



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

POR IR 0076 20.05 Slide PID 109670

Environmental Document Level: C2

Approved: 8/23/2022

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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C2

PID:	109670
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



The Ohio Department of Transportation (ODOT) proposes slope embankment repair and culvert extension/maintenance along 0.43 mile of Interstate (IR) 76 in Palmyra Township, Portage County, Ohio. The work will focus on the north and south embankment area of the interstate within existing interstate right-of-way. Embankment repair work includes the removal and replacement of the paved shoulder, removal of failed existing geoweb (cellular soil stabilization technology) slope protection, excavation of existing roadside slopes, construction of a series of embankment benches and installation of geotextile fabric and erosion control mats along the existing roadside slopes with extension of Culvert Number POR-76-2009/Culvert File Number (CFN) 1866696 and Culvert Number POR-76-2033/CFN 1800895. The existing POR-76-2009 48-inch reinforced concrete pipe culvert will be extended approximately 17 linear feet at the inlet and 16.8 linear feet at the outlet. New half-height concrete headwall will be installed at the inlet and outlet and 12 linear feet of new rock channel protection (RCP) will be installed at the outlet. The existing POR-76-2033 54-inch corrugated metal pipe culvert outlet will be extended approximately 15.34 linear feet and a new half-height concrete headwall and 12 linear feet of new RCP will be installed at the outlet. Moreover, the POR-76-2033 culvert will be cleaned out and field-paved with concrete. Additional improvements proposed by this project include guardrail replacement, installation of culvert structure identification signs and edge line pavement marking applications within the project construction limits. 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 two eleven-foot lanes of traffic shall be maintained on the existing pavement during project construction. Detours are not proposed to construct the project. Construction and shoulder restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway limited access 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. The undertaking is limited to embankment repair and culvert structure maintenance along 0.43-mile of I-76 in Palmyra Township, Portage County, Ohio. The work will focus on the north and south embankment of the interstate within existing interstate right-of-way. No buildings will be involved, and no relocations will be required. The literature search determined there are no inventoried buildings (OHI), no identified archaeological sites (OAI), and no listed or eligible Historic Properties located in the proposed construction area or the Area of Potential Effects (APE). Moreover, the bridge and culvert structures located within the APE are of a type and date of construction determined not eligible for inclusion on the NRHP pursuant to the 2009 Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). Slip repair projects where the work is limited to areas of failed or eroded slope are exempt from further cultural resource consideration by the 11/8/17 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 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.

The proposed slope repair and structure maintenance will result in impacts to 132 linear feet of stream channel and 0.042 acre of potentially jurisdictional ditch, and elimination of 0.21 acre of wetlands. No impacts are anticipated to federal/state listed threatened and endangered species and/or their habitats for the project. See the ecological documentation for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM (flood plain mapping) for the project study area and determined the project is not located within a special flood hazard area.

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

The environmental document and associated studies, as applicable, were approved using the updated Stage 3 Design plans for the project. A copy of the updated Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 3 Design Updated 7-18-2022.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 #:

109670: 21-24 STIP/SLI Group
Project. Fiscal constraint is at SLI
Group level.

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. *Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. a. Acquisition of more than a minor amount of right-of-way
2. b. Residential or non-residential displacements
3. c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
4. d. A Section 106 finding of *Adverse Effect*
5. e. A Section 4(f) Programmatic or Individual Evaluation
6. f. A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. h. Changes in access control
9. i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:

Present; No Coast Guard, Individual
404, and/or Section 10 Permit
required

Waterways Permit Type:

Permit Determination and/or Permit
Application Approval Pending



Isolated Wetland Permit	No
Will any wetlands be impacted?	Yes
Endangered Species:	No Impacts to Protected Species and Critical Habitat
100-Year Floodplain:	No Encroachment Within a Special Flood Hazard Area (SFHA)
Section 4(f):	Not present
Section 6(f):	Not present
Cultural Resources:	Present; No Finding of Adverse Effect
Cultural Resources Coordination:	Minimum Potential to Cause Effect Appendix A
Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date	03/11/2022
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies Not Required
Air Quality - Coordination with OES:	No
Noise:	Studies Not Required
Noise Coordination - OES Approval Date:	
Hazardous Materials - ESA Screening Conducted	Yes
Hazardous Materials - OES Approval Date:	03/14/2022
Phase I ESA Warranted Based on Coordination with OES:	No Further Studies Warranted
Farmland:	Non-Urbanized Area; No Impacts in Accordance With the Farmland MOU, 7 CFR 658, and ORC 929.05
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area
Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.	
Underserved Populations	Present; No UPIAR Required, Does Not Exceed UP Guidance Criteria, and No Issues Raised During Public Involvement



Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
391336007061	5	17	16	1

Underserved Populations Remarks

No relocations will be required for the project. Access to shopping, bus stops, schools, jobs, recreational and/or other community resources will not be diminished or restricted. Moreover, the project will not negatively impact the extent to which a community feels connected or cohesive for an Underserved Population. The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required. See underserved population documentation for the project in the Project File/Underserved Populations/Project Information subsection.

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Environmental Commitments

No



Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
POR- IR 76 20.05 Slide	Wetland A	Adjacent	Category 1	0.7	0.05
	Wetland B	Adjacent	Modified Category 2	0.5	0.12
	Wetland C	Adjacent	Category 1	0.1	0.04

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Total impact to all wetlands (ac.): 0.21

Total acres of non-isolated wetlands impacted: 0.21

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Existing Condition and Maintenance Problems.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Substantially Increase Project Costs.

Include justification supporting the decisions noted above:

The No Build alternative does not meet the project's Purpose & Need to address failing embankment slope areas and deficient culvert structure conditions along 0.43-mile of I-76 in Palmyra Township, Portage County, Ohio. The project footprint has been reduced to the maximum extent practicable. Implementation of additional measures to further reduce the impact footprint is not feasible or warranted based on: the purpose and need of the project; the location of the aquatic resource relative to the project location; and the overall minor impacts of the project as currently designed.



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All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

See wetlands and other ecological resource impact information in the Level 1 Ecological Survey Report and agency coordination provided in the project File/Ecological/Reports and Coordination subsections.



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Environmental Commitments



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Brian Peck
Thomas Powell

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	8/23/2022



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Underserved Populations

Census Mapping.pdf

Permits

FEMA FIRM.pdf