



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **ATB Culverts FY2020 PID 108817**

**Environmental Document Level: C1**

**Approved: 12/23/2019**

**Prepared By: District 4**

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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 June 6, 2018, and executed by FHWA and ODOT.*

# Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



## C1

<b>PID:</b>	108817
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Non-Federal
<b>Does this project require a Federal permit or approval?</b>	Yes
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes to repair a deteriorated culvert at ATB-45-6.84 on State Route (SR) 45 in Rome Township, Ashtabula County, and replace a deteriorated culvert at ATB-7-20.60 on SR 7 in Monroe Township, Ashtabula County. Proposed repairs to the existing 100-foot long, 60-inch diameter corrugated metal culvert at ATB-45-6.84 include filling voids with low strength mortar and applying a spray-applied structural liner along the culvert. The culvert invert was previously field paved with asphalt. Installation of rock channel protection is also proposed at the inlet and outlet of the existing ATB-45-6.84 culvert. The existing 100-foot long, 48-inch diameter corrugated metal culvert at ATB-7-20.60 will be replaced with a 100-foot long, 54-inch diameter metal culvert. Rock channel protection will additionally be installed at the inlet and outlet of this proposed new culvert.

A minimum of one lane in each direction will be maintained at all times during the proposed repair of the ATB-45-6.84 culvert. A minimum of one lane in each direction will be maintained at all times to replace the ATB-7-20.60 culvert except for a period not to exceed five consecutive days when the road will be closed and traffic detoured during the proposed culvert replacement. The official detour route will be SR 167/SR 193/SR 84. Emergency/public services contact activities were conducted for this project and the proposed road closure to replace the ATB-7-20.60 culvert.

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

Existing utilities within the project study areas will not be impacted/relocated to construct the project.

Based on the information in the Regulated Materials Review (RMR) Form prepared for the project, further environmental site assessment or special materials management is not warranted for the project. See the RMR Form for the project in the Project File/ESA section.

Based on desktop information and a field review by ODOT District 4 Environmental personnel, it was determined that the ATB-7-20.60 culvert carries ephemeral flow between two upland areas on each side of SR 7 within the construction limits. Streams or wetlands are not present within the project construction limits. The construction activities at the ATB-7-20.60 culvert are considered ecologically exempt under the



Approved: 12/23/2019

Ecological MOA (Agreement 19394). See the Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.

The proposed culvert repair activities at ATB-45-6.84 include stream impacts that were coordinated under the Ecological MOA. These proposed repair activities will require dewatering of the existing culvert to apply the spray-applied structural liner. Construction at the existing ATB-45-6.84 culvert proposes 120 linear feet of permanent stream impact and 10 linear feet of temporary impact to an unnamed tributary to Plumb Creek.

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

The environmental document and associated studies, as applicable, were approved using the Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 13.75% greater than the total project cost specified in the ODOT Fiscal Year (FY) 2018-2021 Statewide Transportation Improvement Project (STIP) State Line Item (SLI) Grouped Project Report as of 11/01/2019. However, based on this project being listed in the SLI Grouped Project Report, fiscal constraint is maintained by fiscal year per SLI Group and not on the individual projects utilizing the SLI Group. Therefore, an individual project utilizing a Statewide Line Item does not require a STIP/TIP amendment.

**STIP Reference #** Statewide Line Item (SLI) Number 32 and is fiscally constrained.

**Cultural Resources Coordination:** ORC 149.53 Appendix A

**Cultural Resources Coordination Date:** 12/17/2019

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

**Supporting documentation has been uploaded to Project File:** Yes

**Select the appropriate project type (more than one can be selected):**

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. **Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County**



**Environmental Document Level: C1**

**PID 108817 ATB Culverts FY2020**

Approved: 12/23/2019

*maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

(31) Activities that do not utilize federal monies or require federal actions.

**Environmental Commitments:**

Yes



**Environmental Document Level: C1**

PID 108817 ATB Culverts FY2020

Approved: 12/23/2019

## **Environmental Commitments**

### **C1**

1) ODOT District 4 will obtain all appropriate waterway permits prior to any work below the ordinary high water mark of any waterway and all Special Provisions for waterway permits conditions will be incorporated into the project plans.



**Environmental Document Level: C1**

**PID 108817 ATB Culverts FY2020**

Approved: 12/23/2019

### **Preparers and Approvals**

**Form Preparer**

District 4  
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**Supporting Form Preparer(s):**

Matthew Chaney  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/23/2019



## **Appendix**

### **General**

Aerial Map.pdf

Correspondence with Emergency and Public Services.pdf

County Map.pdf

### **Ecological**

OES Approval - No ODNR and USFWS Notification.pdf

### **General**

USGS Quadrangle Topographical Map.pdf