



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **TRU SR 0005 08.30 PID 110710**

**Environmental Document Level: C1**

**Approved: 11/17/2021**

**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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C1

<b>PID:</b>	110710
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

**Project Description:**

The Ohio Department of Transportation (ODOT) proposes to mill and resurface 5.65 miles of State Route (SR) 5/SR 82 from 0.33 mile west of the U. S. Route (USR) 422/SR 5/SR 82 interchange at Straight Line Mile (SLM) 8.30 to the Elm Road/SR 5/SR 82 interchange at SLM 13.95 in Warren, Champion and Bazetta Townships, Trumbull County. Additional improvements proposed by this project include partial depth pavement repairs, linear grading, minor drainage improvements, raised pavement marker replacement and edge line/center line/stop line/channelizing line/lane line/other pavement marking applications. The project also proposes work on the following fifteen (15) bridges along SR 5/SR 82 in Warren, Champion and Bazetta Townships:

1. Structure No. TRU-5-8.58L/Structure File Number (SFN) 7800487;
2. Structure No. TRU-5-8.59R/SFN 7800517;
3. Structure No. TRU-5-10.36L/SFN 7800576;
4. Structure No. TRU-5-10.38R/SFN 7800606;
5. Structure No. TRU-5-10.78L/SFN 7800630;
6. Structure No. TRU-5-10.78R/SFN 7800665;
7. Structure No. TRU-5-11.00L/SFN 7800754;
8. Structure No. TRU-5-11.00R/SFN 7800789;
9. Structure No. TRU-5-12.00R/SFN 7800843;
10. Structure No. TRU-5-12.00L/SFN 7800819;
11. Structure No. TRU-5-12.24R/SFN 7800908;
12. Structure No. TRU-5-12.24L/SFN 7800878;
13. Structure No. TRU-5-12.85/SFN 7800932;
14. Structure No. TRU-5-13.91R/SFN 7800991; and
15. Structure No. TRU-5-13.92L/SFN 7800967.

The proposed bridge maintenance activities on these structures are specified in the Project File/General/Project Information subsection as Project Description Proposed Bridge Maintenance Activities.pdf.

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

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. On all exit/entrance ramps, traffic shall be maintained at all times, except for the times/durations specified in the project plans when nightly ramp closures will occur to resurface the ramps. Ramp traffic will be detoured according to the plan sheets. Construction, lane restrictions/reductions and ramp closures/detours 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. Substantial traffic disruptions are not expected during project construction.

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

Existing utilities within the project study area 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.



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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 area. 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, 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 TRU-5-8.30.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined the proposed bridge maintenance activities at TRU-5-11.00L & TRU-5-11.00R are located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplains. However, the proposed bridge maintenance activities at these bridges are considered maintenance and, therefore, exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. A letter was sent to the local floodplain administrator as a courtesy notification of the project and proposed bridge maintenance activities within the designated SFHA. 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 area.

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 #:** 110710: 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:** 11/03/2021

**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



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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:

Yes



## Environmental Commitments

### C1

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

STREAM AVOIDANCE - TRU-5-11.00R: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER YOUNGS RUN CREEK. NO FILL MATERIAL (INCLUDING ROCK, COFFERDAMS, ACCESS/WORK PADS, ETC.) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF YOUNGS RUN CREEK ON THE STREAM SIDE OF THE EXISTING PIERS DURING SLOPE PROTECTION OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING YOUNGS RUN CREEK.

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

WESTERN RESERVE GREENWAY BIKE TRAIL - TRU-5-12.00L & TRU-5-12.00R  
THE TRU-5-12.00L & TRU-5-12.00R BRIDGES SPAN THE WESTERN RESERVE GREENWAY BIKE TRAIL. THE CONTRACTOR SHALL NOT STAGE OR STORE ANY CONSTRUCTION EQUIPMENT AND/OR MATERIALS UNDERNEATH THE BRIDGE. THE CONTRACTOR SHALL MAINTAIN A SAFE OPEN TRAIL AT ALL TIMES DURING PROJECT CONSTRUCTION AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE PUBLIC SAFETY BELOW THE BRIDGE WITHIN THE PROJECT CONSTRUCTION LIMITS. THE CONTRACTOR SHALL CONTACT AND PROVIDE OPERATION AND CONSTRUCTION SCHEDULE INFORMATION TO THE TRUMBULL COUNTY METROPARKS - ZACHARY SVETTE (330-675-3072 OR ZACHARY.SVETTE@TRUMBULLMETROPARKS.ORG) A MINIMUM 14 DAYS IN ADVANCE OF PERFORMING ANY WORK ON THE TRU-5-12.00L & TRU-5-12.00R BRIDGES.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
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Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Rebecca Mocarski  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	11/17/2021



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## Appendix

### General

Project Description Proposed Bridge Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

### Cultural Resources

Records Check.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf

ODOT Form LD-53.pdf