



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **WOO US 20 2.55 Interchange PID 117678** **Environmental Document Level: D1**

Approved: 7/1/2025

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

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Project Type

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

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

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

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PID: 117678
Project Name: WOO US 20 2.55 Interchange
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	117678: 24-27 STIP
CO	117678: 24-27 STIP
DD	117678: 24-27 STIP

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

Project Description:

The Ohio Department of Transportation proposes to construct a diverging diamond interchange at I-75 and US-20 in Perrysburg Township, Wood County. The project includes the construction of a roundabout at the US-20 and South Boundary Street intersection and shared-use paths on the north and south sides of US-20 from South Boundary Street to Crossroads Parkway. Additional work includes asphalt and concrete pavement, drainage, traffic control, signals, and lighting.

New right-of-way is proposed and includes one building acquisition (10796 Fremont Pike). Additional permanent and temporary right of way will be required. Required permanent right of way includes 18 parcels with a total of 7.06 acres and temporary right of way includes 23 parcels with a total of 0.724 acres.

Utility impacts are anticipated. Impacts to streams and wetlands will also occur. Stakeholder and public meetings were conducted in Spring 2025, and updated project status information continues to be provided to property owners, stakeholders and the public.

This environmental document and associated studies are being approved using Stage 1 design plans. The Stage 1 Design plans can be found in the Project File under General/Project Information.

Limits of Proposed Work: I-75 and US-20/23 interchange in Wood County

Start (SLM): 2.67

End (SLM): 3.82

Total Work Length (Miles): 1.15



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Roadway Character

Route Number: US00020

Functional Classification: Principal Arterial - Interstate (Rural)

Current Average Daily Traffic: 38160

Current Average Daily Traffic Year: 2027

Design Year Average Daily Traffic: 43130

Design Average Daily Traffic Year: 2047

Daily Hourly Volume: 2300

Truck %: 6

Setting: Suburban

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	45	45
Legal Speed (MPH):	40	40
Number of Lanes:	2	2
Type of Lanes:	Divided Highway	Divided Highway
Pavement Width (ft):	72	70
Shoulder Width (ft):	16	10
Median Width (ft):	8	8
Sidewalk Width (ft):	6	10

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required Yes

A temporary bridge or roadway is proposed No

A detour is required for the proposed project Yes

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

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

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

The proposed MOT substantially impacts sensitive environmental resources No

Substantial controversy is associated with the proposed MOT No



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

Remarks:

MOT will be conducted in 4 phases over two construction seasons.

The first season includes one phase (pre-phase) which will place embankment for settlement. No detour or maintenance of traffic will be needed during the pre-phase.

The second construction season includes phases 1, 2, and the final phase. Phase 1 (~60 days) will construct the roundabout and culvert, DDI and ramps, and the north half of US 20 from the roundabout to Carronade Drive. Phase 2 (~60 days) will continue the work on the DDI and ramps and the south half of US 20 from roundabout to Carronade Drive. The final phase (~45 days) will construct the US 20 median divider and the final resurfacing course including Carronade Drive.

Detours will be utilized for Phase 1 and 2. The pedestrian detour will remain the same for both phases. It will route users from the east side of Carronade Drive south of US 20, to the north side of US 20, to just west of the SB I-75 off ramp, to the south side of US 20, to the east side of S. South Boundary Street.

Westbound US-20 vehicles will be rerouted to Crossroads Parkway, to SR 795, to US-20, and reverse for Eastbound US-20 traffic. During both phases, the NB I-75 off ramp will remain open. During phase 1 the NB I-75 off ramp and WB US-20 traffic will maintain access to Helen drive via the EB US-20 lanes. During phase 2 the NB I-75 off ramp and WB US-20 traffic will maintain access to Helen drive via the WB US-20 lanes. Access to business and drives on the east side of I-75 will be maintained. During both phases, NB and SB E. South Boundary Street will remain open to access drives to Speedway and the Harley Davidson business. During both phases, access to Three Meadows Drive and E Boundary Street will be maintained.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 18

Number of parcels impacted by Temporary Right-of-Way: 23

Approximate acreage of Permanent Right-of-Way needed: 7.06

Approximate acreage of Temporary Right-of-Way needed: .724

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 Yes

The existing private utility easement will be impacted by the project Yes

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

Remarks:



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Utilities located within the project construction limits include:

- Buckeye Broadband
- City of Perrysburg
- Buckeye Pipeline
- ODOT D2 Traffic
- Charter Communications
- Northwestern Water and Sewer
- Columbia Gas of Ohio (Toledo)
- AT&T - Ohio
- ACD
- UPN
- Toledo Edison

Thirteen (13) private utility easements will be impacted.

A utility coordination log has been uploaded. See Project File\General\Right-of-Way and Utility Involvement



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Purpose & Need

Purpose & Need

Project History:

This project was initiated by the WOO-20-2.79-3.32 Safety Study submitted by ODOT D-2 on April 30, 2019. The safety study focused on the area of US-20 from the I-75 interchange area to the intersection of US-20 & Oakmead Drive, City of Perrysburg & Perrysburg Township. This section of US-20 was ranked 46 on the 2019 Non-Freeway Highway Safety Improvement Program (HSIP) list and was ranked #2 in District 2 and #30 statewide on the 2018 Traffic Operations Assessment System Tool (TOAST). The corridor is defined by commercial development including six big-box grocery, department, and home-improvement stores. Outparcel development includes numerous food establishments. There is a large skilled nursing facility on the north side of US-20, and there are hotels on either side of the corridor. Amazon recently built a new distribution facility north of US-20 on Crossroads Parkway. The study identified safety and operational concerns that involved the I-75 interchange ramp terminal intersections as well as concerns on the overall US 20 corridor. The Safety Study can be found in the Project File\General\PDP\Safety Study.pdf. A Feasibility Study for the IR75/US20/US23 Interchange was prepared by DGL Consulting Engineers in June 2022. The Feasibility Study analyzed the existing transportation network in the study area and recommended the Diverging Diamond Interchange be advanced into design. The Feasibility Study can be found in the Project File\Alternatives\Reports\Feasibility Study.pdf.

Previous improvements in the corridor include the following projects:

1. *LUC/WOO-US 20-8.00/2.41*: skid resistance resurfacing and thermoplastic pavement markings using safety funding (Aug 2008 May 2009)
2. *LUC-IR 75-7.76*: diamond grinding mainline US 20 within 300 feet of the I-75 interchange using safety funds (Aug 2013 October 2013)
3. *Statewide Signal Retiming Project*: Retimed the WOO-20 signal corridor from E. Boundary St to Lime City Rd (April 2016 Nov 2016)
4. *LUC/WOO-20/25-8.00/20.32*: pavement resurfacing project (April 2018 July 2018)
5. *US 20 & Oakmead Drive Median barrier installation*: a concrete median barrier was installed to eliminate through and left-turn movements from Oakmead Drive at the US 20 intersection (November 2018)
6. *US 20 & Crossroads Parkway/Thompson Road signal*: signal upgraded (2018)
7. *Target Drive intersection modifications*: intersection improvements (2019)
8. *SB IR 75 entrance ramp improvements*: Dual WB left turn lanes and receiving lanes on SB 75 entrance ramps (2020)

The project area involved in the current action includes the I-75 & US-20 interchange and US-20 from the E Boundary Street intersection through the Lime City Road intersection. The US-20 corridor includes 0.8 miles inside the City of Perrysburg corporation limits and 0.5 miles along the City of Rossford southern corporation limit. The remaining sections of US-20 are in Perrysburg Township.

Purpose Statement:

The purpose of the project is to improve safety, reduce congestion, and serve the various modes of transportation on US-20 between E Boundary Street and Lime City Road.

Need Element(s):

Crashes

There are a total of 7 segments identified on the 2020SFY SIP maps in the 2.5-mile project area. There are 4 Urban Non-Freeway segments and 3 Suburban Non-Freeway segments. The Highway Safety Improvement Program also ranks 2 intersections within the study area.

The 2019 ODOT safety study analyzed crash data from 2015-2017 for the 0.53-mile section of US-20 between the I-75 SB ramps and the Oakmead Drive intersections. There were 214 crashes, with 81% occurring on dry pavement and 82% occurring during daylight conditions. Most crashes (80%) were Property Damage Only (PDO), but there was 1 Fatal crash a Left Turn crash at Oakmead Drive in 2017. Rear End crashes were the most frequent (68%), followed by Sideswipe-Passing (14%), Left-turn crashes



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(7%), and Angle crashes (5%). The high number of Rear End crashes on a corridor like this usually indicates high traffic congestion. Within the 2019 safety study area, crashes were concentrated around 4 intersections and 1 roadway segment. The NB I-75 ramp terminal intersection had 88 crashes, which is 41% of the study area total. The 2019 ODOT safety study analyzed crash data from 2015-2017 for the 0.53-mile section of US-20 between the I-75 SB ramps and the Oakmead Drive intersections. There were 214 crashes, with 81% occurring on dry pavement and 82% occurring during daylight conditions. Most crashes (80%) were Property Damage Only (PDO), but there was 1 Fatal crash a Left Turn crash at Oakmead Drive in 2017. Rear End crashes were the most frequent (68%), followed by Sideswipe-Passing (14%), Left-turn crashes (7%), and Angle crashes (5%). The high number of Rear End crashes on a corridor like this usually indicates high traffic congestion. Within the 2019 safety study area, crashes were concentrated around 4 intersections and 1 roadway segment. The NB I-75 ramp terminal intersection had 88 crashes, which is 41% of the study area total.

DGL Consulting Engineers prepared a crash analysis on 2.5-mile section of US-20 between East Boundary Street to Lime City Road using data from 2017-2019; this overlaps with the last year of data analyzed in the ODOT safety study. There were 387 crashes during this period, with 195 (50%) of these occurring at the US-20/I-75 interchange. The predominant crash types were similar to the 2019 safety study, with 61.5% Rear End crashes, 11% Sideswipe-Passing crashes, 8.5% Angle crashes, and 7.0% Left-Turn crashes. The crash severity increased in the 2017-2019 crash analysis. There was 1 Fatal crash (the 2017 Left-Turn Fatal crash at Oakmead Drive) and 87 Injury crashes, accounting for 22.7% of the total crashes; this is an increase of roughly 3% in higher-severity crashes. Most crashes (78.6%) occurred on dry pavement.

The I-75 ramp intersections had the highest concentration of crashes in the study corridor. The NB I-75 ramp intersection had 95 crashes during the analysis period. In addition to those coded as occurring at the "intersection," up to 16 of the "not an intersection" crashes coded east of the NB I-75 ramp intersection were actually related to queues caused by intersection congestion. The SB I-75 ramp intersection had 65 crashes, the second highest number of intersection crashes in the corridor. The Crossroads Parkway/Thompson Road intersection had a total of 39. Carronade Drive had 32 crashes, and Simmons Road had 25 crashes. Simmons Road and Crossroads Parkway/Thompson Road are located 0.2 miles and 0.5 miles, respectively, east of the ODOT safety study area. The number of crashes at these intersections suggests that extending the project corridor to include these locations is appropriate.

Project File\Purpose and Need\Existing and Future Conditions\Crash Data-DGL Crash Summary 2017-2019.pdf
Congestion

PM Peak Hour Delay and Level of Service (LOS) analysis prepared for the 2019 ODOT safety study indicates that congestion issues were emerging for intersections with the SB I-75 ramps, NB I-75 ramps, Carronade Drive. Overall intersection delay and LOS at each location were within the acceptable range, but specific approaches were experiencing high levels of delay. At the SB I-75 ramp intersection, the SB approach had a delay of 57.6 sec/veh during the PM Peak. This is LOS E, defined as operating near gridlock conditions and at capacity for the approach. At the Carronade Drive intersection, the SB approach had a delay of 58.3 sec/veh and LOS E, while the NB approach had a delay of 50.2 sec/veh and LOS D, and the WB approach had a delay of 35.1 sec/veh and LOS D. LOS D is considered to be near the limits of acceptable operation in higher-density areas such as commercial corridors. The NB I-75 ramp intersection had 3 of the 4 approaches operating at LOS D, with the fourth at LOS C.

Certified traffic for the study corridor used recent traffic data and traffic projections for the new Amazon facility located on Crossroads Parkway. 2020 Existing Conditions capacity analyses identified vehicular delay and LOS at the major intersections within the corridor. A summary of the results of the analyses are included in the project file. The 10 intersections analyzed have acceptable LOS for overall intersection operations but individual lane movements/approaches are overcapacity. Left-turning movements that are overcapacity will queue and spillover into the adjacent through lane which impedes traffic flow upstream and contributes to rear-end or sideswipe crashes with through-vehicles. Left-turn crashes are common in this situation, because left-turning drivers tend to choose insufficient gaps in oncoming traffic during permissive signal phases. There are 5 intersections in the study area that have left-turn movements that are at or over capacity during a peak travel period. The EB left-turn movement at Carronade Drive is LOS F with 579.4 sec/veh delay during the AM Peak and 91.4 seconds of delay per vehicle during the PM Peak. I-75 SB ramps, Oakmead Drive, Simmons Road, Crossroads Parkway, and Target Driveway have left-turn movements operating at LOS E.

· Project File\Purpose and Need\Existing and Future Conditions\Level of Service Data.pdf

Multimodal demands

Pedestrian/Bike facility connectivity: Sidewalk locations are not consistent throughout the study area. The sidewalk along the north side of US-20 ends at Three Meadows Drive, while the sidewalk on the south side continues until it reaches the SB I-75 ramp terminal intersection. A marked crosswalk on the west leg of that intersection carries the pedestrian facility across US-20, where it connects to a new section of sidewalk along the north side of US-20. The sidewalk on the south side of US 20 is suspended between the SB I-75 ramp terminal intersection and Simmons Road. The sidewalk along the north side of US 20 continues to Crossroads Parkway/Thompson Road with a few intermittent breaks at isolated properties. The sidewalks vary in width from 4 feet to 5 feet and therefore would not meet the requirements for a bike facility. The sidewalk widths are not constrained by buildings or proximity to the roadway. There are grass buffer areas between the roadway and the sidewalk, and properties have grass buffers between the sidewalk and buildings. A few properties have paved parking lots abutting the sidewalks.



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Pedestrian/Bike generators: Many pedestrian and/or bike generators are located along the corridor, such as a skilled nursing facility on the north side of US-20 that could generate traffic to the hotels, restaurants, and big-box retail establishments on both sides of the corridor. Amazon recently opened a distribution facility less than 0.5-mile north of US-20 on Crossroads Parkway, which is a potential source of pedestrian traffic to some of the commercial establishments on the study corridor. Perrysburg Junior High School is located 0.25-mile south of US-20 on E South Boundary Street and is a pedestrian and bike generator for students living in the residential areas south of the US-20 corridor. West of the interchange area is primarily residential, including two multi-family housing developments on Three Meadows Drive. The Villas at Green Meadow contains 47 two-bedroom units and Three Meadows Apartments contains 150 units. This high-density residential development could influence both pedestrian and transit travel demands for accessing the commercial properties on the east side of the interchange area, if appropriate infrastructure would be in place to support those modes.

Bergmann conducted a US-20 Ped/Bike Stakeholder meeting on December 3, 2020, to identify issues in the corridor related to supporting this transportation mode. The stakeholders recognized that pedestrian and bike activity levels in the corridor are currently low to medium. They specifically recognized that school and school-related activities could generate a significant demand of both pedestrian and bike traffic for the study area, followed by traffic demands of patrons of businesses and places of employment. Stakeholders identified the following factors that make it difficult for pedestrians and cyclists to use the corridor, listed in order of ranking: safety concerns, lack of facilities, poor quality of facilities, minimal pedestrian and bike-oriented destinations, and lack of access to transit. One transit-related concern for pedestrians is that there is only one transit stop in the corridor, which forces people to walk along sections of US-20 that is not adequately safe for pedestrians.

Transit: The Toledo Area Regional Transit Authority (TARTA) serves the communities of Maumee, Ottawa Hills, Rossford, Sylvania, Sylvania Township, Toledo and Waterville. In the study area, TARTA's Route 10L currently has stops in Rossford at the Meijer on US-20 and the Amazon Distribution Facility on Crossroads Parkway. Route 10L provides connections to Route 14 at the Hollywood Casino and the TARTA Transit hub in downtown Toledo. TARTA also recently established an on-demand Route 10 option within the City of Rossford that provides connections at the established Route 10L stops at Meijer and Amazon. Currently, there are not any transit stops located roadside on the US-20 corridor; however, the disconnected pedestrian facilities along the corridor make it difficult to provide roadside access to transit.

- Project File\Purpose and Need\Project Information\Graphics and Tables-Summary of Pedestrian Stakeholder Meeting.pdf
- Project File\Purpose and Need\Project Information\Graphics or Tables-TARTA_RossfordRoutes.pdf

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini on US-20 are the E Boundary Street intersection on the west and the Lime City Road intersection on the east. The north and south termini include the I-75 ramp merge and diverge influence areas along the freeway mainline. The selection of the west terminus of E Boundary Street allows the Feasibility Study to consider a range of interchange modifications while maintaining access from US-20 to the local street network. The selection of the east terminus of Lime City Road includes the entire length of high-density commercial corridor and the identified high-crash locations and provides the opportunity to address multi-modal transportation concerns along the corridor.

Improvements included within this project area can be completed as a single, independent project and do not require the completion of other projects in order to function as intended.



Alternatives

Alternatives

Discuss No Build Alternative:

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

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

10/11/2022

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	Diverging Diamond Interchange	N/A	Yes
Alternative 2	Partial Cloverleaf Interchange with addition of westbound US 20 / US 23 to northbound IR 75 ramp	Did not offer the same level of crash reduction, shorter travel times, or improved multi-modal amenities as Alternative 1.	No

Discuss Reasons Alternative Identified as Preferred was selected:

Two alternatives were evaluated as part of the Feasibility Study. The determination of the Preferred Alternative is based on meeting the purpose and need of the project along with public input. While both alternatives met the purpose and need of the project, Alternative 1 Diverging Diamond Interchange was selected as the Preferred Alternative. The Alternatives Matrix and the Feasibility Study support the selection of the DDI. Alternative 1 offers the most crash reduction, shorter travel times, and improved multi-modal amenities.



Air

Mobile Source Air Toxics (MSATs)

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

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 Yes

Remarks:

Although the project alters an existing interchange, the 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 type will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. The project is exempt under 40 CFR 93.126 - Project that will correct, improve, or eliminate a hazardous location or feature, pavement resurfacing and/or rehabilitation, and Transportation Enhancement Activities. 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

Remarks:

Wood County is in attainment for particulate matter (PM2.5). Because the project is not located in a PM2.5 non-attainment area, analysis for PM2.5 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 No

The proposed project is listed on the TIP Yes

Remarks:

Wood County is in attainment for Ozone. Because the project is not located in an Ozone non-attainment area, analysis for Ozone is not required.

The project was included in the air quality analysis for the Toledo Metropolitan Area Council of Governments' FY2024-2027 Transportation Improvement Plan (TIP).

Greenhouse Gas

A Quantitative Greenhouse Gas (GHG) Analysis is required No



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Remarks:

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 apartment complexes, hotels, and restaurants. 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: 06/11/2025

Date of RMR Screening IOC from OES: 06/16/2025

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

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

Site Name	Address	RMR Assessment Required?	RMR Investigation Required?	Plan Note Required?
RM-021	11141 Fremont Pike	No	No	Yes
RM-023	1176 Professional Dr	No	No	Yes
RM-030	10796 Fremont Pike	Yes	No	No

Date of RMR Assessment IOC from OES: 02/28/2024

Remarks:

An RMR Assessment was completed for the Burger King property located at 10796 Fremont Pike, on February 15, 2024. The RMR Assessment was completed in advance of the RMR screening due to the anticipated acquisition of the Burger King property and project schedule. OES concurred on February 28, 2024 that based on the assessment, no further RMR or special materials management is warranted.

Lawhon & Associates, Inc. conducted Regulated Materials Review for the project corridor in June 2025 which was conducted in accordance with the February 2023 Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Regulated Materials Review Manual. In correspondence dated June 16, 2025, District recommended a PCS Plan Note for site RM-021 (11141 Fremont Pike) and RM-023 (1176 Professional Drive). The RMR documentation can be found in the Project File under the ESA/Project Information and Reports.

Landfills

Is a Rule 513 Authorization required? No

Remarks:

Based upon regulated materials studies conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No permit is required.

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



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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 Form was prepared by Lawhon & Associates on February 24, 2025. The request 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 archaeological sites are within or immediately adjacent to the project area. ODOT's TIMS Bridge Inventory identified two resources within the Study Area. Both SFN 8704473 and SFN 8704449 carry IR-75 over US-20. They were both constructed in 1967 and are therefore historical-era resources. However, ODOT's internal assessment is that they are Not Eligible for the NRHP. One NRHP property is located near the project area: The Edwin H. Simmons House (MRHP #90002211) located at 10302 Fremont Pike. This resource does not have an OHI record. No land will be taken from the Edwin Simmon House property, and no contributing element will be impacted. As a result, the work will only involve expansive areas of interstate, areas of interchange development, and small commercially disturbed areas needed for ramp construction.

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

OES Approval/OSHPD Concurrence Date: 02/26/2025

Remarks:

Based on results of the cultural resources reviews completed by ODOT- OES, no further cultural resource investigations are warranted. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that the proposed project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking.

Roadway modernization, pedestrian or shared use path construction, and general improvements to divided highways 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.

See the Cultural Resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources tab.

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



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Tribal Consultation

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
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Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
WOO-20-2.55	Wetland A	Adjacent	Category 1	0.914	0.011
5	Wetland B	Adjacent	Category 1	1.557	0.036

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

Total impact to all wetlands (ac.): 0.047

Total acres of non-isolated wetlands impacted: 0.047

Total acres of isolated wetlands impacted: 0

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

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

It Would Not Correct Safety Hazards.

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

They Will Substantially Increase Project Costs.

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

Include justification supporting the decisions noted above:

The impacted wetlands are located adjacent to Stream 2 which flows along the I-75 northbound exit ramp, is culverted below US 23,



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then along the Burger King property and I-75 northbound highway lanes. Impacts to the wetlands are anticipated to consist of placement of RCP associated with the proposed shared-use path construction. As design work continues, further reductions in wetland impacts will be assessed to the extent possible.

All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

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

Streams & Rivers

ESR Name:	Stream Name:	National or Scenic Rivers or NRI Streams:	Ohio EPA Aquatic Life Use Designation:	Antidegradation Designation:	Total Impact Length(ft.):
WOO-20-2.55	Stream 1	No	MWH	Limited Quality Water	79
	Stream 2	No	LRW	Limited Quality Water	330
	Stream 3	No	Class II	General High Quality Water	845

Total impact length (ft.) to perennial streams: 1254

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

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

Remarks:

Based on the results of the field surveys, three streams were identified in the proposed project area (see table above). All three streams flow into the Maumee River. The Maumee River is a TNW. Impacts to



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Stream 1 and Stream 2 are anticipated to consist of the placement of RCP associated with the shared-use path construction. Impacts to Stream 3 are anticipated to consist of placement of earthen fill and RCP associated with the construction of the shared-use path and roundabout. Additional impacts anticipated include culvert construction. Impacts to the streams will be permitted and mitigated per the requirements of 404/401 Clean Water Act (see the Permitting tab for more information).

Other Surface Waters / Ditches

ESR Name:	Ditch Id:	Total Impact Area(ac.):
WOO-20-2.55	Ditch 1	0.034
	Ditch 2	0.530

Total impact to all ditches (ac): 0.564

Other Surface Waters / Other Water Bodies

ESR Name:	Water Body Id:	Hydrologic Connection:	Type:	Designated Function:	Total Impact
WOO-20-2.55	Pond A	Adjacent	Constructed	Storm Water Retention/Detention	0.008

Remarks:

Based on the results of the field surveys, two ditches and one pond were identified in the proposed project area (see table above). The pond functions as a stormwater retention /detention basin. Impacts to Pond A are anticipated to consist of activities associated with the proposed roundabout construction. Impacts to the pond will be permitted and mitigated per the requirements of 404/401 Clean Water Act (see the Permitting tab for more information).

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.):
WOO-20-2.55	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	0.730	0.678
	Upland Forest - UF - (Uplands Dominated by Trees)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	1.761	1.102



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	Marsh - MA - (Wetland Dominated by Submergent, Floating, and/or Emergent Vegetation)	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	0.182	0.047
	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 to 100% of the Total Cover.	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	80.926	52.998

Remarks:

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

Threatened or Endangered Species / Federally Listed Species

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

ESR Name: WOO-20-2.55

Effect Determination: May Affect, Not Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

According to the USFWS, the project is not located within a known bat buffer. According to the ONHD, there are no bat capture or hibernacula locations within a one-mile radius of the project. A copy of these letters is provided in Appendix 5. A total of 1.761 ac. of SWH was observed in the study area, 1.102 ac. of which is expected to be impacted. Of this: 1.524 ac. of SWH within 100' EOP was observed; with 0.929 ac. (reported as 0.93 due to rounding limitation) to be impacted, 0.222 ac. of SWH between 100' and 300', not near a perennial stream was observed; with 0.173 ac. (reported at 0.17 due to rounding limitation) to be impacted, and 0.015 ac. of SWH within 50' of a stream was observed; with 0.000 ac. expected to be impacted. All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period.

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

ESR Name: WOO-20-2.55

Effect Determination: May Affect, Not Likely to Adversely Affect



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Discussion Including impacts to Suitable Habitat:

According to the USFWS, the project is not located within a known bat buffer. According to the ONHD, there are no bat capture or hibernacula locations within a one-mile radius of the project. A copy of these letters is provided in Appendix 5. A total of 1.761 ac. of SWH was observed in the study area, 1.102 ac. of which is expected to be impacted. Of this: 1.524 ac. of SWH within 100' EOP was observed; with 0.929 ac. (reported as 0.93 due to rounding limitation) to be impacted, 0.222 ac. of SWH between 100' and 300', not near a perennial stream was observed; with 0.173 ac. (reported at 0.17 due to rounding limitation) to be impacted, and 0.015 ac. of SWH within 50' of a stream was observed; with 0.000 ac. expected to be impacted. All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period.

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

ESR Name: WOO-20-2.55

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

No evidence of living bald eagles or nests was observed during the survey. Surrounding habitat lacked evidence that would support the sustained habitation of bald eagle populations. Forested upland within the survey limits contained younger and middle-aged trees of uniform height. The identified streams observed within the survey limits did not display evidence of large or diverse fish populations for foraging. A bald eagle nest request was sent to USFWS on October 28, 2024 (Appendix 5); no records of known bald eagle nests were returned within a one-mile radius of the project area. There are no anticipated impacts to this species' suitable habitat.

Species Common Name:	Species Scientific Name:	Listing Status:
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered

ESR Name: WOO-20-2.55

Effect Determination: May Affect, Not Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

No abandoned structures, cave openings, or mine openings were observed within the study area. According to the ONHD, there are no bat capture or hibernacula locations within a one-mile radius of the project. A copy of these letters is provided in Appendix 5. A total of 1.761 acre of forest suitable as habitat was observed in the study area, 1.102 acre of which will be impacted by construction. Tree removal will only occur between October 1 and March 31 when this species would not be present. All of the pertinent AMMs listed in the OHPBO for Indiana bat and Northern long-eared bat will be followed, which will also protect this species from take. This project May Affect this species but is not going to jeopardize the continued existence of the species. Per the 11/15/2022 letter from USFWS outlining conferencing requirements for this species, this project does not need to be submitted for individual conferencing.

Threatened or Endangered Species / State Listed Species:



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

ESR Name: WOO-20-2.55

Species Common Name: Little Brown Bat

Species Scientific Name: *Myotis lucifugus*

Listing Status: Endangered

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

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

No abandoned structures, cave openings, or mine openings were observed within the study area. According to the ONHD there are no records of little brown bat capture or hibernacula locations within a one-mile radius of the study area (Appendix 5). A total of 1.761 acre of forest suitable as habitat was observed in the study area, 1.102 acre of which will be impacted by construction. Tree removal will only occur between October 1 and March 31 when this species would not be present.

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: Lark sparrow

Species Scientific Name: *Chondestes grammacus*

Listing Status: Not Provided - No impact to this species

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

Effect Determination: No Impact

Species Common Name: Northern harrier

Species Scientific Name: *Circus cyaneus*

Listing Status: Endangered

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

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

The project area does not contain breeding habitat for the species. Grassy areas within the project area could provide marginal hunting habitat for Northern harrier.



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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: Loggerhead shrike

Species Scientific Name: *Lanius ludovicianus*

Listing Status: Not Provided - No impact to this species

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

Effect Determination: No Impact

Species Common Name: Common tern

Species Scientific Name: *Sterna hirundo*

Listing Status: Not Provided - No impact to this species

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

Effect Determination: No Impact

Species Common Name: Trumpeter swan

Species Scientific Name: *Cygnus buccinator*

Listing Status: Not Provided - No impact to this species

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

Effect Determination: No Impact

Species Common Name: Least bittern

Species Scientific Name: *Ixobrychus exilis*

Listing Status: Not Provided - No impact to this species

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

Effect Determination: No Impact

Species Common Name: Spotted turtle

Species Scientific Name: *Clemmys guttata*



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Listing Status: Threatened

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

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

There are no known records of this species within 1 mile of the project area. Suitable habitat is for the species is provided by Ditches 1-2 and Streams 1-3. Given the lack of connectivity and low quality of these resources, impacts would not be made to high quality forage, denning, or reproductive habitat. Impacts would not cause a loss of an important quantity of suitable habitat. Given the species' medium mobility, impacts are not likely.

Remarks:

ODOT concluded that the project would have No Effect on the Bald Eagle. The project May Affect, is Not Likely to Adversely Affect the Tricolored Bat, Indiana Bat, and Northern Long-eared bat due to the 1.102 acres of SWH impact. On February 28, 2025, the USFWS determined that the project is not likely to jeopardize the continued existence of the Indiana bat and/or NLEB and concurred with ODOT's determination. ODOT concluded that the project would have no impact or was not likely to impact any state-listed species.

Agency Coordination

Project Coordination:

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

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

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
WOO-20-2.55	USFWS	2/14/2025	02/28/2025	No

Additional Coordination Considerations:

Are other ecological coordination requirements applicable? No

Remarks:

The US Fish and Wildlife Service (USFWS) was notified of the proposed project by ODOT-OES on February 14, 2025. USFWS provided concurrence on February 28, 2025, with the findings related to the federally threatened and endangered species, which are summarized in the section above.

Are there any environmental commitments? Yes



Other Resources

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

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

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. No further coordination is required. Documentation can be found in the Project File/Other Resources/Farmlands subsection.

Are there any environmental commitments? No

Drinking Water

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

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

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The project is not located within any source water protection areas. There are no active residential water wells located within the project area. Drinking Water Source Protection mapping and well log data documentation can be found in the Project File/Other Resources/Drinking Water subsection.

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 maps and property ownership, no Section 4(f) properties are present within the project study area. No further 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:

Research of The Land and Water Conservation Fund's (LWCF) website (<https://lwcf.tplgis.org/mappast/>) did not identify any public parks or recreation areas that have used Section 6(f) funds within the project area. Three Meadows Park and Municipal Park received State and Local Assistance funds in 1971 and 1970, respectively, and are located in proximity to the project area. The construction of the proposed project will not impact these resources, nor will the proposed project require any acquisition from land that received 6(f) funds. Therefore, no coordination is required. The LWCF Grant Listing for Wood County and associated mapping can be found in the Project File under Section 6(f)/Project Information.

Are there any environmental commitments? No



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Community Impacts

Community Impacts

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

Remarks:

The proposed project is consistent with local and regional development patterns. The project is listed in the Toledo Metropolitan Area Council of Governments' (TMACOG's) [the MPO for the region] FY 2024-2027 Transportation Improvement Program (TIP). The project area is also located within the City of Perrysburg's 'Highway Mixed Use' land use category (from the 2022 Land Use Plan) and supports the connectivity goal of allowing "safe travel for cars, trucks, and freight, with consideration for roundabouts where appropriate".

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

Remarks:

The proposed project is not anticipated to result in substantial negative impacts to community cohesion. The installation of new pedestrian crossings, a shared use path, and other roadway improvements will improve community cohesion by improving connections within the project area and across I-75.

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

Remarks:

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

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

Remarks:

Closures during construction of the project may cause temporary impacts and changes in access. The proposed project will not result in substantial negative impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, or pedestrian and bicycle facilities. The project will improve pedestrian and bicycle facilities by constructing a shared use path and integrating it into the DDI design.

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

Number of Displacements

Residences: 0

Businesses: 1

Institutions: 0

Farms: 0

Remarks:



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One business displacement will be required as a result of the proposed project. The business is owned and operated by Burger King, a fast food restaurant located at 10796 Fremont Pike, Perrysburg, OH 43551. Within a 1-mile radius of the Burger King property, there are 19 other fast food restaurants.

Both project alternatives (Alt. 1 - DDI and Alt.2 - PARCLO) explored in the Feasibility Study required the displacement of this business by constructing a northbound ramp through the Burger King.

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

Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement?

No

Remarks:

No comments received during the open house and comment period were concerned regarding impacts to underrepresented populations.

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:

Are there any Environmental Commitments?



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Public Involvement

Public Involvement

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

A Public Engagement Plan for the project was approved June 5, 2025.

Letters were mailed to property owners, residents, and stakeholders in and around the project area on January 24, 2025. Letters were also sent to nearby high traffic areas, churches, libraries, and businesses that included flyers to be posted by the business for additional advertisement to the surrounding area. The letters invited the public to a public meeting open house, provided information on the project including a project description, summary of the purpose and need for the project, the construction schedule, maintenance of traffic, and provided an invitation to view additional materials online and submit comments before March 28, 2025. The letters included a link to the project website (www.transportation.ohio.gov/projects/projects/117678) where materials could be accessed, project information and exhibits could be viewed, and comments could be submitted. A comment form was also included in the mailing to provide an opportunity to comment via mail.

A press release and ODOT web posting also notified the public of the upcoming meeting, project details, and meeting. Local news outlets including ABC 13 and the Toledo Blade also posted news articles advertising the public meeting on February 27, 2025. The public meeting open house was held on February 27, 2025 from 5:00-7:00pm in the Perrysburg Junior High School Auxiliary Gym. The purpose of the public meeting was to explain what improvements are being proposed, potential impacts, gather feedback, answer questions, and review next steps. Various exhibits were set up around the room showing the proposed design, right-of-way information, and maintenance of traffic and detour information. Video simulations were also provided to help show cars navigating the proposed design. 151 people attended the in-person open house. Following the in-person meeting, all exhibits and documents were posted on the ODOT District 2 webpage for virtual participation. Members of the public were allowed to provide questions, concerns, or comments about the proposed project upon receipt of the notification letter from January 24, 2025, until March 28, 2025.

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

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

35 public comments were received as a result of the public involvement activities performed for the project. Two (2) comments were received via email, one (1) was received via mail, five (5) were received via the online project page submittal form, and twenty-seven (27) were received via comment form at the open house. Comments received were concerned about the maintenance of traffic and access during construction, pedestrian and cyclist facilities, future congestion, and other suggested improvements. Comments were also received that expressed their support for the proposed improvements.

A comment response letter, email, and summary table were created by the project team to provide a summary of public involvement, project updates, and responses to comments received during the 30-day comment period and was sent on May 19, 2025. The letter and summary table were mailed and emailed to all commenters who provided contact information. A copy of the responses was also posted to the project webpage. All comments and responses are documented in the project file.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? Yes

Is the Waterway Permits Determination Complete? No

Army Corps of Engineers

Regional General Permit (RGP):

Nationwide Permit (NWP):

Section 404 Individual Permit:

Section 10 Permit:

Ohio EPA

Section 401 Water Quality Certification:

Level 1 General Isolated Wetland Permit:

Level 2 Individual Isolated Wetland Permit:

Level 3 individual Isolated Wetland Permit:

US Coast Guard

Section 9 Coordination:

Section 9 Bridge Permit:

ODNR

Shore Structure Permit : No

Remarks:

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

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

Are there any environmental commitments? Yes

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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



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Remarks:

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

Are there any environmental commitments? No

Floodplains

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

Remarks:

Based upon review of the FEMA Flood Insurance Rate Maps (FIRM), the project is not located within any regulated floodplain. FEMA FIRM Map can be found in Project File/Permits/Floodplains.

Are there any environmental commitments? No



Environmental Commitments

RMR

1) A PCS plan note will be placed in the Final Plans to properly manage PCS that may be encountered during excavation or construction activities for the properties located at 11141 Fremont Pike and 1176 Professional Drive.

Ecological

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

Permits - Waterway Permits

1) ODOT will obtain all appropriate waterway permits prior to any 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.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Meek (PROGRAM ADMIN 3)	7/1/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Utility Coordination Log.pdf

Purpose and Need

OES Acceptance - Purpose and Need.pdf

Alternatives

District Acceptance - Feasibility Study.pdf

Noise

OES Approval - No Analysis Required.pdf

RMR

District Approval - Screening.pdf

OES Review - RMR Assessment.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Public Involvement

District Approval - Public Involvement Plan.pdf

News Article - ABC 13.pdf

News Article - The Blade.pdf

Open House Comment Form.pdf



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Open House Exhibits.pdf

Open House Flyer.pdf

Open House Handout.pdf

Open House MOT Exhibits.pdf

Open House Notification - Email and List.pdf

Open House Notification - Flyer Letter and List.pdf

Open House Notification - Letter and List.pdf

Open House Notification - Press Release.pdf

Open House Notification Letter.pdf

Open House Sign In Sheets.pdf

Public Comments Received.pdf

Public Engagement Plan.docx

Response to Public Comments - Email and List.pdf

Response to Public Comments - Letter and List.pdf

Response to Public Comments - Web Post.pdf

Permits

FEMA FIRM.pdf