



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **D04 CS FY2024 PID 116080**

**Environmental Document Level: C1**

**Approved: 10/31/2023**

**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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## Environmental Document Level: C1

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### C1

**PID:** 116080  
**Project Sponsor:** DISTRICT 4-PLANNING  
**ODOT District:** 4  
**Funding Source:** Non-Federal  
**Does this project require a Federal permit or approval?** Yes

#### Project Description:

The Ohio Department of Transportation (ODOT) proposes pavement crack sealing along various Interstate, U. S. and State Routes throughout District 4. Additional improvements proposed by this project include edge line/lane line/center line/stop line/channelizing line/other pavement marking applications, when necessary.

Mapping that depicts 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 ten-foot lane of traffic in each direction shall be maintained on the existing pavement and completed pavement during project construction. On roadways with 3 or less lanes, a minimum of one ten-foot bidirectional 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. 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 roads during 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 cultural resource layers added in Google Earth to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The search concluded that portions of the proposed project are located within the following historic districts, all of which are listed in the National Register of Historic Places (NRHP):

1. Mantua Station Historic District, on State Route 44 in Portage County (NRHP#74001606), and
3. Fowler Center Historic District on State Route 305 and State Route 193 in Trumbull County (NRHP#85002921).

The proposed work taking place within the historic boundaries of the aforementioned NRHP-listed Historic Districts is limited to pavement crack sealing and pavement marking applications along various existing modern asphalt paved routes. District environmental staff coordinated with OES Cultural Resources Staff on October 24, 2023, and in accordance with Appendix A of the Section 106 Programmatic Agreement, the project will not impact these historic properties or historic districts.

The proposed activities will be state-funded, however, the project is federalized because the effort involves a limited-access interstate route. 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. Therefore, in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed June 29, 2023 (*Agreement No. 38503*), the D04-CS-FY2024 (PID 116080) project has 'Minimal Potential to Cause Effects' to Historic Properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Coordination 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



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File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt D04-CS-FY2024.pdf* for the project in the Project File/Ecological/Reports subsection.

The project is located within the 1,000-foot buffer of the State Scenic Ashtabula River and Upper Cuyahoga River. The project will not impact these state scenic rivers. Scenic river coordination was conducted, as appropriate, for the project in accordance with the Memorandum of Agreement Between the ODOT and the Ohio Department of Natural Resources (ODNR)/Division of Watercraft For Project Coordination On Ohio's State Wild, Scenic and Recreational Rivers (Agreement No. 11323). See the scenic river coordination documentation for the project in the Project File/Ecological/Coordination subsection as *Coordination with ODNR - Scenic River.pdf*.

The work proposed by the project is considered roadway maintenance that will not change the alignment, grade or hydraulic capacity of the stream(s) 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 23.46% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 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.

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

Yes

**Ellis STIP Details**

Phase	Current STIP Reference
ENV	
CO	116080: 24-27 STIP
DD	

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

Yes

**Cultural Resources Coordination:**

Minimal Potential to Cause Effect  
Appendix A

**Cultural Resources Coordination Date:**

10/24/2023

**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



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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:

Yes



## Environmental Commitments

### C1

- 1) The Project Designer shall incorporate the following note in the plans: The Contractor shall not discharge toxic or hazardous materials such as sealants, paint, solvents, cleaning agents, earthen materials, waste-water, fuels or debris of any kind to a scenic river, its tributaries, or drainage ways. If refueling of immobile equipment is necessary within the floodplain or near any tributary drainage ways, ditches, or stream, the contractor shall provide secondary containment with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill.
- 2) The Project Designer shall incorporate the following note in the plans: Any and all construction debris, earthen debris, excess asphalt or concrete, wood debris from clearing, excess fill material, and trash should be disposed of at an approved upland site or land fill above FEMA 100-year flood elevations. Disposal of any such materials within 1000 feet of the State Scenic Ashtabula River and Upper Cuyahoga River is prohibited.
- 3) The Project Designer shall incorporate the following note in the plans: In accordance with ORC 3750.06, reportable spills must be reported to the local fire department (911), the local emergency coordinator Mike Fitchet, Ashtabula County EMA Director (440-576-3500), Andy Frost, Mahoning County EMA Director (330-550-6481), Ryan Shackelford, Portage County EMA Director (330-697-2689) Tim Warstler, Stark County EMA Director (330-451-3911), Tommy Smoot, Summit County EMA Director (330-643-2522) and John Hickey, Trumbull County EMA Director (330-770-0222), and the Ohio Spill Line (1-800-282-9378)., and the Ohio Spill Line (1-800-282-9378).
- 4) The Project Designer shall incorporate the following note in the plans: The Contractor shall keep all idle equipment, fuels, lubricants, and any storage for/of potentially toxic or hazardous materials out of the FEMA designated special flood hazard area and not within 1000 feet of the State Scenic Ashtabula River and Upper Cuyahoga River.
- 5) The Project Designer shall incorporate the following note into the plans: The Contractor shall notify the Project Engineer 40 days prior to work within 1000 feet of the State Scenic Ashtabula River and Upper Cuyahoga River. The Project Engineer shall notify the District Environmental Coordinator 35 days prior to work within 1000 feet of the scenic river. The District Environmental Coordinator shall coordinate with ODNR Scenic Rivers a minimum of 15 days prior to any work within 1000 feet of State Scenic Ashtabula River and Upper Cuyahoga River.



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### **Preparers and Approvals**

#### **Form Preparer**

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

#### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Brian Peck (ENV SPEC 3)	10/31/2023



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## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Minimal Potential to Cause Effects - A or B.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Permits**

District Determination - No Floodplain Impacts.pdf