



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA CR 0190 3.11 (Applegrove St) PID 110433

Environmental Document Level: C1

Approved: 3/19/2020

Prepared By: Brian Peck

ODOT DISTRICT 4

Phone: 330-786-4931

E-mail: Brian.Peck@dot.ohio.gov

District Contact: Edward Deley

Phone: 330-786-4930

E-mail: Edward.Deley@dot.ohio.gov

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

PID: 110433
Project Sponsor: STARK COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Stark County Engineer (SCE) proposes to resurface 1.14 miles of County Road (CR) 190 (Applegrove Street) from approximately Marquardt Avenue to approximately 650 feet east of Market Avenue (State Route 43) in Plain Township, Stark County, Ohio. This project also proposes to mill/full depth repair the existing pavement, adjust existing catch basins/manholes, install new curb ramps in compliance with Americans with Disabilities Act (ADA) standards, apply new center/edge/stop/crosswalk/other pavement markings, install new traffic signs and upgrade existing traffic signals within the project construction limits. At the existing Applegrove Street/Marquardt Avenue intersection traffic signal, the proposed traffic signal upgrades include the installation of new power supply conduit/pull boxes, loop detectors, advance radar detection system, battery backup uninterrupted power supply system and pedestrian signals. At the existing Applegrove Street/Elmhurst Street intersection traffic signal, the proposed traffic signal upgrades include the installation of new power supply conduit/pull boxes, controller/cabinet foundation and a battery backup uninterrupted power supply system.

Mapping that depicts the project on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Maps is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

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

During project construction, a minimum of one (1) 10-foot lane of traffic in each direction will be maintained on the existing pavement and completed pavement. Short duration lane closures may be performed at the Marquardt Avenue and Elmhurst Street intersection locations when overhead traffic signal work is performed. Construction and lane restriction information will be posted prior to the start of construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected with the project.

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



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Based on the project scope of work, its Path 1 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The area of potential effects (APE) for the project is limited to the physical construction limits of the project. Modernization and maintenance projects are generally exempted from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319) if the project is not within the boundaries of any Historic Property or National Register District. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the 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. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR evaluation or special materials management is not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Moreover, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.

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

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 2 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT Fiscal Year (FY) 2018 - FY 2021 Statewide Transportation Improvement Program (STIP) Project Listing (Appendix 6) as of 2/4/2020.

STIP Reference #	2018AM12ID0395FDCO and is fiscally constrained.
Cultural Resources Coordination:	Minimal Potential to Cause Effect Appendix A
Cultural Resources Coordination Date:	03/11/2020
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):	



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(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 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.)***

Environmental Commitments:

No



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Preparers and Approvals

Form Preparer: Brian Peck
ODOT DISTRICT 4
330-786-4931
Brian.Peck@dot.ohio.gov

Supporting Form Preparer(s): Brian Peck
Jon Hunt

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/19/2020



Appendix

Cultural Resources

Buckeye Assets Mapping.pdf

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

General

Project Study Area Map.pdf

Cultural Resources

Records Check.pdf

ESA

Regulated Materials Review Form.pdf

General

USGS Quadrangle Topographical Map.pdf