



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **D04 SP FY2023 (East) PID 116093**

Environmental Document Level: C1

Approved: 2/6/2023

Prepared By: District 4

Brian Peck
Phone: 330-786-4931
E-mail: Brian.Peck@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 116093 D04 SP FY2023 (East)

Approved: 2/6/2023

C1

PID:	116093
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Non-Federal
Does this project require a Federal permit or approval?	Yes
Private Funding:	No
Project Description:	

The Ohio Department of Transportation (ODOT) proposes pavement preventative maintenance (spot paving) along various Interstate and State Routes in Ashtabula, Trumbull and Mahoning Counties. Additional improvements proposed by this project include partial depth pavement repairs, raised pavement marker replacement and edge line/lane line/channelizing line/center line pavement markings applications.

Mapping that depicts the project locations 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 4 or more lanes, a minimum of one eleven-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during pavement 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 or completed pavement during pavement maintenance operations. Road closures and detours are not proposed to construct the project. All lane restrictions/reductions shall not be permitted after normal working hours. 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 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 to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The literature search concluded that a portion of the proposed project, including the MAH-680-4.81/Structure File Number (SFN) 5006872 bridge, is located within the Mill Creek Park Historic District (NRHP#05000178), that is listed in the National Register of Historic Places (NRHP). The MAH-680-4.81 bridge structure is considered to be a non-contributing feature of the historic district and the proposed work taking place within the historic boundaries of the aforementioned NRHP-listed Historic District is limited to pavement preventative maintenance, raised pavement marker replacement and edge line/lane line/channelizing line/center line pavement markings applications, therefore, the proposed project will not impact this historic district or any other historic properties/districts and has minimal potential to cause effects to historic properties.

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 limited access operational right-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



Environmental Document Level: C1

PID 116093 D04 SP FY2023 (East)

Approved: 2/6/2023

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-SP-FY2023.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.

The estimated total project cost specified in Ellis is 45.02% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #: 116093: 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: 01/18/2023

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):

(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;***



Environmental Document Level: C1

PID 116093 D04 SP FY2023 (East)

Approved: 2/6/2023

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 116093 D04 SP FY2023 (East)
Approved: 2/6/2023

Environmental Commitments



Environmental Document Level: C1

PID 116093 D04 SP FY2023 (East)

Approved: 2/6/2023

Preparers and Approvals

Form Preparer

District 4
Contact: Brian Peck
330-786-4931
Brian.Peck@dot.ohio.gov

Supporting Form Preparer(s):

Cameron Gatian
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	2/6/2023



Environmental Document Level: C1

PID 116093 D04 SP FY2023 (East)

Approved: 2/6/2023

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

FEMA FIRM.pdf