



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA/TRU TSG FY2021 PID 111645

Environmental Document Level: C1

Approved: 1/20/2021

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.

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C1

PID:	111645
Project Sponsor:	DISTRICT 4-HMA
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



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The Ohio Department of Transportation (ODOT) proposes to install new stop-line radar detection units, new advance radar detection units and/or new LED vehicular signal heads/lenses, visors, backplates and other traffic signal equipment onto the existing traffic signals at the following Interstate route, U. S. route and state route intersection locations in the city of Louisville and Jackson Township, Stark County, and Liberty Township, Trumbull County:

1. State Route (SR) 193/Colonial Drive;
2. SR 193/Trumbull Avenue;
3. SR 193/Goldie Road;
4. SR 193/Liberty Plaza Entrance;
5. SR 193/Liberty Street;
6. SR 193/Interstate Route (IR) 80;
7. SR 193/SR 304;
8. U. S. Route (USR) 62/Broadway Avenue;
9. SR 241/SR 687; and
10. SR 153/Constitution Avenue.

Two-way traffic on a minimum of two 11-foot lanes shall be maintained on the existing pavement during project construction. However, it may be necessary to stop traffic for the installation of overhead traffic signal span wires and equipment. Any required stoppage of traffic shall be limited to less than ten (10) minutes within any one thirty (30) minute period of time. Lane restrictions and/or traffic stoppage information will be posted within the project construction limits prior to the start of the proposed traffic signal upgrades at the respective intersection locations. Lane restrictions/stoppage will not be permitted during peak travel demand hours. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the construction project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway/roadway rights-of-way.

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

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

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project areas. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8,



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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 activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt STA-TRU-TSG-FY2021-.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRMs for the project study areas and determined the project is not located within a special flood hazard area.

The project will not impact any 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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #: 111645: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 12/23/2020

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):

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(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



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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

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Supporting Form Preparer(s):

Rebecca Mocarski
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/20/2021



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions