



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 0241 14.58 (SRTS) PID 117553

Environmental Document Level: C1

Approved: 3/21/2025

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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Environmental Document Level: C1
PID 117553 STA SR 0241 14.58 (SRTS)
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C1

PID:	117553
Project Sponsor:	Jackson, Township of
ODOT District:	4
Funding Source:	Federal
Project Description:	



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Jackson Township, in cooperation with Jackson Local Schools and the Ohio Department of Transportation (ODOT), proposes to construct new sidewalk along the north side of Mudbrook Street NE from approximately Drexel Avenue NW to Cheryl Lane NW. A crosswalk will be installed to connect the new sidewalk to existing sidewalk on the south side of Mudbrook Street NE. That existing sidewalk extends east to Wales Avenue NW (State Route 241). The project will also add sidewalk along the east side of Wales Avenue NW from the Mudbrook Street NE intersection north to Pontberry Street NW. The project also includes the addition of pedestrian signals, curb ramps, and a crosswalk at the Wales Avenue NW/ Mudbrook Street NE intersection to meet Americans with Disabilities Act (ADA) standards.

The proposed new sidewalk will provide safer connection to nearby neighborhoods to encourage and enable students to safely walk to school. Proposed improvements will be constructed entirely within existing street rights-of-way and lands owned by the Jackson Local School District Board of Education.

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 bidirectional lane of traffic shall be maintained on SR 241 and Mudbrook Street NE during project construction, however, temporary lane restrictions may be necessary and accomplished utilizing flaggers. Road closures and detours are not proposed to construct the project. Lane restrictions/reductions shall not be permitted after normal working hours. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all properties, businesses and intersecting side roads within and adjacent to the project construction limits for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

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 will be constructed within the existing roadway rights-of-way and Jackson Local School properties.

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

A Cultural Resources Records Check was performed using the SHPO GIS online database 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 did not identify any known archaeological sites (OAI) or any inventoried buildings (OHI). No listed or eligible historic properties are found in the project area or in the area of potential effects (APE). The work activities will focus on the existing road operational right-of-way and existing paved school parking lot and access drive locations. No additional right-of-way acquisition is anticipated. No buildings will be involved in construction and no relocations will be required for the project. The STA-SR 241-14.58 (SRTS) project is not a part of a larger undertaking and is a type that has minimal potential to cause effects to historic properties in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503). Therefore, no further coordination is required for the project. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subfolder 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-SR 241-14.58 (SRTS).pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. 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 2 Design plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 2 Design.pdf*.

The estimated total project cost specified in the Stage 2 plan estimate is 8.2% lower than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). Project fiscal constraint is at the Statewide Line Item (SLI) Group level.

The next phase of the proposed project is listed on the STIP:

Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	
CO	117553: 24-27 STIP
DD	



The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 03/21/2025

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):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(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.)*

Environmental Commitments: No



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

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Brian Peck

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	3/21/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

News Article.pdf

Press Release.pdf

Project Website Snapshot - Jackson Township.pdf

Project Website Snapshot - ODOT.pdf

Property Owner Notification - Upcoming Project Flyer.pdf

Property Owner Notification Letter Mailing Addresses.pdf

Public Comments Received.pdf

Response to Public Comments.pdf

Permits

FEMA FIRM.pdf