



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **D04 PM R-WR FY2023 PID 115375**

**Environmental Document Level: C1**

**Approved: 10/17/2022**

**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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C1

<b>PID:</b>	115375
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Non-Federal
<b>Does this project require a Federal permit or approval?</b>	Yes
<b>Private Funding:</b>	No
<b>Project Description:</b>	

The Ohio Department of Transportation (ODOT) proposes to install recessed wet reflective pavement markings along the following U. S. Routes (USR), interstate routes and state routes in Cuyahoga (CUY), Stark (STA), Summit (SUM) and Trumbull (TRU) Counties:

1. CUY Interstate Route (IR) 480 from Straight Line Mile (SLM) 29.69 to SLM 30.033 in the village of Oakwood in Cuyahoga County;
2. SUM IR 480 from SLM 0.00 to SLM 8.67 in the cities of Twinsburg and Hudson and Twinsburg Township in Summit County;
3. SUM IR 77 from SLM 15.87 to SLM 19.51 in the city of Akron in Summit County;
4. SUM State Route (SR) 8 from SLM 19.04 to SLM 20.21 in the city of Macedonia, village of Northfield and Northfield Center Township in Summit County;
5. STA USR 30 from SLM 16.46 to SLM 18.75 in the city of Canton and Canton Township in Stark County;
6. STA USR 62 from SLM 25.32 to 28.87 in the cities of Canton and Louisville and Plain and Nimishillen Townships in Stark County;
7. TRU SR 5 from SLM 8.30 to SLM 14.015 in Warren, Champion, Bazetta and Howland Townships in Trumbull County; and
8. TRU SR 82 from SLM 13.885 to SLM 17.40 in the city of Warren and Howland Township in Trumbull County.

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*.

On highways/roadways with 3 or more lanes, a minimum of one ten-foot lane of traffic in each direction shall be maintained. On roadways with 2 lanes, a minimum of one ten-foot bidirectional lane of traffic shall be maintained during project construction. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. Construction and lane 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/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), however, the project is federalized because the effort involves limited-access interstate routes.

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 the proposed project footprint 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



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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 D04-PM R WR-FY2023.pdf* for the project in the Project File/Ecological/Reports subsection.

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 equal to the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). Fiscal constraint is at the Statewide Line Item (SLI) Group level and an individual project utilizing a SLI does not require a STIP/TIP amendment.

**STIP Reference #:** 115375: 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:** 09/19/2022

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 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;**



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*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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## **Environmental Commitments**



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
330-786-4930  
Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Brian Peck  
Rebecca MocarSKI

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	10/17/2022



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## **Appendix**

### **General**

County Map.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