



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **TRU Niles Signals Upgrade PID 116860** Environmental Document Level: C2

Approved: 1/7/2025

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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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C2

Project Information

PID:	116860
Project Sponsor:	Niles, City of
ODOT District:	4
Funding Source:	Federal

C2 Section

Project Description:



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The city of Niles proposes to replace traffic signals at seven (7) intersections along Main Street (State Route 46/State Route 169) beginning at West State Street and ending at North Road. The proposed project includes reconstruction of traffic signals including mast arms, cabinets, controller units, vehicle and pedestrian detection, pedestrian signal heads, and communications. Existing equipment will be reused where possible. Additional improvements proposed by the project include storm water drainage system improvements, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards and new pavement markings. The project will also enhance traffic signal phasing and timing from State Street to Federal Street. The traffic signal upgrades will occur at the following intersections:

1. Main Street/State Street
2. Main Street/Park Avenue
3. Main Street/Church Street
4. Main Street/Robbins Avenue
5. Main Street/Maple Street
6. Main Street/Federal Street
7. Main Street/North Road

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. During project construction, two-way traffic shall be maintained at all times using a flagger. Road closures and detours are not proposed to construct the project. Lane closures shall not be permitted during the hours of 7:00 am to 9:00 am or 4:00 pm to 6:00 pm on weekdays. 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 during project construction. Substantial traffic disruptions are not expected during project construction.

The project will acquire a total of 0.113 acre of new permanent right-of-way from 20 parcels and a total of 0.0417 acre of temporary right-of-way from 20 parcels to construct the proposed improvements. Temporary right-of-way will be acquired from the National Register of Historic Places (NRHP)-listed William McKinley Memorial (NRHP #75001544). The existing marble curbs associated with the William McKinley Memorial at the southwest corner of the Main Street/Church Street intersection will be removed and reinstalled in the same location so the marble curbing is not damaged during construction of the new sidewalk sections. The Ohio Department of Transportation (ODOT)-Office of Environmental Services (OES) determined that a finding of "no adverse effect" is applicable for the project. See the right-of-way plan information for the project in the Project File/General/Project Information subsection as Right of Way Plan Sheets.pdf.

The project will not impact any other 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 greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). However, based on the estimated total project cost being less than \$3,000,000 and the additional project cost not exceeding \$1,500,000, a STIP amendment is not necessary for the project.

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

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
RW	
CO	116860: 24-27 STIP
DD	116860: 24-27 STIP

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



Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section. **Examples include: Lane reduction ("road diet") changes provided traffic analysis is completed; Railroad projects that close at-grade crossings to improve safety or traffic operations.**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways:

Not Present



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Will any wetlands be impacted? No

Endangered Species: No Impacts to Protected Species and Critical Habitat

Scenic Rivers No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

The project is not located within 1,000 feet of a scenic river.

Floodplains

100-Year Floodplain: No Encroachment Within a Special Flood Hazard Area (SFHA)

Floodplain Remarks

The project is not located within a regulated floodplain.

Section 4(f)

Section 4(f): Present; No Programmatic Evaluation or Individual Evaluation Required

Section 4(f) Determination:

No Use - Cultural Resources

Section 4(f) Determination Date - No Use - Cultural Resources 07/16/2024

Section 4(f) Remarks

On July 16, 2024, in accordance with 36 CFR Section 800.5(b) and the Section 106 Programmatic Agreement (Agreement No. 38503) executed on June 29, 2023, ODOT-OES has determined a finding of 'no adverse effect' is applicable to the undertaking. An environmental commitment will be included in the environmental document specifying that a portion of the marble sidewalk lining associated with the NRHP listed William McKinley Memorial (NRHP #75001544) at the intersection of Church Street and Main Street be removed so not to harm the original material and then the original marble sidewalk lining be reset in its original location. The fulfillment of this commitment will be documented in the project file. Therefore, in accordance with 23 CFR Part 774, the undertaking TRU-Niles Signal Upgrade PID 116860 will not result in the use of a Section 4(f) cultural resource.

Section 6(f)

Section 6(f): Not present

Cultural Resources

Cultural Resources: Present; No Finding of Adverse Effect



Cultural Resources Coordination:

No Adverse Effect

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date**

07/16/2024

Cultural Resources Remarks

In accordance with 36 CFR Section 800.5(b) and the Section 106 Programmatic Agreement (Agreement No. 38503) executed on June 29, 2023, ODOT-OES has determined a finding of 'no adverse effect' is applicable to the subject project. Measures to minimize effects to the William McKinley Memorial (#75001544), listed in the NRHP have been incorporated into project design. One marble sidewalk lining curb associated with the historic property will be removed prior to construction and then re-set in its original location following the completion of this project. No land from the historic property will be acquired to construct the project.

No additional cultural resources listed on or determined eligible for listing on the NRHP will be affected by the undertaking. Based on the Tribes' preferences documented in either EnviroNet or in previous communications with ODOT's tribal liaison, no Tribes are interested in this type of project (traffic signal upgrade in an urban setting). No further tribal consultation is necessary for the TRU-Niles Signal Upgrade project.

See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Air Quality

Noise

Regulated Materials

Farmland

Air Quality:

Studies Not Required

Air Quality - Coordination with OES:

No

Air Remarks

The project is not located in a ozone nonattainment or maintenance area; therefore, no further ozone analysis is required. The project does not involve adding capacity, adding a new interchange, constructing a new road on new alignment, relocating travel lanes closer to sensitive areas, or expanding an intermodal center. Therefore, a qualitative MSAT Analysis is not required.

The project is not in a PM2.5 nonattainment or maintenance area; therefore, no further PM2.5 analysis is required.

Noise:

Studies Not Required

Noise - Coordination with OES

No

Noise Remarks

The project does not qualify as a Type I project for noise (i.e., not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas); therefore, a noise analysis is not required for the project under 23 CFR 772.



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The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization:

Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date:

06/07/2024

Regulated Materials Review Remarks:

ODOT-OES completed a review of the RMR Screening for the project. On June 7, 2024, ODOT-OES concluded there are 2 properties of concern within the project with proposed ROW. The proposed work for RM-52, Valsi Cleaners, 254 N. Main, consists of placing a signal pole and constructing the sidewalk. The second property is RM-062, Former Niles Glass Plant, 403 N. Main, proposed work consists of the placement of a signal pole, construction of the sidewalk and the removal of the traffic pedestal. Both properties are acquiring just minimal amounts of permanent ROW for the sidewalks and signal poles. Based on this, no further RMR or special material management is warranted for either of these properties. In addition, no further RMR or special material management is warranted for the rest of the properties in the project. See the RMR documentation for the project in the Project File/RMR/Coordination, Project Information and Reports subsections.

Farmland:

Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
391559328011	9	33
391559328012	8	52
391559328021	3	66
391559328022	7	63

Environmental Justice Remarks

The project does not require any residential or business relocations. The project will not change access to shopping, bus stops, schools, jobs, recreational resources, community centers or diminish or completely restrict, either temporary or permanent, to Environmental Justice communities. No man-made diversion such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Environmental Justice population. Access to or use of the transportation improvement will not be denied to any Environmental Justice population. The proposed project will not result in unanticipated additional impacts to an Environmental Justice population. No concerns related to impacts on Environmental Justice populations or any unique factors that could result in a disproportionately high and adverse effect were raised during public involvement. Therefore, in accordance with the protections of Executive Order 12989 and, FHWA Order 6640-23A, no further analysis is required for the project.

Based on the above findings, an EJAR is not required for the project.



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Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks

The city of Niles conducted various public involvement activities for the project including property owner notification letters, a news release, a press release provided to the local newspaper and a public notice posted on the city of Niles social media website that described the project, provided the anticipated construction schedule, directed the owners/public to the dedicated page on the city of Niles website, and solicited comments about the social, environmental and economic impacts of the proposed project. The city of Niles did not receive any comments on the project. No substantial environmental controversy on environmental grounds was identified during the public involvement activities. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Environmental Commitments

C2

1) Temporary right-of-way will be required from the NRHP-listed William McKinley Memorial (NRHP #75001544). Marble sidewalk lining curb associated with the William McKinley Memorial at the southwest corner of the Main Street/Church Street intersection will be removed and reinstalled in the same location by the Contractor so curbing is not damaged during construction of the new sidewalk sections.



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Preparers and Approvals

Form Preparer:

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Supporting Form Preparer(s):

Christine Surma
Sean Carpenter
Scott Ross

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/7/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

STIP Listing.pdf

USGS Quadrangle Topographical Map.pdf

Air

District Determination - No Air Analysis Required.pdf

Noise

District Determination - No Noise Analysis Required.pdf

RMR

OEPA File Review - Niles GE EDMR.xlsx

OEPA File Review - Valsi Cleaners.pdf

OEPA File Review-GE Glass Plant.pdf

OES Review - RMR Assessment.pdf

Regulated Materials Review Form - RM-62 Phase II ESA.pdf

Regulated Materials Review Form.pdf

Cultural Resources

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

NHD Records Review.pdf

NWI Map.pdf

ODNR Scenic River MOA Conditions

Scenic Rivers Map.pdf

USFWS Species Request.pdf

Other Resources

Census Urban Areas Map.pdf

Sole Source Aquifer Mapping.pdf



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Water Source Protection Area Map.pdf

Section 6(f)

LWCF Grant Listing.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

News Release.pdf

Press Release.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Social Media Posting.pdf

Permits

FEMA FIRM.pdf