



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

HEN US 24 0.43 CR-17D Interchng PID 117712

Environmental Document Level: D1

Approved: 10/27/2022

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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.....	8
Alternatives.....	10
Air.....	12
Noise.....	14
ESA.....	15
Cultural Resources.....	16
Ecological.....	18
Other Resources.....	27
Section 4(f).....	30
Section 6(f).....	31
Community Impacts.....	32
Underserved Populations.....	34
Public Involvement.....	35
Permits.....	37
Environmental Commitments.....	39
Preparers and Approvals.....	40
Appendix.....	42



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

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	117712
Project Name:	HEN US 24 0.43 CR-17D Interchnng
Project Sponsor:	Henry County Commissioners
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	110866: 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:	\$1,700,000.00
Right of Way:	\$925,000.00
Construction:	\$20,401,500.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	Yes
Date Completed:	02/17/2022
Project Description:	



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchn

Approved: 10/27/2022

The Ohio Department of Transportation (ODOT) District 2 proposes to construct a standard diamond interchange at the intersection of US Route 24 (US 24) and County Road (CR) 17D, just north of the community of Okolona in Henry County, Ohio. The western end of the project study area extends into Defiance County, Ohio. At the project location, US 24 is a four-lane divided highway and CR 17D is a two-lane roadway. The intersection is at-grade with stop-controlled approaches on CR 17D. The surrounding area is primarily agricultural.

ODOT conducted a Safety Study in 2015 and a Long Term Access Study in 2016 for a 38-mile section of US 24 in Paulding, Defiance, and Henry Counties. The 2015 Safety Study identified the CR 17D / US 24 intersection as a high crash location. The 2016 Long Term Access Study recommended that CR 17D be converted to a full-access interchange with US 24. A Feasibility Study was completed in 2021 and an Interchange Justification Study in 2022 for an 11-mile subsection of US 24 between the cities of Defiance and Napoleon, which included the CR 17D intersection with US 24. The 2021 Feasibility Study identified a preferred alternative for upgrading the intersection of US 24 at CR 17D to a standard diamond interchange. The 2022 Interchange Justification Study found that construction of the interchange would cause no significant adverse impacts on the safety and operation of US 24, CR 17D, or other local roads. Previous studies were completed under PID 110866.

The environmental document and associated studies for this project are being approved using preliminary design completed as part of the 2021 Feasibility Study. The project is expected to be delivered using a design-build contract, and plan design is expected to begin in Spring of 2023. Construction is expected to begin in Summer of 2025 and last approximately one year.

Limits of Proposed Work:	US 24 at the intersection of CR-17D
Start (SLM):	33.8
End (SLM):	34.9
Total Work Length (Miles):	1.1

Roadway Character

Route Number: US00024

Functional Classification: Principal Arterial - Interstate (Rural)

Current Average Daily Traffic: 18540

Current Average Daily Traffic Year: 2025

Design Year Average Daily Traffic: 23560

Design Average Daily Traffic Year: 2045

Daily Hourly Volume: 2200

Truck %: 36

Setting: Rural

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	70	70
Legal Speed (MPH):	65	65
Number of Lanes:	4	4
Type of Lanes:	Through	Through
Pavement Width (ft):	24	24
Shoulder Width (ft):	10	10
Median Width (ft):	52	52



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng
Approved: 10/27/2022

Sidewalk Width (ft):	N/A	N/A
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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:

Anticipated impacts to traffic in the area include temporary closure of CR 17D. It is expected that a minimum of one lane of traffic in each direction on US 24 will be maintained at all times during construction. Access will be maintained to all adjacent properties at all times throughout construction.

Are there any Environmental Commitments?	No
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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

Right of Way and Utility Involvement

Number of parcels impacted by Permanent Right-of-Way:	20
Number of parcels impacted by Temporary Right-of-Way:	20
Approximate acreage of Permanent Right-of-Way needed:	22
Approximate acreage of Temporary Right-of-Way needed:	7.5
Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng
Approved: 10/27/2022

Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	No

Please explain why utility coordination has not been initiated and/or completed

Per the 2021 Feasibility Study, an underground CTV utility is present in the project area and impacts to this utility are assumed. All utilities located within the project area will be identified during the design phase of the project. Utility coordination will be conducted as required in ODOT's Utilities Manual - Procedures for Coordination Associated with Utility Relocations and Adjustments, which sets out ODOT's policies for treatment of utilities during project development.

Remarks:

The right-of-way (ROW) needs and property impacts were not definitively known at the time this document was prepared. As such, partial ROW takes were assumed for all properties within or abutting the preliminary construction limits shown on the preliminary plans in the 2021 Feasibility Study. Based on these preliminary plans, approximately 22 acres of permanent ROW and 7.5 acres of temporary ROW may be needed for the project.



Purpose & Need

Purpose & Need

Project History:

In 2014, ODOT began studying the safety of 17 at-grade intersections along 38 miles of US Route 24 (US 24) running east-west in Paulding and Defiance Counties within ODOT District 1 and Henry County within ODOT District 2. The County Road (CR) 17D intersection was included in that effort. At the CR 17D intersection, US 24 is a four-lane divided highway with left turn lanes and CR 17D is a two-lane roadway. The intersection is at-grade with stop-controlled approaches on CR 17D. US 24 has a posted speed limit of 65 MPH. Approximately 37% of the vehicles using US 24 at this location are trucks. A Safety Study was completed in 2015 to review crash data and intersection geometrics for the 17 at-grade intersections. A Long Term Access Study was then completed in 2016 to analyze the long-term access options based on factors including ODOT design standards, crash data, traffic volumes (and the impact of potentially rerouting traffic on local roads due to access changes), and maintaining access points. A Feasibility Study was completed in May 2021 and an Interchange Justification Study was completed in February 2022 for an 11-mile sub-section of the original study area, between State Route (SR) 281/Domersville Road and US 6/Woodlawn interchanges. The Feasibility Study and the Interchange Justification Study focused on eight of the at-grade intersections along US 24, including CR 17D.

- *A copy of the 2015 Safety Study, 2016 Long Term Access Study, and 2022 Interchange Justification Study are located in the Project File, under General/PDP.*
- *A copy of the 2021 Feasibility Study is located in the Project File, under Alternatives/Reports.*

Purpose Statement:

The purpose of the project is to improve safety at the intersection of US 24 and CR 17D.

Need Element(s):

The primary need of the project is to improve safety. Three years (2017 through 2019) of crash data was analyzed as part of the 2021 Feasibility Study. Eleven crashes were reported at the intersection, including seven angle-type crashes. Nine of the eleven (82%) were injury crashes. ODOT's Highway Safety Improvement Program (HSIP) provides data analysis support and funding for projects to improve severe crash locations or locations with the potential for severe crashes. The intersection of US 24 and CR 17D is ranked #7 statewide on ODOT's 2020 HSIP Priority Locations list.

Goals and Objectives:

N/A

Summary Statement:

The purpose of the project is to improve safety at the intersection of US 24 and CR 17D. ODOT conducted a Safety Study in 2015, a Long Term Access Study in 2016, a Feasibility Study in 2021, and an Interchange Justification Study in 2022 that included the CR 17D intersection with US 24. The intersection is ranked #7 statewide on ODOT's 2020 Highway Safety Improvement Program (HSIP) Priority Locations list. Eighty-two percent (82%) of the crashes reported for the intersection between 2017 and 2019 involved serious injury. The primary need of the project is to improve safety.

Logical Termini and Independent Utility:



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchnng

Approved: 10/27/2022

Logical termini are defined as the rational end points for the transportation undertaking and for the review of environmental impacts. The logical termini must consider the roadway improvements necessary to address safety concerns at the intersection of US 24 and CR 17D. In order to understand what modifications are needed, ODOT commissioned a Long Term Access Study in 2016, a Feasibility in 2021, and an Interchange Justification Study in 2022. The purpose of the Interchange Justification Study was to identify options to increase vehicle safety and define the long-term countermeasures to address the crashes in the corridor. Project termini have been established based on the potential alternatives studied in the Interchange Justification Study and are intended to facilitate the consideration of multiple alternatives. The logical termini for the project extend along US 24 from approximately 700 feet west of Banner School Road to approximately 2,500 feet east of CR 17D. The logical termini on CR 17D extend from approximately 1,100 feet north of US 24 to approximately 1,000 feet south of US 24.

While the studies associated with this project encompassed multiple intersections along US 24, improving safety at the intersection of US 24 and CR 17D does not depend on any other project to meet the established purpose and need. Therefore, the proposed action is independent of any other transportation improvement in the area and does not require or otherwise force the completion of any other highway improvement projects. As such, independent utility is established for this transportation improvement project.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative would maintain the existing at-grade intersection of US 24 with CR 17D. No interchange would be added and access in this area would remain the same. This alternative does not address the purpose and need for the project.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

10/19/2021

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Standard Diamond Interchange	This alternative would construct a bridge to carry CR 17D over US 24 and one-way diagonal ramps in each quadrant connecting US 24 traffic to stop controlled intersections with CR 17D.	N/A	Yes
Restricted Crossing U-Turn (RCUT) Intersections	RCUT intersections would redirect left-turn and through movements from CR 17D. Instead of allowing those movements to be made directly through the intersection, the RCUT intersection would require drivers to turn right onto US 24 and then make a U-turn maneuver at a one-way median opening.	Per the 2021 Feasibility Study, RCUTs would not eliminate the at-grade conflict points. Additionally, it would still be difficult for vehicles to find gaps in the US 24 traffic to complete the requisite turning maneuvers associated with a through or left turn movement.	No



Approved: 10/27/2022

Partial Cloverleaf (Par-Clo) Interchange	Similar to the Standard Diamond Interchange, but the Par-Clo would include a loop entrance ramp or exit ramp on any one quadrant.	Per the 2021 Feasibility Study, there are no specific site sensitive areas to avoid by using a Par-Clo rather than a Standard Diamond configuration. As such, the Par-Clo is not necessary. Additionally, the Par-Clo would create a speed differential at the ramp terminals, which is not ideal.	No
Roundabout Diamond (RAB Diamond) Interchange	Similar to the Standard Diamond Interchange, but with the addition of roundabouts at the intersections of the entrance and exit ramps from US 24 to CR 17D.	Per the 2021 Feasibility Study, while a roundabout diamond interchange would work as the traffic volumes are low, the additional expense of constructing roundabouts versus the stop controlled ramp intersections is unnecessary.	No

Discuss Reasons Alternative Identified as Preferred was selected:

The preferred alternative is the Standard Diamond Interchange. This alternative was selected as it eliminates the at-grade through movements with the most efficient and cost-effective design.



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	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	Yes
Design Year ADT is <140,000	No
Qualitative MSAT prepared	Yes
OES Concurrence Date	09/22/2022
OEPA Approval Date	09/27/2022

Remarks:

Based on the preliminary design completed as part of the 2021 Feasibility Study, there are potentially sensitive land uses within 500-feet of the anticipated construction limits. The purpose of this project is to improve safety by constructing a new interchange to remove the CR 17D at-grade crossing with US 24. No new through lanes will be added. This project will not result in changes in traffic volumes, vehicle mix, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Nor is this a project with substantial construction-related MSAT emissions that are likely to occur over an extended building period or a post-construction scenario where the NEPA analysis indicates potentially meaningful MSAT levels. In accordance with the FHWA Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (October 2016), this project would fall under the category of projects having low potential MSAT emissions and is not expected to be associated with meaningful differences in emissions for project alternatives. Because the project is a new interchange and the design year ADT is well below 140,000 design year ADT, ODOT-OES determined that the project meets the criteria for 'Low Potential MSAT Effects', in accordance with the FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents.

A Qualitative MSAT Analysis was completed by ODOT-OES and submitted to the Ohio EPA for review in an email dated September 22, 2022. On September 27, 2022, the Ohio EPA concurred that the project meets the criteria for 'Low Potential MSAT Effects' and Ohio EPA concurs with the findings of the qualitative MSAT analysis.

- A copy of the Qualitative MSAT report is included in the project file under Air/Reports/Qualitative MSAT Analysis.
- A copy of the email from Ohio EPA is included in the project file under Air/Coordination/OEPA Approval - Qualitative MSAT.

Particulate Matter 2.5 (PM2.5)

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

Henry County is not located in a PM2.5 non-attainment area. No PM2.5 analysis is required.

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 Yes

Remarks:

Henry County is not located in an Ozone non-attainment area. The project is listed on the Ohio 2021 - 2024 Statewide Transportation Improvement Program (STIP) Highway Project List with reference ID 110866: 21-24 STIP; therefore, ozone has been addressed.

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	Yes
ODOT Approval Date	10/13/2022
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	No
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	No
The proposed project adds an auxiliary lane(s)	No
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	No
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	No
All noise attenuation measures were considered and are consistent with existing policy	No
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:

Based on the preliminary design completed as part of the 2021 Feasibility Study, there are potentially sensitive land uses within 500-feet of the anticipated construction limits. A Noise Analysis Report was prepared by ODOT-OES, dated October 13, 2022. Based on the results of the Noise Analysis, no noise impacts were identified. No further noise analysis or consideration of noise abatement is required for this project, unless there are major design changes or new NSAs are identified.

- *The Noise Analysis Report can be found in the Project File under Noise/Reports/Noise Analysis.*
- *The noise approval email from ODOT-OES can be found in the Project File under Noise/Coordination/OES Approval - Noise Analysis.pdf.*

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 05/26/2022

Date of ESA Screening IOC from OES: 06/22/2022

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
RM-003 John Schroeder 'Ray's Garage'	N-113 County Rd 17D	No	Yes	Yes

Date of Phase 2 ESA IOC from OES: 01/01/1900

Remarks:

A Regulated Materials Review Screening was completed by Clune Consulting Services in May of 2022. On June 22, 2002, ODOT-OES determined that an RMR Investigation is warranted for RM-003, Ray's Garage, N-113 County Rd 17D because of its current and past use. However, the RMR Investigation should be conducted after it has been determined if the Property will be impacted by the project either through right-of-way take and/or deep excavation. Plan design is expected to begin in Spring of 2023.

- A copy of the RMR Screening is saved in the Project File under ESA/Reports/Regulated Materials Review Form.
- A copy of the decision email from OES is saved in the Project File under ESA/Project Information/OES Recommendations - Screening.

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



Cultural Resources

Cultural Properties Present

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

A search of the SHPO database was conducted by Clune Consulting Services on May 26, 2022.

- *A copy of the SHPO map is saved in the Project File under Cultural Resources/Project Information/Records Check.*

A Scoping Request Form was completed by Clune Consulting Services on May 26, 2022 and submitted to ODOT-OES.

- *A copy of the Scoping Request Form is saved in the Project File under Cultural Resources/Project Information/Section 106 Scoping Request Form.*

ODOT-OES conducted a field investigation of the proposed project area on June 21, 2022.

- *A copy of the Field Review Summary is saved in the Project File under Cultural Resources/Field Review Summary - Archaeology.*

ODOT-OES conducted a literature review of the proposed project area on August 30, 2022.

- *A copy of the Summary of History/Architecture Review is saved in the Project File under Cultural Resources/Memo To File - History Architecture.*

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: **09/08/2022**

Remarks:

On September 8, 2022, based on the results of the literature review and the results of the cultural resource reviews, ODOT-OES has determined that no further cultural resource investigations are warranted. In accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO (State Historic Preservation Office), and ACHP executed November 08, 2017 (Agreement No. 19319) and amended on July 11, 2019, ODOT-OES determined that 'no historic properties affected' is the appropriate finding for the subject undertaking. No comments or objections were received from SHPO within the 15 day review period.

- *Details of the Cultural Resources Determination 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:

Three tribes (Delaware Tribe of Oklahoma, Forest County Potawatomi Tribe, and Miami Tribe of Oklahoma) were contacted regarding the proposed project on September 2, 2022 and no objections were received in the 30 day comment period.

- *Copies of the Tribal responses are saved in the Project File under Cultural Resources/Coordination.*

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
HEN-US 24-0.43	Level 1	9/2/2022

Wetlands

Based on the results of the ESR(s), no wetlands were observed within the study area(s) for this Environmental Document.

Remarks:

No wetlands were identified within the project study area during the field investigation on April 28, 2022.

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.):
HEN-US 24-0.43	UNT 1 to Maumee River	No	WWH	General High Quality Water	1127
	UNT 2 to Maumee River	No	Ephemeral Stream (Class I)	General High Quality Water	50

Total impact length (ft.) to perennial streams: 1127

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

Total impact length (ft.) to ephemeral streams: 50

Remarks:

Clune Consulting Services completed an ecological field investigation on April 28, 2022. One perennial and one ephemeral stream were identified within the project study area. Based on the preliminary design completed as part of the 2021 Feasibility Study, there is the potential for impacts to both this perennial



and ephemeral stream for the construction of the new interchange ramps onto US 24.

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
HEN-US 24-0.43	Pond 1	Isolated	Constructed	Abandoned (Borrow Pit/Quarry)	0
	Pond 2	Isolated	Constructed	Aesthetics	0

Remarks:

Clune Consulting Services completed an ecological field investigation on April 28, 2022. Two ponds were identified within the project study area. No impact to either pond is anticipated, based on the preliminary design in the 2021 Feasibility Study.

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.):
HEN-US 24-0.43	Developed, High Intensity (DH) - Includes Highly Developed Areas Where People Reside or Work in High Numbers. Examples Include Apartment Complexes, Row Houses and Commercial/Industrial. Impervious Surfaces Account for 80 to100% of the Total Cover.	Extreme Disturbance/Ruderal Community (Dominated by Opportunistic Invaders or Native Highly Tolerant Taxa)	No	17.68	8.22



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng

Approved: 10/27/2022

	Developed Open Space - DS - (Mown Right-of-Way, Large-Lot Single-Family Housing Units, Parks, Golf Courses, and Vegetation Planted in Developed Settings for Recreation, Erosion control, or Aesthetic Purposes)	Extreme Disturbance/Ruderal Community (Dominated by Opportunistic Invaders or Native Highly Tolerant Taxa)	No	38.57	6.02
	Open Water - All Areas of Open Water, Generally with Less Than 25% Cover of Vegetation or Soil.	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	1.37	0.20
	Scrub/Shrub - SS - (True Shrubs, and Young Trees in an Early Successional Stage)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	0.81	12.86
	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	37.45	12.86
	Upland Forest - UF - (Uplands Dominated by Trees)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	1.34	0.54

Remarks:

No high quality or unique vegetation is located in the project area. The vegetative communities identified within the proposed project area demonstrate high to extreme disturbance levels due to previous roadway construction, mowing and other maintenance activities, and agriculture.

Threatened or Endangered Species / Federally Listed Species

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

ESR Name: HEN-US 24-0.43

Effect Determination: May Affect, Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

The project study area was investigated for the presence of suitable wooded habitat (SWH) for Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) using the 2016 Indiana Bat and Northern Long-eared Bat Programmatic Agreement/Programmatic Biological Opinion (PA/PBO) - Technical Guidance. The proposed project is located within the Western Management Unit. Based on field



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng

Approved: 10/27/2022

reconnaissance conducted by CCS personnel on 4/28/2022, 0.47 acre of SWH is located within the construction limits. Based on the construction limits, the proposed project is expected to impact 0.12 acres of SWH within 100' of the edge of pavement (EOP) and 0.35 acres of SWH outside 100' EOP and within 50' of a perennial stream. No potential maternity roost trees will be impacted outside 100' from edge of pavement. Part of the upland forest land cover within the construction limits was comprised of pine trees, and these are not included in the SWH area calculations. A review of the Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW), Natural Heritage Database (NHDB) Program, dated 3/22/2022, identified no bat capture location records within a 1-mile radius of the project study area. The USFWS bat buffer coordination, dated 2/22/2022, stated the project site is not located within a bat buffer. See the NHDB review letter and the USFWS bat buffer email response in Appendix 5.

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

ESR Name: HEN-US 24-0.43

Effect Determination: May Affect, Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

The project study area was investigated for the presence of suitable wooded habitat (SWH) for Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) using the 2016 Indiana Bat and Northern Long-eared Bat Programmatic Agreement/Programmatic Biological Opinion (PA/PBO) - Technical Guidance. The proposed project is located within the Western Management Unit. Based on field reconnaissance conducted by CCS personnel on 4/28/2022, 0.47 acre of SWH is located within the construction limits. Based on the construction limits, the proposed project is expected to impact 0.12 acres of SWH within 100' of the edge of pavement (EOP) and 0.35 acres of SWH outside 100' EOP and within 50' of a perennial stream. No potential maternity roost trees will be impacted outside 100' from edge of pavement. Part of the upland forest land cover within the construction limits was comprised of pine trees, and these are not included in the SWH area calculations. A review of the Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW), Natural Heritage Database (NHDB) Program, dated 3/22/2022, identified no bat capture location records within a 1-mile radius of the project study area. The USFWS bat buffer coordination, dated 2/22/2022, stated the project site is not located within a bat buffer. See the NHDB review letter and the USFWS bat buffer email response in Appendix 5.

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

ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area does not contain suitable open water or mature forest. No nests or eagles were observed during field reconnaissance. There is no suitable habitat for the bald eagle within the study area.

Species Common Name:	Species Scientific Name:	Listing Status:
Clubshell	<i>Pleurobema clava</i>	Endangered



ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area did not contain any streams with drainage areas greater than 5 miles, and did not contain any streams listed as Group 2 or 4 in the April 2022 OMSP. The study area does not contain suitable habitat for the clubshell.

Species Common Name:	Species Scientific Name:	Listing Status:
Copperbelly Water Snake	<i>Nerodia erythrogaster neglecta</i>	Threatened

ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area did not contain any lowland swamps, and the fragmented riparian corridors were low quality and surrounded by active farm fields. The study area does not contain suitable habitat for the copperbelly water snake.

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Riffleshell	<i>Epioblasma torulosa rangiana</i>	Endangered

ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area did not contain any streams with drainage areas greater than 5 miles, and did not contain any streams listed as Group 2 or 4 in the April 2022 OMSP. The study area does not contain suitable habitat for the northern riffleshell.

Species Common Name:	Species Scientific Name:	Listing Status:
Rayed Bean	<i>Villosa fabalis</i>	Endangered

ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area did not contain any streams with drainage areas greater than 5 miles, and did not contain any streams listed as Group 2 or 4 in the April 2022 OMSP. The study area does not contain suitable habitat for the rayed bean.



Species Common Name:	Species Scientific Name:	Listing Status:
White Cats Paw Pearly Mussel	Epioblasma obliquata perobliqua	Endangered

ESR Name: HEN-US 24-0.43

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

The study area did not contain any streams with drainage areas greater than 5 miles, and did not contain any streams listed as Group 2 or 4 in the April 2022 OMSP. The study area does not contain suitable habitat for the white catspaw pearlymussel.

Threatened or Endangered Species / State Listed Species:

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

ESR Name: HEN-US 24-0.43

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:

Based on field reconnaissance conducted by CCS personnel on 4/28/2022, approximately 0.47 acres of wooded habitat is located within the construction limits. The area contained habitat for summer roosting and foraging, but no suitable winter hibernaculum areas were found. This project should have no impact on this species if trees are cleared between October 1-March 31 when the species would not be present. A review of the Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW), Natural Heritage Database (NHDB) Program, dated 3/22/2022, did not identify any records for this species within a 1-mile radius of the project study area. See the NHDB review letter in Appendix 5.

Species Common Name: tricolor bat

Species Scientific Name: Perimyotis subflavus

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:

Based on field reconnaissance conducted by CCS personnel on 4/28/2022, approximately 0.47 acres of wooded habitat is located within the construction limits. The area contained habitat for summer roosting and foraging, but no suitable winter hibernaculum areas were found. This project should have no impact on this species if trees are cleared between October 1-March 31 when the species would not be present. A review of the Ohio Department of



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng

Approved: 10/27/2022

Natural Resources (ODNR) Division of Wildlife (DOW), Natural Heritage Database (NHDB) Program, dated 3/22/2022, did not identify any records for this species within a 1-mile radius of the project study area. See the NHDB review letter in Appendix 5.

Species Common Name: Blanding's turtle

Species Scientific Name: *Emydoidea blandingii*

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: spotted turtle

Species Scientific Name: *Clemmys guttata*

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: Kirtland's snake

Species Scientific Name: *Clonophis kirtlandii*

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 hudsonius*

Listing Status: Endangered

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

Effect Determination: Yes



Approved: 10/27/2022

Discussion Including impacts to Suitable Habitat:

The study area contains low quality wintering habitat for the northern harrier, but no breeding habitat. Due to the low quality, non-reproductive habitat and the species high mobility, this project should have no impact on the northern harrier.

Remarks:

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.

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
HEN-US 24-0.43	ODNR	7/5/2022	07/22/2022	Yes
	OEPA	7/5/2022	08/19/2022	No
	USACE	7/5/2022	09/19/2022	No
	USFWS	6/27/2022	07/11/2022	Yes

Additional Coordination Considerations:

Are other ecological coordination requirements applicable? No

Remarks:

Coordination with USFWS: On June 27, 2022, the ODOT-OES Ecological Staff initiated coordination with the USFWS using the formal consultation form for Tier II bat consultation. On July 11, 2022, the USFWS concurred with ODOT's determination that the project may adversely affect federally listed bat species, but will have no effect on any other federally listed species or proposed or designated critical habitat. The Service reviewed the effects of the proposed Project, which includes ODOT's commitment to implement the avoidance, minimization, and compensation measures as described for tiered formal Consultation Category (CC) 3-b projects in the PBO. These measures include the implementation of: Avoidance Measure A-1, which will avoid and/or minimize impacts to summer roosting bats by clearing SWH only between October 1 and March 31; and Conservation Measure CM-1a, which will offset the acreage of SWH to be removed in the Western Management Unit, as follows: 0.12 acres of SWH will be removed during the bats' inactive winter season within 100 feet from the edge of pavement (EOP), for which impacts are expected to be insignificant or discountable; this acreage will not be replaced; and 0.35 acres of SWH will be removed during the bats' inactive winter season between 100 and 300 feet from the EOP, and at least one



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchnng
Approved: 10/27/2022

of the thresholds defined within the PBO, and listed on its associated flowchart, will be exceeded; this acreage will be replaced at a ratio of 1.75:1. Therefore, 0.613 acres of credits will be subtracted from the acreage credit available at the Sunday Creek Coal Company 2 Bat Conservation Area. Based on the above avoidance, minimization, and compensation measures, the USFWS confirmed the proposed Project's effects are consistent with those analyzed in the PBO and determined that projects that are consistent with the conservation measures and scope of the program analyzed in the PBO are not likely to jeopardize the continued existence of the Indiana bat and/or NLEB. Coordination with ODNR: The project is non-notifying to ODNR per the Ecological MOA. However, coordination was initiated on July 5, 2022. In comments provided on July 22, 2022, ODNR Division of Wildlife recommended that tree cutting only occur from October 1 through March 31 to avoid impacts to bats. The project is not expected to impact any other state listed species or their habitat. Coordination with Ohio EPA and USACE: On July 5, 2022, the ODOT-OES Ecological Staff initiated coordination with the Ohio EPA and USACE. No comments were received from either of these agencies. Copies of all ecological related coordination is saved in the Project File under Ecological/Coordination.

Are there any environmental commitments? Yes



Other Resources

Farmlands

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	No
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
Completion of the Farmland Conversion Impact Rating (FCIR) Form and subsequent coordination with OES and the Natural Resource Conservation Service (NRCS) is required to determine if land to be acquired is subject to the FPPA.	
OES Concurrence Date	06/09/2022
NRCS Approval Date	06/10/2022
Land being used for the proposed project is part of an Agricultural District	Yes
The proposed project will appropriate more than 10 acres or 10 % of an individual property that is currently used in production in an Agricultural District	Yes
OES Concurrence Date	06/09/2022
Ohio Department of Agriculture Approval Date	06/10/2022
FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.	
Remarks:	



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng

Approved: 10/27/2022

The locations and amount of right-of-way (ROW) takes were unknown at the time this document was prepared. As such, permanent ROW takes are assumed for all properties within or abutting the preliminary construction limits. The anticipated amount of ROW needed exceeds established criteria 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, 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 project scored 146 points out of a possible total score of 260 points, on the FCIR Form. 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.

Two of the properties within the preliminary construction limits are within an Agricultural District, per the Henry County Auditor. Parcel 7300760000 is a 22.75-acre agricultural parcel; it is anticipated that 36% of the parcel may be needed for permanent right-of way. Parcel 73000740000 is a 34.58-acre agricultural parcel; it is anticipated that 20% of the parcel may be needed for permanent right-of way.

- *A copy of the NRCS Approval can be found in the Project File under Other Resources/Farmlands/NRCS Approval.*

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	Yes	Yes

Specify Source Water Protection Area

Wellhead Protection Area: **No**

Emergency Management Zone: **No**

Bellevue Castalia Karst Plain: **No**

Lake Erie: **No**

Ohio River: **No**

Other: **Yes**

Please describe what your selection of 'Other' above refers to.



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchn

Approved: 10/27/2022

The Ohio EPA Drinking Water Source Protection Areas online mapping system was consulted regarding the location of known public water systems, water source protection areas, or other drinking water resources within or adjacent to the proposed project area. The project is located within the Inland Surface Water Corridor Management Zone for the Napoleon City (OH3500811) Community System and the Campbell Soup Supply Co (OH3531411) Nontransient Noncommunity System. The project area is also within the Inland Surface Water Source Water Area Watershed for the Bowling Green City (OH8700311) Community System, the Napoleon City (OH3500811) Community System, and the Campbell Soup Supply Co (OH3531411) Nontransient Noncommunity System.

- *The Ohio EPA Drinking and Ground Water maps can be found in the Project File under Other Resources/Drinking Water/Water Source Protection Area Map.*

Coordination with the Local Public Water Administrator is required

No

Present:

Impacted:

Residential Wells are present	Yes	Yes
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Remarks:

Based on a review of ODNR Water Well mapping, there is potentially one residential well located within the anticipated construction limits proposed in the preliminary design completed as part of the 2021 Feasibility Study. A second potential well was identified through public involvement, located near the proposed exit ramp for eastbound US 24.

Following development of detailed design plans, appropriate coordination will be completed should residential wells be impacted by the project.

- *ODNR Water Well mapping can be found in the Project File under Other Resources/Drinking Water/Water Well Map.*

Are there any environmental commitments? Yes



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:

Based on a review of aerial and project-specific mapping, and the field investigation, it was determined that no publicly owned parks, recreation areas, wildlife and waterfowl refuges, or public or privately owned historic sites exist within and/or adjacent to the proposed project area. No additional Section 4(f) coordination is required.

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 a review of the Land and Water Conservation Fund (LWCF) listing of projects in Henry and Defiance Counties, no Section 6(f) properties were identified within and/or adjacent to the proposed project area. No additional Section 6(f) coordination is required.

- *Maps showing the locations of LWCF properties in Henry and Defiance Counties are saved in the Project File under Section 6(f)\Project Information\LWCF Grant Listings.*

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 project is listed on the Statewide Transportation Improvement Program (STIP) and the Henry County Commissioners are a sponsoring agency. The project is therefore consistent with regional and local transportation plans, development patterns, and current/planned land uses.

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. The project will maintain a safe route of travel for motorists. No concerns regarding adverse impacts to community cohesion were identified during public involvement activities.

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

Remarks:

The proposed project will provide a new interchange to provide access from CR 17D to US 24, and remove the existing at-grade intersection which is a documented safety concern. The project will not add any through lanes, will not restrict access to US 24 or CR 17D, and is not anticipated to change the existing vehicle mix or increase the amount of traffic using the intersection. Therefore, the transportation project is not expected to result in indirect or cumulative impacts.

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 project will provide a new interchange that will provide access to/from CR 17D to US 24. The existing at-grade intersection, which has documented safety concerns, will be removed. The project will not permanently restrict access to US 24 or CR 17D. Construction of the project will not permanently impact routes of transit for public services. Therefore, the proposed project will not result in negative impacts to health and educational facilities, public utilities, fire, police, emergency, religious institutions, public transportation, or pedestrian and bicycle facilities.

A minimum of one lane of traffic in each direction on US 24 will be maintained at all times during construction. CR 17D will be closed temporarily for construction and a detour will be provided. This detour may temporarily increase travel times for emergency service providers and school transportation services. These entities were included in the public involvement process. No comments related to emergency or public services were received for the project.

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

Remarks:

The project will require permanent right-of-way acquisition from multiple properties. However, there are not anticipated to be



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchn
Approved: 10/27/2022

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
390690002002	8	9	28	0
390399581001	19	11	24	0

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

Are there any 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 other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Remarks:

The project will improve safety by replacing the at-grade intersection of US 24 and CR 17D with a new, diamond interchange. The project will not permanently change access or require any relocations. 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.

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 Involvement Plan was developed by TranSystems for the larger US 24 corridor Feasibility Study project (PID 110866) which included the safety improvements at the US 24/CR17D Interchange (PID 117712). A virtual Public Involvement Meeting was held to discuss the results of the Feasibility Study on July 21, 2021, during which the preliminary concept for the US 24/CR 17D interchange was discussed. Copies of all public involvement materials associated with the Feasibility Study are located in the Project File under PID 110866.

A Public Engagement Plan summarizing the public involvement activities specifically for the US 24/CR 17D interchange improvements (PID 117712) was prepared by ODOT District 2. In addition, a Virtual Open House was conducted for this project. A total of 243 invitations to the Virtual Open House were mailed on September 19, 2022, to residents and property owners within the project area, as well as to stakeholders, school districts, emergency service providers, and public service providers. The invitations included a map of the project area and a project fact sheet, as well as a link to the ODOT public information webpage where the Feasibility Study and Interchange Justification Study were available for download. Interested parties were asked to provide comments either through a link on the web page, direct mail, email, or phone. Five invitation letters were also sent to four nearby businesses and one church that included a flyer advertising the Open House asking each to inform employees, congregation, visitors, and customers of the project and the Virtual Open House. The project was also posted on ODOT District 2's social media accounts and a news release was issued.

- *Copies of all Public Involvement materials, including Public Engagement Plan, invitation letters, flyer, and mailing lists are included 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.



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchng

Approved: 10/27/2022

Public Involvement responses received following the virtual Public Involvement Meeting in July of 2021 for the larger corridor Feasibility Study are available under PID 110866. Nine (9) comments were received following the virtual Open House public involvement for the CR 17D interchange. Five (5) of the nine (9) comments were supportive of the project and one (1) comment opposed the project.

Comments were responded to by members of the project team individually as they were received. The comments and responses are summarized below:

Comment	Response
Comment regarding the choice of CR 17D for the interchange location rather than CR 19.	Directed the commenter to the Feasibility Study, which indicates that CR 17D is the preferred location for the interchange.
Comment requested that the width of the overpass be designed to accommodate large farm equipment.	Concerns regarding the width of the overpass will be considered during plan development.
Comment regarding right-of way acquisition.	Should it be necessary for the project to affect your property, an ODOT Right-of-Way representative will contact you.
Comments/questions regarding other locations within the larger corridor study area.	Comments were referred to District 1 for concerns regarding locations in Defiance and Paulding Counties. Crash data was provided to a comment regarding the closure of TR-16 at US 24.
Comment regarding other County roadways.	Questions regarding other County roadways will need to be addressed by the County Engineer.
Comment regarding potential water well impact.	Should it be necessary for the project to affect your property, an ODOT Right-of-Way representative will contact you. If the project requires removal of a well, the appraisal will address that and an amount will be included in the acquisition offer to compensate for the loss. Generally, a new well can be drilled on the remaining property.

Based on the comments received, there is no substantial environmental controversy on environmental grounds.

- *A file containing all comments and responses is included in the Project File under Public Involvement/Project Information/Public Comments Received and Responses.*

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:	No
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:

Based on the preliminary design completed as part of the 2021 Feasibility Study, there is potential for impacts to one perennial stream and one ephemeral stream within the project area. Following development of design plans, a Waterway Permit Determination will be submitted to the OES Waterway Permits Unit. The appropriate waterway permit will be obtained prior to construction.

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:



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchn
Approved: 10/27/2022

The proposed project requires a National Pollutant Discharge Elimination System (NPDES) permit. A Notice of Intent (NOI) will be submitted to the Ohio EPA prior to construction. In accordance with ODOT Supplemental Specification 832, a Storm Water Pollution Prevention Plan (SWPPP) will be developed by the contractor and a NPDES permit will be finalized/acquired by the contractor prior starting any earth disturbing construction activities.

Are there any environmental commitments? No

Floodplains

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

Remarks:

The project is not located within a flood hazard area. No floodplain coordination is required.

- *A copy of the FEMA Flood Insurance Rate Map (FIRM) has been uploaded to the Project File under Permits/Floodplains/FEMA FIRM.*

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on the field review and the Regulated Materials Review, no landfills were identified or are known to exist within and/or adjacent to the proposed project area. Therefore, an OEPA 2713 Permit is not required.

- *A copy of the RMR Screening is included in the Project File under ESA/Reports/Regulated Materials Review Form.*

Are there any environmental commitments? No



Environmental Commitments

ESA

- 1) ODOT District 2 will perform an RMR Investigation for RM-003, Ray's Garage, N-113 County Rd 17D once it has been determined if there will be deep excavation (>6') or right-of-way needed from this parcel.

Ecological

- 1) The following note shall be added to the plans: Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat and the 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.
- 2) Following completion of a preliminary determination, any necessary stream or wetland mitigation for this project will be made in accordance with current Clean Water Act requirements as regulated by the US Army Corps of Engineers and Ohio EPA.
- 3) Per Conservation Measure CM-1a, which will offset the acreage of SWH to be removed in the Western Management Unit, 0.613 acres of credits will be subtracted from the acreage credit available at the Sunday Creek Coal Company 2 Bat Conservation Area.

Other Resources - Drinking Water

- 1) ODOT District 2 will perform appropriate coordination regarding potential water well impacts following development of design plans.
- 2) The following plan note will be added to the design plans: This project is located within a Drinking Water Protection Area. Use proper containment and diking in refueling areas. Do not store fuels, toxic/hazardous materials, and chemicals near drainage ways, ditches, or streams. Maintain a spill kit on-site throughout construction activities. Immediately mitigate any event, such as a spill of fuels, oils, or chemicals that could threaten to contaminate the drinking water supply. Report all spills or events to the Napoleon Water Treatment Plant at 419-592-8811. If the spill is a reportable amount (per Ohio EPA's Release Reporting Requirements), contact the Napoleon Fire Department at (419) 592-0441 or the Ohio EPA's Spills Hotline 1-800-282-9378 for clean-up of the spill.

Permits - Waterway Permits

- 1) ODOT District 2 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 noted under Special Provisions in the plans and adhered to during construction.



Environmental Document Level: D1
PID 117712 HEN US 24 0.43 CR-17D Interchn
Approved: 10/27/2022

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Golnick (PROGRAM ADMIN 3)	10/27/2022



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

District Acceptance - Purpose and Need.pdf

Air

OEPA Approval - Qualitative MSAT.pdf

Noise

Project Related OES Decision - Noise.pdf

ESA

OES Recommendations - Screening.pdf

Cultural Resources

Records Check.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Comments - Miami Tribe.pdf

Tribal Consultation

Tribal Response - Forest County Potawatomi.pdf

Tribal Response - Seneca Nation.pdf

Ecological

Coordination with OEPA.pdf

Coordination with USACE.pdf

Coordination with USFWS.pdf

ODNR Comments

ODNR Scenic River MOA Conditions

ODOT Disposition of Agency Comments.pdf

OEPA Comments.pdf

USACE Comments



USFWS formal consultation letter.pdf

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

FCIR Form.pdf

NRCS Approval.pdf

Site Specific Resource Mapping.pdf

Sole Source Aquifer Mapping.pdf

Water Source Protection Area Map.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Open House Invite Letter.pdf

Press Release.pdf

Project Fact Sheet.pdf

Public Comment Form.pdf

Public Comments Received and Responses.pdf

Public Involvement Plan.pdf

Public Notification Mailing List.pdf

Stakeholder Contact List.pdf

Virtual Open House Flyer Letter.pdf

Virtual Open House Flyer Locations.pdf

Virtual Open House Flyer.pdf

Permits

FEMA FIRM.pdf