



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

HEN SR 34 0.85 Roundabout PID 118189

Environmental Document Level: D1

Approved: 2/12/2025

Prepared By: District 2

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Project Type

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



General Project Information

Project, Cost Schedule and Work Limits

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PID: 118189
Project Name: HEN SR 34 0.85 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	118189: 24-27 STIP
CO	118189: 24-27 STIP
DD	

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

Project Description:

The Ohio Department of Transportation is currently proposing to construct a single-lane roundabout at State Route 34 and County Road 24 in Ridgeville Township, Henry County to improve safety. Permanent right of way is required from three agricultural properties and one residential property. This project does not include impacts to any waterways or floodplains, therefore no US Army Corps of Engineers or floodplain permits are required. There will be no impacts to any ecologically significant resources. ODOT-OES determined no historic properties will be affected by the proposed project. No NRHP-qualified structures or properties are located in the APE and no further research is recommended. Construction is expected to begin in the summer of 2026 and last approximately 120 days. During construction, one lane of traffic will be maintained at all times with the exception of a 90-day detour required. All impacted property owners, public safety agencies, and schools have been notified of the closure.

This document was approved based on Stage 2 Plans.

Limits of Proposed Work: Intersection of SR-34 and CR-24 in Henry County

Start (SLM): 0.85
End (SLM): 1.03
Total Work Length (Miles): 0.18

Roadway Character

Route Number: SR00034



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Functional Classification: Major Collector (Rural)
Current Average Daily Traffic: 3500
Current Average Daily Traffic Year: 2023
Design Year Average Daily Traffic: 3700
Design Average Daily Traffic Year: 2047
Daily Hourly Volume: 600
Truck %: 59
Setting: Rural
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	55	55
Legal Speed (MPH):	55	55
Number of Lanes:	2	2
Type of Lanes:	through	though
Pavement Width (ft):	32	32
Shoulder Width (ft):	4	4
Median Width (ft):	0	0
Sidewalk Width (ft):	0	0

Route Number: CR00024

Functional Classification: Major Collector (Rural)
Current Average Daily Traffic: 1300
Current Average Daily Traffic Year: 2023
Design Year Average Daily Traffic: 2100
Design Average Daily Traffic Year: 2047
Daily Hourly Volume: 300
Truck %: 61
Setting: Rural
Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	55	55
Legal Speed (MPH):	55	55
Number of Lanes:	2	2



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Type of Lanes:	through	through
Pavement Width (ft):	28	36
Shoulder Width (ft):	4	8
Median Width (ft):	0	0
Sidewalk Width (ft):	0	0

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 No

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

The proposed MOT substantially impacts sensitive environmental resources No

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:

Construction is currently scheduled to begin in the spring of 2026. During construction, a detour of approximately 90 days will be necessary. Access to all adjacent properties will be maintained at all times during construction. EMS entities were included in the public involvement process. No comments related to emergency or public services were received for the project.

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) No

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 5

Number of parcels impacted by Temporary Right-of-Way: 5

Approximate acreage of Permanent Right-of-Way needed: 2.4

Approximate acreage of Temporary Right-of-Way needed: 1.1



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

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area No

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

Remarks:

Utility coordination was initiated on 8/1/24 with all impacted utilities. All utilities listed on the project plans or identified during construction will be relocated or adjusted by the owner of the utility. All utility work shall be coordinated between the contractor and the utility owners in such a way as to avoid and/or minimize any inconvenience to potentially affected customers. All utility work not included in this contract shall be performed by the affected utility owner or its contractor and will be compliant with ODOT roadway design standards. Utility coordination will be ongoing throughout construction of the project.



Purpose & Need

Purpose & Need

Project History:

The intersection is located in Ridgeville Township in Henry County. The intersection is a two way stop controlled intersection and is skewed approximately 20 degrees. County Road 24 is stop controlled and US Route 20 has free-flowing traffic. None of the legs of the intersection have a dedicated left turn lane. County Road 24 approaches have dual intersection ahead signs and dual stop ahead signs followed by dual stop signs at the intersection. All approaches have a speed limit of 55 mph. This intersection is located in a rural area surrounded by farmland, so farm vehicles occasionally travel through the intersection.

District 2 has been studying the intersection of State Route 34 and County Road 24 for several years. Mott MacDonald (contracted by ODOT District 2) reviewed the sight distance at the intersection in September 2021. These components, along with a traffic analysis, are included in a Safety Study that was completed for the intersection in September 2021 to evaluate the existing safety conditions and to identify potential countermeasures.

- *A copy of the Safety Study can be found in the Project File under General/PDP/Safety Study.*

Purpose Statement:

The purpose of the project is to improve safety at the intersection of State Route 34 and County Road 24.

Need Element(s):



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A primary need for the project is safety. Crash data from 2016-2020 were analyzed as part of the 2022 Safety Study. Over the 5-year period, there were a total of 18 crashes at the intersection of State Route 34 and County Road 24. Of these crashes, 79% occurred on dry pavement and 81% occurred during daylight hours. Eight (72%) of the crashes were angle type crashes and nine (77%) of the crashes involved injury. There was one fatality at this intersection after the 5-year study period had passed. The primary contributing factor (94%) was failure to yield. A comparison of crash type percentages to the 2010-2014 statewide average for similar roadways reveals that this intersection exceeds the statewide average by a wide margin.

Crash type	Number of crashes	Percent of crashes	Statewide average
Injury crashes	13	72%	26%
Angle crashes	14	77%	16%

"Cross Traffic Does Not Stop" signs and porkchop island pavement markings were installed on County Road 24 in April 2017 to help with site distance and warning stopping traffic that they must yield to traffic on State Route 34. However, crash data for the 2018-2020 period do not indicate a reduction in crashes following the addition of these counter measures.

Year	Number of crashes
2016	4
2017	5
2018	1
2019	2
2020	4

Possible safety concerns identified as part of the 2022 Safety Study include:

- Motorists on County Road 24 accept insufficient gaps to cross or enter the traffic flow on State Route 34. As drivers fail to find sufficient gaps, they become impatient and perform unsafe turning/crossing maneuvers, causing angle crashes.
- Driver distraction and driver inattention.

There are no secondary need elements associated with this project.

Goals and Objectives:

N/A

Summary Statement:

The purpose of the project is to improve safety at the intersection of State Route 34 and County Road 24. The existing intersection experiences injury and angle crash rates higher than the state average. A 2022 Safety Study concluded that motorists on County Road 24 accept insufficient gaps to cross or enter the traffic flow on State Route 34.

Logical Termini and Independent Utility:

Logical termini are defined as the rational end points for the transportation undertaking and for the review of environmental impacts. The logical termini must facilitate the consideration of multiple alternatives to address the safety concerns at the intersection. Based on the potential countermeasures considered as part of the 2022 Safety Study, the logical termini for the project extend approximately 700' east and west of State Route 34 on County Road 24, and approximately 350' north and south of County Road 24 on State Route 34.

This proposed transportation project can be constructed without relying on other projects to be constructed within or adjacent to the project area. It does not depend on any other transportation projects to meet the established Purpose and Need. Independent utility is established.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative includes no work. This alternative would not address the safety deficiencies at the intersection of State Route 34 and County Road 24. The No Build Alternative does not meet the project's Purpose & Need.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
No Build	No Work	Does Not Meet P&N	No
Roundabout	Includes constructing a roundabout at the intersection of State Route 34 and County Road 24	Was not dismissed	Yes

Discuss Reasons Alternative Identified as Preferred was selected:

The No Build alternative does not meet the purpose and need. The existing intersection experiences injury and angle crash rates higher than the state average. A 2022 Safety Study concluded that motorists on County Road 24 accept insufficient gaps to cross or enter the traffic flow on State Route 34. The Roundabout alternative was chosen as it meets the purpose and need of the project.



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	No
Design Year ADT is <140,000	No

Remarks:

This project does not add capacity, a new interchange, or a new road on new alignment. Hence, this project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

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:

Fulton County is not in a PM 2.5 non-attainment or maintenance area, therefore, a PM 2.5 analysis is not 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	Yes
The proposed project is listed on the TIP	Yes

Remarks:

Henry County is in an Ozone maintenance area based on the 1997 Standard. However, the project is listed on the Statewide Transportation Improvement Program (STIP), which is subject to regional conformity standards. Therefore, Ozone is addressed.

- A copy of the STIP has been uploaded to the Project File under General / Project Information / STIP Listing.

Greenhouse Gas



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A Quantitative Greenhouse Gas (GHG) Analysis is required

No

Remarks:

The proposed project involves transforming the current minor road stop controlled intersection into a single lane roundabout and will not result in meaningful changes to traffic volumes, vehicle mix, location of the existing facility, or other factors that would cause an increase in vehicle emissions relative to the no-build alternative. A quantitative greenhouse gas analysis is not required.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

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

Remarks:

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) therefore 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: Yes

Date when It was completed: 11/14/2024

Date of RMR Screening IOC from OES: 02/05/2025

Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES? No

Remarks:

A Regulated Materials Review Screening was prepared by District 2 on 12/4/24. On 12/20/2024, District 2 staff determined that no further environmental site assessment or special material management are warranted for this project.

- A copy of the RMR Screening has been uploaded to the Project File under ESA / Reports / Regulated Materials Review Form.
- A copy of the Project Related District Decision has been uploaded to the Project File under ESA / Project Information / District Approval- Screening.

Landfills

Is a Rule 513 Authorization required? No

Remarks:

Based on a review of the ORPS database as part of the RMR screening, the project is not located within or adjacent to any landfills or hazardous waste storage facilities.

- A copy of the ORPS database has been uploaded to the Project File under RMR/Project Information/Environmental Database Search Results

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)? No



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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 email was prepared by District Environmental Staff and submitted on May 3, 2024. The request for review included a review of electronic data from Ohio's State Historic Preservation Office (OSHP) 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). No previously recorded resources were identified in the project area.

A review of OSHP data and online mapping concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). OES records found in the "PID 96813 -- Scanned CR Field Notes file" (dated 5/25/2016) suggest the surrounding study area has been previously surveyed with negative results for cultural resources. These ODOT notes relate to the CR 24 widening on the west side of Archbold, Ohio to convert it to a state highway facility. The project was never constructed. In conclusion, there is no evident that cultural resource impacts will occur. Modernization of roadway and projects where the proposed right-of-way measuring less than a full travel lane are project types exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), as long as the project is not within the boundaries of any historic property or N. R. district.

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/OSHP Concurrence Date: 05/07/2024

Remarks:

In accordance with 36 CFR 800.4(d)(1) and the Section 106 Programmatic Agreement (Agreement No. 19319), ODOT-OES determined no historic properties will be affected by the proposed project. No NRHP-qualified structures or properties are located in the APE and no further research is recommended.

- Details of the Cultural Resources Determination can be found in the Cultural Resources Tab under Cultural Resource Coordination.

What is the Section 106 effect determination in the OES Transmittal? Minimal Potential to Cause Effect Appendix B

Documentation Date

Participating

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation



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Tribal Consultation Summary/Remarks:

Tribal coordination was conducted on May 8, 2024 with the Miami Tribe of Oklahoma. Miami Tribe offers no objection to the project. See the Tribal Comments-Miami Tribe correspondence, dated May 14, 2024, with its comments on the project in the Project File/Cultural Resources/Coordination subsection.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
HEN SR 34 0.85	Ecologically Exempt	11/14/2024

Based on a consideration and ecological review, the project does not have the potential to impact ecological resources regulated under the under Sections 404 or 401 of the Clean Water Act, Section 7 of the Endangered Species Act, or the Fish and Wildlife Coordination Act, and should not result in any activities that violate ORC Chapters 1518 and 1531, or Section 1533.324. This project is considered Ecologically Exempt under the Ecological MOA(Agreement 19394).



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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	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	01/16/2025
NRCS Approval Date	01/16/2025
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:

The proposed project will acquire approximately 2.403 acres of permanent right-of-way and 1.057 acres of temporary right-of-way. The amount of right-of-way 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 site assessment completed for the proposed project totaled 168 points out of a possible total score of 260 points. The Natural Resource Conservation Service (NRCS) determined proposed impacts are not considered significant and do not require mitigation. No further coordination is required and the proposed project is in accordance with the Farmland Policy Protection Act (FPPA) of 1981 and the implementing regulations at 7 CFR 658.

Are there any environmental commitments?	No
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Drinking Water



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The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer

No

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

Coordination with the Local Public Water Administrator is required

No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The Ohio EPA 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 not located within a drinking water source protection area or within a federally-designated sole source aquifer.

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.pdf.

Based on review of ODNR's Division of Geological Survey Water Wells Map, an inactive water well is located at the residence north of the intersection. After further investigation, it was determined that the well will not be impacted by this project. The ODNR Water Well mapping can be found in the Project File under Other Resources/Drinking Water/Water Well Map.pdf.

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:

Based on a review of aerial maps and the field investigation, no publicly owned parks, recreation areas, wildlife and waterfowl refuges, or public or privately owned historic sites were identified within and/or adjacent to the proposed project area. No additional 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 review of the Trust for Public Land's Land and Water Conservation Fund (LWCF) project mapping, no Section 6(f) properties were identified within or adjacent to the proposed project area. No additional coordination is required.

A map showing local LWCF past project listings has been uploaded to the Project File under Section 6(f) / Project Information / LWCF Grant Listing.

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 in the Regional Transportation Improvement Program (TIP) and is therefore consistent with regional transportation plans. The actions of the proposed project are expected to align with local and regional 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 going through the US 20A and Strayer Road intersection. 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 involves the improvement of the State Route 34 and County Road 24 intersection in order to maintain a safe route of travel for vehicular users. The project will not change vehicle mix, traffic volumes, or access in the project area. Given the scope of work, there are no reasonably foreseeable indirect or cumulative impacts anticipated.

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 project will not permanently restrict access to the State Route 34 and County Road 24 intersection. 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.

Construction is currently scheduled to begin in the summer of 2027. During construction, a detour of approximately 90 days will be necessary. Access to all adjacent properties will be maintained at all times during construction. EMS 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 not displace any residents, businesses institutions or farms.

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:



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No concerns regarding adverse impacts to Underrepresented Populations were identified during public involvement activities.

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 Process.

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)

Letters describing the project and maintenance of traffic impacts were sent out to impacted residents, property owners, public safety agencies, and schools on November 14, 2024.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

No comments from the public or EMS/Schools/Police/Fire were made for this project.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? No

ODNR

Shore Structure Permit : No

Remarks:

Based on the Eco Exempt Form, no jurisdictional waterway features are located within the project area, therefore, no waterway permits will be required for the proposed project.

Are there any environmental commitments? No

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

As the earth disturbed area is greater than 1 acre, an NPDES permit will need to be obtained for this project. ODOT will submit a Notice of Intent (NOI) to the OEPA requesting coverage under a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The contractor will be responsible for developing a Storm Water Pollution Prevention Plan (SWPPP) and obtaining co-permittee coverage under the NPDES General Construction permit issued by OEPA to ODOT, prior to the start of construction.

Are there any environmental commitments? No

Floodplains

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

Remarks:

Based on review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39095C0229E (effective 8/16/2011), the project is located within Zone X (unshaded). No additional coordination or permits are expected for the proposed project. The floodplain map can be found in the project file under the in the Project File under Permits/Floodplain/FEMA FIRM Map.pdf.

Are there any environmental commitments? No



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Environmental Commitments



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Preparers and Approvals

Form Preparer

District 2
Contact: Allie Baker
419-373-
Allie.Baker@dot.ohio.gov

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Meek (PROGRAM ADMIN 3)	2/12/2025



Appendix

General

Aerial Map.pdf
Correspondence Related to Utility Coordination.pdf
Correspondence with Emergency and Public Services.pdf
County Map.pdf
Right of Way Plan Sheets.pdf
USGS Quadrangle Topographical Map.pdf

Purpose and Need

District Acceptance - Purpose and Need.pdf

RMR

District Approval - Screening.pdf
Environmental Database Search Results.pdf
Regulated Materials Review Form.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B
Records Check.docx
Tribal Comments - Miami Tribe.pdf

Ecological

ODNR Scenic River MOA Conditions

Other Resources

FCIR Form.pdf
Sole Source Aquifer Mapping.pdf

Public Involvement

District Approval - Public Involvement Plan.pdf
Property Owner Notification Letter.pdf
Public Involvement Plan.pdf
Public Notification Mailing List.pdf

Permits

FEMA FIRM.pdf