



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

D04 CHIP FY2022 PID 109580

Environmental Document Level: C1

Approved: 11/10/2021

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 December 14, 2020, and executed by FHWA and ODOT.

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PID: 109580
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Ohio Department of Transportation (ODOT) proposes chip sealing along a U. S. Route (USR) and various state routes (SR) in the village of Andover and Bristol, Geneva, Greene, Gustavus, Kinsman and Mecca Townships, Ashtabula and Trumbull Counties, as follows:

ATB USR 6 from Straight Line Mile (SLM) 22.56 to SLM 23.17;

ATB SR 534 from SLM 23.54 to SLM 25.26;

TRU SR 46 from SLM 23.64 to SLM 26.27;

TRU SR 87 from SLM 13.38 to SLM 22.29; and

TRU SR 88 from SLM 7.03 to SLM 12.32.

Additional improvements proposed by this project include partial-depth pavement repairs, raised pavement marker removal/replacement and edge line/center line/channelizing line/stop line/crosswalk line/transverse-diagonal line/other pavement markings applications.

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

A minimum of one 10-foot bidirectional lane of traffic shall be maintained on the existing pavement and completed pavement of each roadway during project construction. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. 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 during project construction.

The project will be constructed within the existing 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 records check was conducted for the project to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The records check documented the presence of scattered archaeological sites (OAs), numerous architectural resources (OHs), and the occasional listed or eligible historic properties scattered across the study region but well beyond the area of potential effects. However, work will pass through the Gustavus Center National Register Historic District (N.R. #75001542) previously listed on August 6, 1975. The property represents a dense grouping of seven historic buildings and a town green at the intersection of SR 87 and SR 193. Contributing elements include two residences, two churches, a town hall, a farmer's exchange building, and a Masonic hall all dating to the 19th century. The project will not require land from or alter any contributing elements of the Gustavus Center Historic District.

Roadway maintenance projects and work limited to the existing operational highway within a historic district are exempt from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319 -- Appendix B -- Items 1 and 2), as long as no new permanent right-of-way will be acquired from a historic property and no contributing element of a historic district will be removed or altered by construction. All improvements proposed by this project will be limited to existing operational rights-of-way and no new right-of-way will be acquired to construct the project. No buildings will be involved and no relocations will be required to construct the project. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT-OES 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.



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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 D04-CHIP-FY2022.pdf for the project in the Project File/Ecological/Reports subsection.

The project is located within the 1,000-foot buffer of the State Wild & Scenic Pymatuning Creek. The project will not impact this state scenic river. 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.pdf.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM maps for the project study areas and determined sections of the project are located within two (2) designated special flood hazard areas (SFHA). However, the work proposed by the project is considered maintenance that will not impact any base flood elevations and, therefore, is exempt from the normal permit process required for work encroaching on a 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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #:

109580: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix B

Cultural Resources Coordination Date:

11/01/2021

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 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**



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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:

Yes



Environmental Commitments

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1) The Project Designer shall incorporate the following note into the 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 stream, the contractor shall provide secondary containment with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill.

2) The Project Designer shall incorporate the following note into the 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 1000 feet of the State Scenic Pymatuning Creek is prohibited.

3) The Project Designer shall incorporate the following note into the plans:

In accordance with ORC 3750.06, reportable spills must be reported to the local fire department (911), the local emergency coordinator Mike Fitchet, Ashtabula County EMA Director (440-576-0055) and Linda Beil, Trumbull County EMA Director (330-770-0222), and the Ohio Spill Line (1-800-282-9378).

4) The Project Designer shall incorporate the following note into the 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 1000 feet of the State Scenic Pymatuning Creek.

5) The Project Designer shall incorporate the following note into the plans:

The Contractor shall notify the Project Engineer 40 days prior to work within 1000 feet of the State Scenic Pymatuning Creek. The Project Engineer shall notify the District Environmental Coordinator 35 days prior to work within 1000 feet of the scenic river. The District Environmental Coordinator shall coordinate with ODNR Scenic Rivers a minimum of 30 days prior to any work within 1000 feet of State Scenic Pymatuning Creek.



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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)	11/10/2021



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

Coordination with ODNR - Scenic River Field Review.pdf

ODNR Scenic River MOA Conditions

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf