



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

ATB SR 7/SR 84 25.01/25.98 PID 115013

Environmental Document Level: C2

Approved: 11/1/2023

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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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C2

Project Information

PID:	115013
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to rehabilitate the following two structures over Ashtabula Creek in Monroe Township, Ashtabula County, Ohio:

- the existing 45-foot long single span concrete tee beam structure, Bridge Number ATB-007-2501; Structure File Number (SFN) 0400904, built in 1945, carrying State Route (SR) 7/Center Road over Ashtabula Creek and
- the existing 56-foot long two-span continuous concrete slab structure, Bridge Number ATB-084-2598; SFN 0403482, built in 1955, carrying SR 84/Bushnell Road over Ashtabula Creek.

The ATB-007-2501 bridge superstructure will be replaced with a composite reinforced concrete deck on prestressed box beams. The ATB-007-2501 bridge is located between SR 84/Bushnell Road and Richardson Road. The ATB-084-2598 bridge superstructure will have the abutments converted to semi-integral, the pier cap modified, and the reinforced concrete slab will be replaced. The ATB-084-2598 bridge is located between SR 7/Center Road and Middle Road.

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

A full roadway closure at both bridges will be necessary, however will not occur concurrently, and is expected to last up to 60 days each. Access shall be maintained to all properties within and adjacent to the project construction limits for the duration of project construction. Driveways near and within the construction area will be accessible and maintained throughout construction. It is expected that southbound SR 7 traffic will be rerouted to SR 84, SR 193, and SR 167 and reverse for northbound traffic. Eastbound traffic on SR 84 will be rerouted via SR 7, Interstate Route 90, and Pennsylvania SR 18 and reverse for westbound traffic. Construction and bridge closures/detours information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed entirely within the existing roadway rights-of-way.

Existing utilities within the project study areas will not be impacted/relocated to construct the project. Coordination with the utility companies in proximity to the proposed construction activities will be conducted for the project during its detailed design phase. Utilities will not be permanently removed to



construct the project. No above ground or subsurface utility relocations are necessary to construct the project.

A Level 1 Ecological Survey Report was completed by Lawhon ecological personnel for the project. Ashtabula Creek, two wetlands and suitable forested bat habitat was identified in the project areas. The project will remove approximately 0.040-acre of suitable wooded habitat (SWH) for the federally listed Indiana bat and Northern Long-eared bat, and 0.040-acre of habitat for the federally proposed for listing Tricolored bat species and state listed Little Brown bat. Construction access for the ATB-084-2598 bridge will impact 0.063 acre of one wetland, Wetland A, and temporarily impact 149 feet of Ashtabula Creek. No other ecological resources are present within the project construction limits. See the ecological and threatened/endangered species documentation for the project in the Project File/Ecological/Project Information and Reports subsections and the Ecological tab.

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

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

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

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

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	115013: 24-27 STIP
DD	115013: 24-27 STIP

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

Select the appropriate project type:

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

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

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species



7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

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

Ecological

Waterways:	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
Waterways Permit Type:	Permit Determination and/or Permit Application Approval Pending
Isolated Wetland Permit	No
Will any wetlands be impacted?	Yes
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	No Effect
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

National or state-listed wild and scenic rivers are not located within 1,000 feet of the project study areas. The project will not impact any scenic river.

Floodplains

100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988 Compliance Met	No
NFIP Coordination and Documentation Completed	No



Floodplain Remarks

Lawhon NEPA personnel reviewed the FEMA FIRM mapping for the project study areas and found the proposed construction activities are located within a designated Special Flood Hazard Area (SFHA) floodplain Zone A. Floodplain coordination is required. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f):

Not present

Section 4(f) Remarks

Based on a review of maps and property ownership by Lawhon & Associates, Section 4(f) properties are not present within the project study areas.

Section 6(f)

Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix A

Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date

09/11/2023

Cultural Resources Remarks

A Cultural Resources Records Check was performed by ODOT environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project areas. Therefore, in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

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

Regulated Materials

Farmland

Air Remarks

The project will not impact air quality. Air quality studies or coordination are not required for this project.



Noise Remarks

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

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

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date: 09/11/2023

Regulated Materials Review Remarks:

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

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

Environmental Justice

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

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

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390070012004	7	35
390070012003	2	43

Environmental Justice Remarks

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice populations are located adjacent to the project study areas. No businesses or residences will be acquired or relocated as part of the project.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and attached mapping. No concerns related to impacts on Environmental Justice 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 and FHWA Order 6640.23A, no further analysis is required for the project.

Based on the above findings an Environmental Justice Analysis Report is not required for the project.

Census mapping for the project is saved in the Project File/Environmental Justice/Project Information.

Public Involvement



Public Involvement:

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

Public Involvement Remarks

ODOT District 4 mailed a project notification letter to property owners, stakeholders and emergency/public service providers. Comments were requested by the public in the project notification letter. Additionally, a project specific website was created by the District to solicit for comments. No comments were received as a result of the public involvement activities conducted for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
ATB-SR7/SR 84-2501/25 98	Wetland A	Adjacent	Modified Category 2	0.118	0.063
	Wetland B	Adjacent	Modified Category 2	0.102	0

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

Total impact to all wetlands (ac.): 0.063

Total acres of non-isolated wetlands impacted: 0.063

Total acres of isolated wetlands impacted: 0

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

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

It Would Not Correct Existing or Projected Capacity Deficiencies.

It Would Not Correct Existing Condition and Maintenance Problems.

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

They Will Substantially Increase Project Costs.

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

Include justification supporting the decisions noted above:

The Do Nothing alternative would not correct the condition of the existing bridges. The Do Nothing alternative would result in the roadway being closed due to the condition of the bridges leading to serious impacts to the traveling public and the general welfare of the economy in the area.



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Avoidance of impacts is not possible due to the wetlands being located where bridge maintenance is needed. Avoidance of impacts does not meet the identified need of the project (improving the deteriorated bridges) and will result in substantial social and economic impacts resulting from the roadway being closed due to the condition of the bridges over Ashtabula Creek. Impacts to wetlands will be minimized to the extent practicable. While the impact will likely be considered permanent for the purposes of CWA waterway permitting, it is also likely that the wetland will recover within the construction limits following construction. As such, it is not feasible to consider costly extraordinary measures or construction practices to avoid this wetland and still meet the purpose and need of the project.

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:

Minor impacts to wetlands are necessary to implement the project. These impacts will be accounted for in the CWA waterway permitting process and necessary impact minimization measures implemented during construction.



Environmental Commitments

C2

- 1) The project may result in removal of suitable wooded habitat for threatened and endangered bat species. The project designer shall incorporate the following note into the plans: ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT - THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.
- 2) ODOT District 4 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.
- 3) 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 shall be obtained prior to the start of construction.
- 4) ODOT will ensure a State permitted malacologist must complete a mussel salvage and relocation in accordance with the most recent version of the Ohio Mussel Survey Protocol prior to the initiation of construction activities below the ordinary high water mark of Ashtabula Creek. The District Environmental Coordinator will coordinate the results of the mussel survey, salvage work, or both with ODNR. The Department will ensure the mussel survey and relocation occurs, and approval has been received from ODNR, prior to the Contractor performing work below ordinary high water mark of Ashtabula Creek.
- 5) Ecological studies identified swallow nests on the ATB-007-2501 (SFN: 0400904) bridge. If construction activities will occur between May 1 and August 31 on this structure, inspect the structure for evidence of an active bird nest containing an egg or chick prior to starting work. Provide written confirmation of the inspection, including a statement whether an active nest was found, to the Engineer. If no nests are encountered during the inspection, or if only inactive nests that do not contain an egg or chick are encountered, proceed with construction activities. The Contractor may remove and destroy inactive nests. The Contractor may install exclusion measures between August 31 and May 1 to prevent migratory birds from nesting on the structure. Projects performing construction activities between the dates of September 1 and April 30 do not require an inspection for migratory birds or avoidance measures. If an active nest containing an egg or chick is encountered, avoid impacts to the nest until all developing birds are able to independently fly from the nest. If an active nest containing an egg or chick cannot be avoided, contact the Engineer at least 4 weeks prior destroying an active nest so the Department can obtain a Depredation Permit from the U.S. Fish and Wildlife Service. The Contractor shall be responsible for all costs and completing all tasks related to obtaining the Depredation Permit except for direct coordination with the Migratory Bird Regional Permit Office. Do not proceed with activities that will impact an active nest until the Department confirms the Depredation Permit is received.



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PID 115013 ATB SR 7/SR 84 25.01/25.98

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Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	11/1/2023



Appendix

General

Aerial Map.pdf

Correspondence Related to Utility Coordination.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

ESA

Regulated Materials Review Form.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Project Notification Email List - Public Services and EMS.pdf

Project Notification Letter Mailing List - Property Owners.pdf

Project Notification Letter.pdf

Project Specific Website.pdf

Stakeholder Notification Email.pdf

Permits

FEMA FIRM.pdf