



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **STA/SUM GR FY2024 (Systematic) PID 118572**

**Environmental Document Level: C1**

**Approved: 2/21/2023**

**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>	118572
<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>	



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The Ohio Department of Transportation (ODOT) proposes guardrail maintenance and repairs, as warranted, along various Interstate Routes and State Routes in Stark and Summit Counties.

Mapping that depicts Stark and Summit Counties 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*. Guardrail locations are specified in the Stage 3 Design plans. 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*.

On highways/roadways with 4 or more lanes, a minimum of one eleven-foot lane of traffic in each direction shall be maintained on the existing pavement during guardrail maintenance operations. On highways/roadways with 3 or fewer lanes, a minimum of one ten-foot bidirectional lane of traffic will be maintained on the existing pavement during guardrail maintenance operations. Road closures and detours are not proposed to construct the project. 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. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing road and highway 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.

The undertaking will repair/replace/upgrade existing guardrail on various Interstate Routes and State Routes in Stark and Summit Counties. The work is limited to the existing road/highway rights-of-way exclusively composed of modern elements. A Cultural Resources Records Check was performed by district environmental staff using the Ohio State Historic Preservation Office (OSHP) GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE) footprint of the project. The records check included a review of electronic data from the OSHP GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), the Ohio Historic Inventory (OHI) and the Ohio Archaeological Inventory (OAI). Historic properties, inventoried OHI buildings and Historic Districts are present in proximity of the project APE, however, none of these structures or historic boundaries will be impacted by the proposed construction.

The proposed activities will be state-funded, however, the project is federalized because the effort involves limited-access interstate routes. The highway changes will require a Federal Highways permit, however, construction efforts will focus on the existing operational rights-of-way and no additional right-of-way acquisition is required to construct the project. No buildings will be involved in construction and no relocations will be required by the project. Based on the scope of the project and the results of the 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-SUM-GR FY2024.pdf* for the project in the Project File/Ecological/Reports subsection.

The work proposed by the project is considered roadway maintenance that will not impact any base flood elevations 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*.

All project phases (Preliminary Engineering, Detailed Design and Construction phases) are 100% state funded and a Statewide Transportation Improvement Program (STIP) ID is not shown. However, this project is "non-federal", 100% State funded, and is fiscally constrained.

**STIP Reference #:**

**Non-federal 100% State funded and  
is fiscally constrained**



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Cultural Resources Coordination:

Minimal Potential to Cause Effect  
Appendix A

Cultural Resources Coordination Date:

02/06/2023

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):

(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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## **Environmental Commitments**



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### Preparers and Approvals

**Form Preparer**

District 4  
Contact: Brian Peck  
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Brian.Peck@dot.ohio.gov

**Supporting Form Preparer(s):** Brian Peck

### Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	2/21/2023



## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Records Check.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Permits**

District Determination - No Floodplain Impacts.pdf