



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **ATB-MR-365-0.02 PID 119471**

**Environmental Document Level: C2**

**Approved: 4/13/2026**

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

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## C2

### Project Information

#### C2 Section

<b>PIDs</b>	119471
<b>Project Sponsor</b>	Conneaut, City of
<b>ODOT District</b>	4
<b>Funding Source</b>	Federal

#### Project Description:

The city of Conneaut proposes to replace the Old Main Street (Municipal Route 365) bridge over Conneaut Creek in the city of Conneaut in Ashtabula County in the northeast corner of Ohio near the Ohio/Pennsylvania border.

The existing bridge, built in 1909 and rehabilitated in 1991, has one travel lane in each direction and a sidewalk on one side. It is a two-span concrete box beam bridge with a single concrete pier and stone abutments that is 140 feet long and 24 feet wide. The bridge needs to be replaced due to age and deterioration based on ongoing bridge inspections.

The proposed bridge will be a two-span, 160-foot-long box beam bridge supported on new concrete abutments and one concrete pier. The proposed abutments will be located out of the stream flow of Conneaut Creek and the existing abutment stone will be removed and placed in front of the new abutments as scour countermeasures. The horizontal alignment will match the existing bridge alignment of Old Main Street. The vertical alignment will be moderately adjusted to provide a safer ride and meet modern design criteria. The new bridge will be 32 ft wide with two 12-foot traffic lanes and a 2-foot-wide shoulder and bridge railing on the right side and a five-foot-wide sidewalk on the left side. In addition, a First Energy utility pole will be relocated and an abandoned manhole on the west end will be removed.

Construction is expected to begin in August 2026 and last until November 2027. The project will require 0.742 acre of permanent right-of-way (ROW) from one parcel and 0.190 acre of temporary right-of-way from another parcel. A temporary access fill (TAF) with pipes allowing stream flow is expected to be placed across the entire stream to allow for demolition of the existing bridge onto the TAF and construction of the new bridge from the TAF. The construction area and access are limited by the railroad on the west side of the bridge, so the work pad will allow the contractor access from the east side. The city of Conneaut and ODOT are working with Canadian National Railroad who owns the property next to the bridge on access issues during construction.

The TAF is to be installed across the entire river between March 1, 2027, and April 14, 2027. The TAF will be partially removed by August 28, 2027 and completely removed by November 30, 2027.

Old Main Street will be closed at the bridge during construction. Traffic will be detoured from Old Main Street to US Route 20 (East Main Street) to Old Main Street. The detour is expected to last six months or one construction season at a minimum.

The project will impact a stream, a wetland, Federally listed threatened/endangered species bat habitat, and a Section 4(f) resource. All the appropriate coordination with resource agencies for proposed impacts is documented below and in the project file.

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

The estimated total project cost specified in Ellis is 7.7% greater than the total project cost specified in the ODOT State Fiscal Years 2026 - 2029 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

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

#### Ellis STIP Details



Phase	Current STIP Reference
ENV	On Previous STIP
CO	119471: 26-29 STIP

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

**Select the appropriate project type:**

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

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves - a. Acquisition of more than a minor amount of ROW (exceeds strip takes) b. Residential or non-residential displacements c. A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act d. A Section 106 finding of Adverse Effect e. Section 4(f) impacts greater than de minimis f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths) j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers k. No minor public or agency controversy on environmental grounds ( no opposition from any organized groups or agencies and no unresolved environmental coordination ) l. Substantial Community Impacts (if a Community Impact Assessment is required, contact OES for guidance). For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

**Ecological**

**Waterways:** Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

**Waterways Permit Type:** Regional General Permit

**Waterways Permit Approval Date** 12/30/2025

**Isolated Wetland Permit** No

**Will any wetlands be impacted?** Yes

**The following Federally Listed Species received an effect determination of May Affect, Not Likely to Adversely Affect:**

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Indiana Bat	Myotis sodalis	Endangered	12/30/2025
Northern Long-eared Bat	Myotis septentrionalis	Endangered	12/30/2025
Salamander Mussel	Simpsonaias ambigua	Proposed Endangered	12/30/2025
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	12/30/2025



**The following Federally Listed Species received an effect determination of No Effect:**

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern	12/30/2025
Clubshell	<i>Pleurobema clava</i>	Endangered	12/30/2025
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened	12/30/2025
Piping Plover	<i>Charadrius melodus</i>	Endangered	12/30/2025
Round Hickorynut	<i>Obovaria subrotunda</i>	Threatened	12/30/2025
Rufa Red Knot	<i>Calidris canutus rufa</i>	Threatened	12/30/2025
Snuffbox	<i>Epioblasma triquetra</i>	Endangered	12/30/2025

**Endangered Species Remarks:**

Impacts to the following federally listed species were considered: Indiana Bat (*Myotis sodalis*), Northern Long-eared Bat (*Myotis septentrionalis*), Bald Eagle (*Haliaeetus leucocephalus*), Piping Plover (*Charadrius melodus*), Rufa Red Knot (*Calidris canutus rufa*), Salamander Mussel (*Simpsonaias ambigua*), Clubshell (*Pleurobema clava*), Eastern Massasauga (*Sistrurus catenatus*), Round Hickorynut (*Obovaria subrotunda*), Snuffbox (*Epioblasma triquetra*), and the Tricolored Bat (*Perimyotis subflavus*). The Indiana Bat, Northern Long-eared Bat, Salamander Mussel, and Tricolored Bat were determined to have an effect determination of May Affect, Not Likely to Adversely Affect. The remaining species were determined to have an effect determination of No Effect.

During the project evaluation, ODNR-DOW was contacted to identify any known records of bat hibernacula and/or any known capture records. On December 11, 2024, ODNR-DOW stated that there are no known records for bats or any rare or endangered species in the project area. In addition, coordination with USFWS was completed on December 20, 2024. The coordination with USFWS confirmed that the project is not within a bat buffer. Potential suitable wooded habitat (SWH) for the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat are located in the project area. Approximately 0.31 acre of SWH impacts are expected during construction. However, all tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period.

The Salamander mussel has Potentially Critical Habitat (PCH) designated in Conneaut Creek within Ashtabula County. A mussel survey following the 2.5 protocols in the Ohio Mussel Survey Protocol (OMSP) was performed on May 12, 2025, and June 3, 2025. Suitable habitats other than slab-type habitats for the salamander mussel were searched for visually and tactilely during the survey and salvage. With the assistance of ODOT and ODNR, all the suitable habitat, including slab-type habitat, within the survey area was searched. No evidence of salamander mussels or salamanders were located within the survey area.

The proposed project involves construction activities that will occur within a Group 2 (2.5) or 4 stream (i.e., known habitat for a federally listed mussel species (FLS)). A survey conducted by a federally permitted malacologist found no living or fresh dead FLS within the project area. While direct impacts are not expected to occur to FLS, storm water best management practices following the applicable ODOT CMS and SS 832 will be used during construction to minimize any siltation and run-off impacts to the stream and any mussel residing downstream of the project. In addition, instream work will be restricted to the minimum necessary to complete the construction activities.

**Scenic Rivers**

No National Wild and Scenic River  
Within 1000 Feet of the Proposed  
Project Area

**Scenic Rivers Remarks**

There is no National Wild and Scenic River within 1000 feet of the proposed project area. Conneaut Creek in the project limits is a State Scenic River that is located within the city limits of Conneaut, so it is not subject to the ODOT-ODNR Scenic River MOA. However, ODNR-Scenic Rivers provided comments and recommendations to protect Conneaut Creek and ODOT incorporated some of the recommendations into the project plans.



## Floodplains

<b>100-Year Floodplain:</b>	Encroachment Within the SFHA is a Functionally Dependent Use
<b>EO 11988 Compliance Met</b>	Yes
<b>NFIP Coordination and Documentation Completed</b>	Yes
<b>NFIP Local Floodplain Coordinator Notification Date:</b>	07/02/2024

### Floodplain Remarks

The project is located in a Special Flood Hazard Area Zone AE. The project engineers initiated floodplain coordination with the local floodplain administrator. A floodplain permit (20240460) was issued for the work affiliated with the proposed replacement of the Old Main Road Bridge over Conneaut Creek on July 2, 2024. A copy of the permit is located in the EnviroNet file under Permits/Floodplain/Local Floodplain Administrator Approval.

### Section 4(f)

<b>Section 4(f):</b>	Present; No Programmatic Evaluation or Individual Evaluation Required
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### Section 4(f) Determination:

Temporary No Use Exception - 774.13(d)

<b>Section 4(f) Determination Date - 774.13(d)</b>	03/20/2026
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### Section 4(f) Remarks

Conneaut Creek in the project limits is a State Scenic River with boating amenities upstream and downstream of the bridge.

The in-water work restriction waiver from ODNR allows for a TAF to be installed across the entire river between March 1, 2027, and April 14, 2027, which would fully restrict boating access. The TAF will be partially removed by August 28, 2027, so the river will reopen to boating access. The TAF will be completely removed by November 30, 2027. Therefore, the proposed closure will be less than duration of the project.

Construction is currently scheduled to begin in August 2026 and end in November 2027. Access points for boating will not be impacted by the project. Warning/closure signs to boaters and fishermen at the boating access points, upstream and downstream of the bridge, as well as near the Old Main Street bridge, will be posted. There will also be permanent impacts to the stream with approximately 121 linear feet will be impacted. There is an existing pier that will be replaced almost directly in place, but there is a slight shift. Rock channel protection (RCP) will also be placed along the abutments.

A *Section 4(f)/6(f) Determination Request Form for Recreational Properties* (DRF) was submitted to ODOT-OES Policy Staff on 3/10/26 and resubmitted on 3/19/2026. Based upon review of the DRF it was determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational activities, features, or attributes associated with Conneaut Creek. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF.

No further Section 4(f) coordination is required at this time. A re-evaluation of Section 4(f) impacts may be required if changes to the proposed scope of work alter the degree of impacts to Conneaut Creek.



**Section 6(f)**

**Section 6(f):** Not present

**Cultural Resources**

**Cultural Resources:** Present; No Finding of Adverse Effect

**Cultural Resources Coordination:** Minimum Potential to Cause Effect Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date** 03/07/2025

**Cultural Resources Remarks**

The literature search 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). The existing bridge (SFN0461253) is a Type 505N Prestressed Concrete Box Beam structure built in 1930 and extensively rehabilitated in 1991. This bridge is not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The replacement of non-historic bridges and minor roadway widening projects are activities which are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), if the project is not within the boundaries of any historic property or N. R. district.

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.

**Tribal Consultation Summary/Remarks:**

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

**Environmental Resources Considered**

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

Air Quality

Noise

Regulated Materials

**Air Quality:** Studies Not Required

**Air Quality - Coordination with OES:** No

**Air Remarks**



The project type of 'bridge replacement in Conneaut, Ashtabula County' is considered insignificant from an air quality conformity perspective, as per 40 CFR 93.126 (Reconstructing Bridges - No Added Travel lanes). Therefore, the project is exempt from air quality coordination.

**Noise:** Studies Not Required

**Noise - Coordination with OES** No

#### Noise Remarks

The referenced project meets the criteria for a Type III project established in 23 CFR 772. Therefore, the project requires no analysis for highway traffic noise impacts. Type III projects do not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway or exposure of noise sensitive land uses to a new or existing highway noise source. ODOT acknowledges that a noise analysis is required if changes to the proposed project result in reclassification to a Type I project.

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

#### Regulated Materials Review Screening:

No Further Regulated Materials Review

**Regulated Materials Review Screening - DEC/OES Approval Date:** 03/26/2025

#### Regulated Materials Review Remarks:

Regulated Materials Review (RMR) Screening was prepared for the project. Based on the RMR Screening findings, no further RMR is required. No impacts to the project from regulated substances is anticipated based on the information from the RMR screening report. ODOT District 4 indicated that no additional studies were needed on March 26, 2025. See the RMR documentation for the project in the Project File/RMR Section for additional information.

#### Public Involvement

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

#### Public Involvement Remarks

The city of Conneaut and ODOT engaged property owners, public officials, emergency services and businesses within the project area to solicit comments and/or concerns for the project. Public involvement activities included a press release and letter to the adjacent property owner, Canadian National Railroad. The press release and letter requesting public comments was posted to the ODOT District 4 and city of Conneaut websites for at least a 30-day comment period. No comments/concerns were received for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

#### Environmental Commitments

**Environmental Commitments** Yes



## Ecological

### Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
ATB-MR365-0.02 Old Main St Br	Wetland A	Adjacent	Modified Category 2	0.3	0.02
	Wetland B	Adjacent	Category 2	0.8	0
	Wetland C	Adjacent	Category 2	0.5	0

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

Total impact to all wetlands (ac.): 0.02

Total acres of non-isolated wetlands impacted: 0.02

Total acres of isolated wetlands impacted: 0

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

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

It Would Not Correct Existing Condition and Maintenance Problems.

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

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

Include justification supporting the decisions noted above:

The existing bridge is in deteriorating condition and requires replacement to maintain traffic in the area. Construction of a new bridge will result in minimal temporary wetland impacts (0.02 acre) due to temporary access fill needed to facilitate construction of the new structure.

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,



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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:**

Three wetlands (A/B/C) were identified within the project study area during ecological survey fieldwork. Throughout the design process, the engineering team has prioritized avoidance of permanent fill impacts to these wetlands and has minimized disturbances to the greatest extent practicable. The project will require only 0.02 acre of temporary impact to Wetland A associated with the placement of temporary access fill. This temporary fill is necessary to facilitate demolition of the existing bridge and construction of the proposed structure.



## Environmental Commitments

### C2

1) The Section 4(f) measures to minimize harm will be added to the project plans by the Project Designer:

Access to Conneaut Creek will be maintained at all times except when temporary access fill spans the entire stream to construct the new bridge, which will be less than the time needed for construction of the entire project.

Appropriate signage will be installed to alert users of the temporary closure of Conneaut Creek and to direct users to secondary access points.

Adequate signing both upstream and downstream shall be installed and maintained by the Contractor, if necessary, based on project activities. The following types of signs are considered to be minimum treatment:

Approximately one-quarter mile upstream, advanced warning type signs on both banks;  
Approximately 300 feet upstream, signs specifying actions required of paddlecraft user on both banks;  
Approximately one-quarter mile downstream, advance warning type signs on both banks;  
Approximately 300 feet downstream, signs specifying actions required of paddlecraft user on both banks.

The signing shall be mounted in such a way as to be a minimum of 4 feet above the water level, unobstructed by tree branches, and properly angled for maximum visibility from the main clear channel. The method of supporting the signs shall be approved by the engineer prior to installation. Upon completion of the project, the signs and support systems shall be completely removed from the river channel.

Signage shall be placed at the nearest upstream and downstream public access points detailing information about the duration of possible recreational impacts and safety instructions for recreational users.

The Project Engineer or Contractor shall notify ODNR at [kyla.maunz@dnr.ohio.gov](mailto:kyla.maunz@dnr.ohio.gov), 14 calendar days prior to the start of construction activities to allow ODNR to post notice of the impending project construction on the appropriate ODNR webpages and associated online boating maps.

If on-the-water law enforcement is needed during any portion of the construction activities, the Project Engineer or Contractor shall contact the ODNR Division of Parks and Watercraft Law Enforcement Supervisor, Lt. Chad Kozan at [Chad.Kozan@dnr.ohio.gov](mailto:Chad.Kozan@dnr.ohio.gov) or 419-341-9044.

2) The Project Designer will incorporate the Temporary Access Fill (TAF) placement and removal schedule into the project plans. The contractor will adhere to the following schedule for the project that includes beginning installation of TAF on 3/1/2027, completion of TAF installation by 4/14/2027, partial removal of TAF by 8/28/2027, begin removal of TAF on 11/15/2027, and complete removal of TAF by 11/30/2027.



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3) The Project Designer will incorporate ODNR State Scenic River as plan notes:

**Spill Prevention Control and Countermeasures:** The contractor shall develop a Spill Prevention Control and Countermeasure Plan (SPCC) Plan in the event of a spill or break in an equipment hydraulic line, that may discharge into waters of the state. All spills must be reported to the Ohio Spill Line (1-800-282-9378) in accordance with OAC 3750.06.

**Petrochemicals and Equipment:** Idle equipment, petrochemicals and toxic/hazardous materials should not be stored in the floodplain or near any drainage ways, ditches or streams that could convey such materials to Conneaut Creek or any of its tributaries. Petrochemicals and toxic/hazardous materials should not be discharged into the Conneaut Creek, its floodplains or any of its tributary drainage ways, ditches or streams. Refueling of equipment should not occur in the floodplain or near any tributary drainage ways, ditches or streams.

4) The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. The Contractor shall not remove trees under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.



### Preparers and Approvals

**Form Preparer:** Len Mikles  
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Robert Lang  
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Len Mikles  
Michael Sasso  
Nathan Fela

### Approvals & Electronic Signatures

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	4/13/2026



## Appendix

### General

Right of Way Plan Sheets.pdf

### RMR

Regulated Materials Review Form.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

### Ecological

Coordination with ODNR - revised schedule waiver email.pdf

ODNR Comments

ODNR Comments - In-Water Work Waiver (email).pdf

ODNR Comments - Regarding in-water work waiver.pdf

ODNR Concurrence - Mussel Survey.pdf

ODNR Scenic River MOA Conditions

USFWS Comments

USFWS Concurrence

USFWS/ODNR Ecological MOA Conditions

### Section 4(f)

OES Recreational 4(f) Determination.pdf

### Public Involvement

Correspondence with Canadian National.pdf

Press Release and Website - Conneaut.pdf

Press Release and Website - ODOT.pdf

Stakeholder Notification.pdf