or Scenic Rivers or NRI Streams:	Ohio EPA Aquatic Life Use Designation:	Antidegradation Designation:	Total Impact Length(ft.):
SAN-US20-20.80	Green Creek	No	WWH	General High Quality Water	0
	Stream 2	No	Class II	General High Quality Water	474
	Stream 1	No	LRW	Limited Quality Water	0

Total impact length (ft.) to perennial streams: 0

Total impact length (ft.) to intermittent streams: 474

Total impact length (ft.) to ephemeral streams: 0



Approved: 7/2/2025

Remarks:

Based on the results of the field surveys, three streams were identified in the proposed project area (see table above). Stream 1 and Stream 2 both flow into Green Creek. Green Creek flows into the Sandusky River, which is a TNW. The impacts are anticipated to consist of placement of fill materials within the stream channels and placement of materials to prepare for construction of the new culvert and culvert extensions. The placement of fill material will likely consist of rock channel protection, and other various clean non-erodible fill materials necessary for culvert construction. Impacts to the streams will be permitted and mitigated per the requirements of 404/401 Clean Water Act (see the Permitting tab for more information).

Other Surface Waters / Ditches

ESR Name:	Ditch Id:	Total Impact Area(ac.):
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Total impact to all ditches (ac): 0

Other Surface Waters / Other Water Bodies

ESR Name:	Water Body Id:	Hydrologic Connection:	Type:	Designated Function:	Total Impact
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Remarks:

Based on the results of the field survey no other surface waters were identified in the project area.

Terrestrial Habitats

ESR Name:	Vegetative Communities and Land Cover found within the project study area:	Degree of man induced ecological disturbance:	Unique, rare, or high quality:	Within Project Study Area(s) (ac.):	Alternative Impacts (ac.):
SAN-US20-20.80	Developed, Low Intensity (DL) - Includes Areas with a Mixture of constructed Materials and Vegetation. Impervious Surfaces Account for 20-49% of Total Cover. These Areas Most Commonly Include Single-Family Housing Units.	Extreme Disturbance/Ruderal Community (Dominated by Opportunistic Invaders or Native Highly Tolerant Taxa)	No	63.529	18.857



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

	Upland Forest - UF - (Uplands Dominated by Trees)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	3.610	2.002
	Marsh - MA - (Wetland Dominated by Submergent, Floating, and/or Emergent Vegetation)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	0.174	0.113
	Cultivated Crops - CC - (Annual Crops, All Land Being Actively Tilled, and Perennial Woody Crops Such as Orchards and Vineyards)	Extreme Disturbance/Ruderal Community (Dominated by Opportunistic Invaders or Native Highly Tolerant Taxa)	No	1.391	1.102

Remarks:

Based on the results of the field surveys, terrestrial habitat within the project area consists of marsh, upland forest, cultivated crops, and low intensity developed. No unique or high quality terrestrial habitat occur in the project area.

Threatened or Endangered Species / Federally Listed Species

Species Common Name:	Species Scientific Name:	Listing Status:
Indiana Bat	<i>Myotis sodalis</i>	Endangered

ESR Name: SAN-US20-20.80

Effect Determination: May Affect, Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

According to the USFWS, the project is not located within a known bat buffer. The ONHD does not have any record of Indiana bat or northern long-eared bat captures or hibernacula locations within a one-mile radius of the project. A copy of these letters is provided in Appendix 5. A total of 3.610 ac. of SWH was observed in the study area, 2.002 ac. of which is expected to be impacted. Of this: 2.635 ac. of SWH within 100' EOP was observed; with 1.094 ac. to be impacted, 0.967 ac. of SWH between 100' and 300', not near a perennial stream was observed; with 0.901 ac. to be impacted, and 0.007 ac. of SWH more than 300' from EOP was observed; with 0.007 ac. expected to be impacted. Bat inspections were performed on the SAN-20-21.70 bridge (SFN: 7202040) during the 9/1/2021 field visit and during the 3/15/2024 field visit. PMRT 1 was surveyed during the 3/15/2024 field visit. PMRT 2 was surveyed during the 8/2/2024 field visit. Because PMRT 1 cannot be included in the ESR PMRT table as it will not be impacted by the build alternative, a summary of PMRT 1 characteristics is provided in Appendix 4. These trees were revisited and verified during the 4/1/2025 field visit. All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period.

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Endangered



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout
Approved: 7/2/2025

ESR Name: SAN-US20-20.80

Effect Determination: May Affect, Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

According to the USFWS, the project is not located within a known bat buffer. The ONHD does not have any record of Indiana bat or northern long-eared bat captures or hibernacula locations within a one-mile radius of the project. A copy of these letters is provided in Appendix 5. A total of 3.610 ac. of SWH was observed in the study area, 2.002 ac. of which is expected to be impacted. Of this: 2.635 ac. of SWH within 100' EOP was observed; with 1.094 ac. to be impacted, 0.967 ac. of SWH between 100' and 300', not near a perennial stream was observed; with 0.901 ac. to be impacted, and 0.007 ac. of SWH more than 300' from EOP was observed; with 0.007 ac. expected to be impacted. Bat inspections were performed on the SAN-20-21.70 bridge (SFN: 7202040) during the 9/1/2021 field visit and during the 3/15/2024 field visit. PMRT 1 was surveyed during the 3/15/2024 field visit. PMRT 2 was surveyed during the 8/2/2024 field visit. Because PMRT 1 cannot be included in the ESR PMRT table as it will not be impacted by the build alternative, a summary of PMRT 1 characteristics is provided in Appendix 4. These trees were revisited and verified during the 4/1/2025 field visit. All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period.

Species Common Name:	Species Scientific Name:	Listing Status:
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern

ESR Name: SAN-US20-20.80

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

No bald eagle nests or individuals were observed in or near the study area during both the 09/01/2021 field survey or the 03/15/2024 PMRT survey. The USFWS/ODOW do not have records of bald eagle nests near the study area. No mature woodlots suitable for bald eagle nesting were observed in the study area. There will be no impacts to habitat suitable for the species.

Species Common Name:	Species Scientific Name:	Listing Status:
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened

ESR Name: SAN-US20-20.80

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There was no suitable habitat for eastern massasauga rattlesnakes observed within the study area. Although 0.112 acre of wetland habitat was documented within the project construction limits, the surrounding upland landscape was comprised of maintained right-of-way subject to regular mowing and woody vegetation removal. According to the USFWS, the project is not located within a known eastern massasauga range polygon. A copy of the USFWS response letter is included in Appendix 5.

Species Common Name:	Species Scientific Name:	Listing Status:
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Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened
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ESR Name: SAN-US20-20.80

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There was no suitable habitat for eastern prairie fringed orchid observed within the study area. Although 0.112 acre of wetland habitat was documented within the project construction limits, the wetlands either did not provide full sun conditions this species requires due to presence of woody vegetation/canopy, or were highly disturbed and dominated by invasive emergent species.

Species Common Name:	Species Scientific Name:	Listing Status:
Piping Plover	Charadrius melodus	Endangered

ESR Name: SAN-US20-20.80

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There was no suitable habitat for piping plover observed within the study area. There were no sandy and/or gravelly beaches present within the study area, and the project is located approximately 8 miles from the shores of Lake Erie.

Species Common Name:	Species Scientific Name:	Listing Status:
Rufa Red Knot	Calidris canutus rufa	Threatened

ESR Name: SAN-US20-20.80

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There was no suitable habitat for rufa red knot observed within the study area. There were no sandy and/or gravelly beaches present within the study area, and the project is located approximately 8 miles from the shores of Lake Erie.

Species Common Name:	Species Scientific Name:	Listing Status:
Tricolored Bat	Perimyotis subflavus	Proposed Endangered

ESR Name: SAN-US20-20.80

Effect Determination: May Affect, Not Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

No abandoned structures, cave openings, or mine openings were observed within the study area. According to the ONHD there are no records of tricolored bat capture or hibernacula locations within a one-mile radius of the study area (Appendix 5). A total of 3.610 ac. of forest suitable as habitat was



Approved: 7/2/2025

observed in the study area, 2.002 ac. of which will be impacted by construction. One tree suitable for maternity roosting will be impacted by the project (PMRT 2). Bat inspections were performed on the SAN-20-21.70 bridge (SFN: 7202040) over Green Creek. No evidence of bat roosting was observed during either site visit. All tree removal will occur between October 1 and March 31 when the species would not be present. All of the pertinent AMMs listed in the OHPBO for the Indiana bat and northern long-eared bat will be followed, which will also protect this species from take. This project May Affect this species but is not going to jeopardize the continued existence of the species. Per the 11/15/2022 letter from USFWS outlining conferencing requirements for this species, this project does not need to be submitted for individual conferencing.

Threatened or Endangered Species / State Listed Species:

No state listed species or suitable habitats are impacted by this project location.

ESR Name: SAN-US20-20.80

Species Common Name: Little Brown Bat

Species Scientific Name: *Myotis lucifugus*

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

No hibernacula or man-made structures suitable for use were noted in the study area. A total of 3.610 ac. of forested area was observed in the study area, 2.002 ac. of which will be impacted by construction. One tree suitable for maternity roosting will be impacted by the project (PMRT 2). All tree removal will occur between October 1 and March 31 when the species should not be present. Bat inspections were performed on the SAN-20-21.70 bridge (SFN: 7202040) over Green Creek. No evidence of bat roosting was observed during either site visit. Due to the presence of reproductive habitat within the study area, this species is likely to be impacted by construction.

Species Common Name: Blanding's Turtle

Species Scientific Name: *Emydoidea blandingii*

Listing Status: Threatened

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Green Creek may offer some marginal suitable habitat for this species. This perennial waterbody appears to harbor many of the aquatic macroinvertebrates this species is known to consume (i.e. crayfish), in addition to being located between numerous ponds (outside of the study area) with sluggish/slower water that this species prefers. However impacts to Green Creek are not anticipated and therefore no habitat for the Blandings Turtle will be impacted.

Species Common Name: American Bittern

Species Scientific Name: *Botaurus lentiginosus*

Listing Status: Not Provided - No impact to this species



Approved: 7/2/2025

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Black Tern

Species Scientific Name: Chlidonias niger

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: King Rail

Species Scientific Name: Rallus elegans

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Upland Sandpiper

Species Scientific Name: Bartramia longicauda

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Northern Harrier

Species Scientific Name: Circus cyaneus

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Snowy Egret

Species Scientific Name: Egretta thula

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact



Approved: 7/2/2025

Species Common Name: Black-crowned Night-heron

Species Scientific Name: *Nycticorax nycticorax*

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Green Creek and Stream 1 may offer some marginal foraging habitat for this species. Both perennial waterbodies appear to harbor many of the aquatic species (i.e. fish, macroinvertebrates) this species is known to prefer, and are bordered by a wooded corridor and ponds (outside of the study area) which could be utilized for nesting purposes. A total of five (5) wetlands were observed in the study area, totaling approximately 0.182 acres of marsh/scrub shrub/forested habitats, 0.112 acres of which is anticipated to be impacted by construction. Only Wetlands B and D offer marginal foraging habitat for this species due to their size and proximity to perennial waterbodies. All wetlands impacted are within close proximity to the existing roadway and are not anticipated to be suitable reproductive habitat. Due to the low quality of habitat present, and the species' high mobility, impacts are not likely.

Species Common Name: Loggerhead Shrike

Species Scientific Name: *Lanius ludovicianus*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Common Tern

Species Scientific Name: *Sterna hirundo*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Trumpeter Swan

Species Scientific Name: *Cygnus buccinator*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Sandhill Crane

Species Scientific Name: *Grus canadensis*



Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Least bittern

Species Scientific Name: *Ixobrychus exilis*

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Remarks:

ODOT concluded that the project would have No Effect on the Bald Eagle, Eastern Massasauga, Eastern Prairie Fringed Orchid, Piping Plover, and Rufa Red Knot. The project May Affect, is Not Likely to Adversely Affect the Tricolored Bat. The project May Affect, Likely to Adversely Affect the Indiana Bat and Northern Long-eared bat due to the 2.002 acres of SWH impact. As such the project underwent formal Section 7 Consultation initiated by ODOT on May 2, 2025, with the implementation of the avoidance, minimization, and compensation measures as described for Consultation Category (CC) 3-b projects in the PBO. These measures include: Suitable Wooded Habitat for the Northern Long-eared bat and Indiana bats will be seasonally removed when both species would not be utilizing the roosting habitat. All phases/aspects of the project (e.g., temporary work areas, alignments) will be modified to avoid tree removal in excess of what is required to implement the project safely. Ensure tree removal is limited to that specified in project plans by clearly marking clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field. 1.596 acres of credits will be subtracted from the acreage credit available at the Sunday Creek Coal Company 2 Bat Conservation Area which will offset the acreage of SWH to be removed in the Western Management Unit. On May 8, 2025, the USFWS determined that the project is not likely to jeopardize the continued existence of the Indiana bat and/or NLEB and concurred with ODOT's determination. The USFWS concurrence concluded the Endangered Species Act Section 7 responsibilities relative to this species for the project. ODOT concluded that the project would have no impact or was not likely to impact any state-listed species.

Agency Coordination

Project Coordination:

Project locations for which no agencies are listed are considered ecologically exempt or non-notifying.

The ODNR and USFWS conditions outlined in the Ecological MOA apply to all projects that are not considered ecologically exempt. These conditions have been evaluated for the project locations listed below.



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
SAN-US20-20.80	USFWS	5/2/2025	05/08/2025	No

Additional Coordination Considerations:

Are other ecological coordination requirements applicable? No

Remarks:

The US Fish and Wildlife Service (USFWS) was notified of the proposed project by ODOT-OES on May 2, 2025. USFWS provided concurrence on May 8, 2025, with the findings related to the federal threatened and endangered species, which are summarized in the section above.

Are there any environmental commitments? Yes



Approved: 7/2/2025

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	
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 06/03/2025

NRCS Approval Date

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

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

Remarks:

Based upon review of appropriate mapping, the proposed project is located in a non-urbanized area. Based on the scope and type of work, the proposed project meets the terms and conditions of the Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552), executed on March 15, 2016. Therefore, completion of the Farmland Conversion Impact Rating (FCIR) Form was not warranted and no further coordination is required.

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:



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	
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Coordination with the Local Public Water Administrator is required

No

Present:		Impacted:
Residential Wells are present	Yes	No

Remarks:

A review of ODNR's Division of Geological Survey Water Wells Database by Lawhon & Associates identified two (2) domestic residential water wells located within the project area. Project construction operations shall be performed in an environmentally responsible manner and the contractor shall provide adequate spill prevention control and countermeasures during construction to ensure no impacts occur to drinking water resources. No domestic residential water wells will be impacted by the proposed project. The OEPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the proposed project study area. The map indicates 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 the proposed project area. Furthermore, the proposed project area is not within a designated sole source aquifer. No impacts to residential drinking water sources are anticipated. OEPA and ODNR mapping may 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

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

Based on review of the Land and Water Conservation Fund (LWCF) State Grant Listing (<https://lwcf.tplgis.org/mappast/>), no properties within the construction limits received LWCF grants and are subject to Section 6(f). No further coordination is required.

The LWCF Grant Listing for Sandusky 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 action will comply with the local/regional development patterns for the area. The proposed action will improve safety and reduce congestion and is expected to accommodate traffic for the next 20 years.

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

Remarks:

The proposed action will not 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 in the area.

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

Remarks:

The proposed action will not result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities. Implementation of the proposed action will generally improve traffic flow on US 20 at the interchange. EMS response times will be maintained or improved.

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

Remarks:

The proposed action will not displace residents, businesses, institutions, or farms. A total take is anticipated for a vacant, land locked parcel, but will not result in a displacement. The land use is currently undeveloped forest.

Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement? No

Remarks:

No impacts to Underrepresented Populations were raised during public involvement.

Are there any Environmental Commitments? No



Environmental Justice

Environmental Justice

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
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Are Environmental Justice Populations located within and/or adjacent to the proposed project area?

Remarks:

As of January 21, 2025, EO 12898 was revoked. Therefore, no discussion and/or analysis specific to Environmental Justice Populations (Minority & Low-Income) will be provided in the Environmental Analysis. Instead, any potential impacts will be addressed through the Public Involvement and Community Impact Assessment Processes.

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 prepared in July 2024 and updated in March 2025.

A right-of-entry letter was sent to property owners and residents in the study area on February 2, 2021, to inform property owners and residents that staff may be entering their property to collect data in advance of any environmental and/or survey field work. The notification letter also invited comments and questions regarding the project until March 2, 2021. No comments were received. An additional right-of-entry letter was sent to property owners and residents in the study area on January 24, 2025, again no comments were received.

Letters were mailed to property owners, residents, and stakeholders in and around the project area on August 28, 2024. Letters were also sent to nearby high traffic areas, churches, libraries, and businesses that included flyers to be posted by the business for additional advertisement to the surrounding area. The letters invited the public to a public meeting open house, 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 view additional materials online and submit comments before November 1, 2024. The letters included a link to the project website (<https://www.transportation.ohio.gov/projects/projects/112222>) where materials could be accessed, project information and exhibits could be viewed, and comments could be submitted. A comment form was also included in the mailing to provide an opportunity to comment via mail.

A press release and ODOT web posting also notified the public of the upcoming meeting, project details, and meeting. Local news outlets including the Toledo Blade and Fremont News Messenger also posted news articles advertising the public meeting on September 30, 2024, and October 1, 2024, respectively. The Fremont News Messenger published a follow-up news article on October 3, 2024. The article summarized the open house activities.

The public meeting open house was held on October 1, 2024, from 5:00-7:00pm at the Sandusky County Jobs & Family Services building. The purpose of the public meeting was to explain the need for the project, what improvements are being proposed, potential impacts, gather feedback, answer questions, and review next steps. Various exhibits were set up around the room showing the proposed design, right-of-way information, and environmental impacts. 49 people attended the in-person open house. Following the in-person meeting, all exhibits and documents were posted on the ODOT District 2 webpage for virtual participation. Members of the public were allowed to provide questions, concerns, or comments about the proposed project upon receipt of the notification letter from October 1, 2024, until November 1, 2024.

All public involvement materials can be found in the Project File under Public Involvement/Project Information.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Thirty-seven (37) public comments were received as a result of the public involvement activities performed for the project. Nine (9) comments were received via email, three (3) were received via mail, four (4) were received via the online project page submittal form, eight (8) were received via comment form at the open house, and thirteen (13) were received via written comments on the exhibits during the meeting. Comments received were concerned about semi-trucks and other large vehicles navigating the roundabout and other areas, property impacts, project need, and other suggested improvements. Comments were also received that expressed their support for the proposed improvements.

Considering the feedback received from the public regarding truck mobility and directional traffic, the design was modified to allow for additional movements. The design was modified to include dedicated U-Turn movements at the US 20 intersection with SR 19 and approximately 500-ft west of the State Street intersection with CR-198.

A comment response letter, email, and summary table were created by the project team to provide a summary of public involvement, project updates, and responses to comments received during the 30-day comment period. The letter and summary table were mailed and emailed to all commenters who provided contact information on February 5, 2025. All comments and responses are documented in the project file.

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: No

Section 9 Bridge Permit: No

ODNR

Shore Structure Permit : No

Remarks:

Waterway permitting will be required for the project. A permit determination request will be prepared to identify necessary waterway permits prior to construction.

The project is not located near Lake Erie. No Shore Structure Permit is required.

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



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Remarks:

Construction of the project is anticipated to result in greater than one acre of earth-disturbing construction activities, which will require a Notice of Intent (NOI) to be submitted for this project, per ODOT standard operating procedures. Furthermore, a National Pollutant Discharge Elimination System (NPDES) general permit for storm water discharges shall be obtained from the Ohio EPA.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) Yes

EO 11988/NFIP Coordination and Documentation Completed No

NFIP Local Floodplain Coordinator Notification Date

Remarks:

Proposed construction activities will be performed within a designated Special Flood Hazard Area (SFHA) flood plain. The project is located within two regulated Zone A floodplain established areas. See the floodplain documentation for the project in the Project File/Permit/Floodplain subsection.

Are there any environmental commitments? Yes



Environmental Commitments

RMR -

1) A PCS plan note will be placed in the Final Plans to properly manage PCS that may be encountered during excavation or construction activities for the property located at RM-008 GARZA CONSTRUCTION, INC- 3068 E. STATE STREET, FREMONT OH 43420

Ecological

1) 1.596 acres of credits will be subtracted from the acreage credit available at the Sunday Creek Coal Company 2 Bat Conservation Area.

2) State listed and protected Little brown bat and Tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

Permits - Waterway Permits

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

Permits - Floodplains

1) The project is located within a FEMA flood zone and will be designed to comply with all applicable local, State, and Federal floodplain protection standards. Appropriate floodplain permitting, or documentation of exemption, shall be obtained by ODOT prior to the start of project construction.



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Meek (PROGRAM ADMIN 3)	7/2/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

District Acceptance - Purpose and Need.pdf

Alternatives

District Acceptance - Feasibility Study.pdf

RMR

District Approval - Screening.pdf

Cultural Resources

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Consultation - Correspondence List.pdf

Ecological

Coordination with USFWS - signed PBO letter.pdf

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Coordination with OES.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Public Involvement

District Approval - Public Involvement Plan.pdf

Email and List Response to Public Comments.pdf

Letter and List Response to Public Comments.pdf

News Article - Fremont News Messenger 10.01.2024.pdf



Environmental Document Level: D1
PID 112222 SAN US 20 20.80 roundabout

Approved: 7/2/2025

News Article - Fremont News Messenger 10.03.2024.pdf

News Article - The Blade.pdf

Open House Meeting - Exhibits.pdf

Open House Meeting - Handouts.pdf

Open House Meeting - Sign-in Sheets.pdf

Open House Notification - Press Release.pdf

Open House Notification - Property Owner Notification Letter.pdf

Open House Notification - Public Notification Mailing List.pdf

Open House Notification - Stakeholder Contact List.pdf

Open House Notification - Stakeholder Notification.pdf

Project Specific Website.pdf

Public Involvement Plan.docx

Right of Entry Letter 1.24.2025.pdf

Permits

District Determination - Floodplain Coordination Required.pdf

FEMA FIRM.pdf

Statement of Findings.pdf