



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA CR 0031 00.83 (State St) PID 117103

Environmental Document Level: C1

Approved: 1/17/2023

Prepared By: Brian Peck

ODOT DISTRICT 4

Phone: 330-786-4931

E-mail: Brian.Peck@dot.ohio.gov

District Contact: Edward Deley

Phone: 330-786-4930

E-mail: Edward.Deley@dot.ohio.gov

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.

Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



Environmental Document Level: C1
PID 117103 STA CR 0031 00.83 (State St)
Approved: 1/17/2023

C1

PID:	117103
Project Sponsor:	STARK COUNTY ENGINEER
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



Environmental Document Level: C1
PID 117103 STA CR 0031 00.83 (State St)

Approved: 1/17/2023

The Stark County Engineer (SCE) proposes to mill/resurface pavement on State Street (County Road 31) from Cleveland Avenue NW to State Route 43 (Kent Avenue) in Lake Township, Stark County. Additional improvements proposed by this project include partial/full depth pavement repairs, linear grading, guardrail replacement, new guardrail installation, guardrail anchor assembly replacement, sidewalk/curb ramp replacement to comply with the Americans with Disabilities Act (ADA) standards, monument assembly replacement, catch basin/manhole adjustments, driveway apron reconstruction, traffic signal detector loop replacement, new barrier reflector installations and new edge line/center line/channelizing line/stop line/crosswalk line/other pavement marking applications.

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 bi-directional lane of traffic shall be maintained on the existing pavement and completed pavement during project construction. Road closures and detours are not proposed to construct the project. 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 during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing roadway right-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 undertaking will be constructed within will existing street operational right-of-way and no additional right-of-way acquisition will occur. No buildings will be involved in construction and no relocations will be required by the project. Moreover, rehabilitation projects are exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319), if no new right-of-way is being acquired and if no contributing element of a National Register resource will be altered.

Based on the scope of the project and the results of a Section 106 Records Check, the project has minimal potential to cause effects and 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 STA-CR31-0083.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 areas and determined the project is located within a special flood hazard area. 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 area.

The environmental document and associated studies, as applicable, were approved using the Stage 1 Design plans for the project. A copy of the Stage 1 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 1 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 #: 117103: 21-24 STIP \$1,036,800.00

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 12/19/2022

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):

(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.*

(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; 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



Environmental Document Level: C1
PID 117103 STA CR 0031 00.83 (State St)
Approved: 1/17/2023

Environmental Commitments



Environmental Document Level: C1
PID 117103 STA CR 0031 00.83 (State St)
Approved: 1/17/2023

Preparers and Approvals

Form Preparer: Brian Peck
ODOT DISTRICT 4
330-786-4931
Brian.Peck@dot.ohio.gov

Supporting Form Preparer(s): Brian Peck
Joshua Sturges

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/17/2023



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf

SCE Determination - No Floodplain Impacts.pdf