



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

D04 SP FY2021 (East) PID 111619

Environmental Document Level: C1

Approved: 1/21/2021

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:	111619
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Non-Federal
Does this project require a Federal permit or approval?	No
Private Funding:	No
Project Description:	

The Ohio Department of Transportation (ODOT) proposes preventative pavement maintenance (spot paving) along an Interstate route (IR), a U. S. route (USR) and various state routes (SR) in the city of Ashtabula and Ashtabula, Cherry, Denmark, Dorset, Jefferson and Plymouth Townships, Ashtabula County, and the city of Youngstown and Austintown, Beaver, Berlin, Boardman, Coitsville and Milton Townships, Mahoning County, as follows:

1. ATB SR 11 from Straight Line Mile (SLM) 22.16 to SLM 22.93;
2. ATB SR 11 from SLM 23.79 to SLM 29.04;
3. ATB SR 167 from SLM 2.21 to SLM 7.70;
4. ATB SR 193 from SLM 7.76 to SLM 11.33;
5. MAH IR 680 from SLM 0.00 to SLM 11.80;
6. MAH USR 422 from SLM 7.58 to SLM 10.14;
7. MAH SR 164 from SLM 0.00 to SLM 3.59; and
8. MAH SR 534 from SLM 8.60 to SLM 13.78.

Additional improvements proposed by this project include partial depth pavement repairs, manhole/catch basin adjustments, concrete gutter repairs and new edge/lane/center/stop line applications and other pavement marking applications.

On highways/roadways with 4 or more lanes, a minimum of one ten-foot lane of traffic in each direction shall be maintained on the existing pavement and completed pavement during project construction. On roadways with 3 or fewer lanes, a minimum of one ten-foot bidirectional lane of traffic will be maintained on the existing pavement and completed pavement during project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Lane restriction/reduction and project information will be posted within the project construction limits prior to the start of project construction. All lane restrictions/reductions shall not be permitted after normal working hours. 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.

The project has no Federal funding (100% State funded project) and does not involve a Federal action.



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The project is exempt from consultation with the Ohio State Historic Preservation Office (SHPO)/Ohio History Connection (OHC) under Ohio Revised Code (ORC) Section 149.53 and under stipulations found in Appendix A of the revised State Funded Project Letter Agreement (Agreement No. 17075), between Ohio's SHPO and ODOT, executed August 29, 2012. The work is an exempted project type and is limited to the installation or maintenance of pavement markings and general highway maintenance (spot paving) as referenced in Appendix A under Items 6 and 9. This undertaking occurs within the existing roadway/highway rights-of-way and the proposed work will not impact any historic properties or historic districts. The project will not impact any cultural resources. See the cultural resources documentation for the project in 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 No. 19394). See the Ecologically Exempt D04-SP-SY2021-.pdf for the project in the Project File/Ecological/Reports subsection.

The project is located within 1,000 feet of the following state scenic rivers:

Ashtabula River (1 locations); and

West Branch - Ashtabula River (1 location).

The project will not impact any of these state scenic rivers. Scenic river coordination was conducted for the project in accordance with the Memorandum of Agreement Between the ODOT and the Ohio Department of Natural Resources (ODNR)/Division of Watercraft For Project Coordination On Ohio's State Wild, Scenic and Recreational Rivers (Agreement No. 11323). See the scenic river coordination documentation for the project in the Project File/Ecological/Coordination subsection as Coordination with ODNR - Scenic River Field Review Form pdf.

The work proposed by the project is considered maintenance and, therefore, is exempt from the normal permit process required for work encroaching on a special flood hazard area (SFHA). Floodplain coordination is not required for the project. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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 is 31.43% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 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.

STIP Reference #:

111619: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

ORC 149.53 Appendix A

Cultural Resources Coordination Date:

12/29/2020

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):

(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.)***

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

Environmental Commitments:

Yes



Environmental Commitments

C1

1) The project designer shall incorporate the following note into the project plans:

THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS, OR DEBRIS OF ANY KIND TO A SCENIC RIVER, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAMS, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVEN OF A SPILL.

2) The project designer shall incorporate the following note into the project plans:

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1,000 FEET OF THE ASHTABULA STATE SCENIC RIVER AND THE WEST BRANCH - ASHTABULA STATE SCENIC RIVER IS PROHIBITED.

3) The project designer shall incorporate the following note into the project plans:

THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1,000 FEET OF THE ASHTABULA STATE SCENIC RIVER AND THE WEST BRANCH - ASHTABULA STATE SCENIC RIVER.

4) The project designer shall incorporate the following note into the project plans:

IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILL MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911), THE LOCAL EMERGENCY COORDINATOR MIKE FITCHET/ASHTABULA COUNTY (440-576-0055) AND DENNIS O'HARA/MAHONING COUNTY (330-716-4685), AND THE OHIO SPILL LINE (1-800-282-9378).

5) The project designer shall incorporate the following note into the project plans:

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 40 DAYS PRIOR TO WORK WITHIN 1,000 FEET OF THE ASHTABULA STATE SCENIC RIVER AND THE WEST BRANCH - ASHTABULA STATE SCENIC RIVER. THE PROJECT ENGINEER SHALL NOTIFY THE DISTRICT ENVIRONMENTAL COORDINATOR 35 DAYS PRIOR TO WORK WITHIN 1,000 FEET OF THE STATE SCENIC RIVER. THE DISTRICT ENVIRONMENTAL COORDINATOR SHALL COORDINATE WITH ODNR SCENIC RIVERS A MINIMUM OF 30 DAYS PRIOR TO ANY WORK WITHIN 1,000 FEET OF THE ASHTABULA STATE SCENIC RIVER AND THE WEST BRANCH - ASHTABULA STATE SCENIC RIVER.



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Preparers and Approvals

Form Preparer

District 4
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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)	1/21/2021



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Ecological

Coordination with ODNR - Scenic River Field Review Form.pdf

ODNR Scenic River MOA Conditions

Permits

District Determination - No Floodplain Impacts.pdf