



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU SR 7/7D 8.74/0.00 PID 119086

Environmental Document Level: C1

Approved: 2/8/2024

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

PID: 119086
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill and resurface 4.07 miles of State Route (SR) 7 and State Route (SR) 7D in Brookfield and Hartford Townships and the village of Yankee Lake, Trumbull County.

The proposed pavement maintenance/resurfacing limits are described below.

- SR 7 from Wood Street at Straight Line Mile (SLM) 8.74 to Drake Stateline Road at SLM 12.64, a total distance of approximately 3.90 miles.

- SR 7D from the southern limits of Brookfield Square at SLM 0.00 to the northern limits of the Brookfield Square at SLM 0.17, a total distance of 0.17 mile.

Additional improvements proposed by this project include partial/full depth pavement repairs, linear grading, existing walk/curb ramp removal, new concrete walk/curb ramp installations and upgrades to comply with the Americans with Disabilities Act (ADA) standards, new traffic control sign installations, traffic signal radar detection installations, raised pavement marker replacement and edge line/center line/channelizing line/stop line/crosswalk line/other pavement markings applications throughout the newly paved sections of SR 7 and SR 7D.

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 bidirectional lane of traffic shall be maintained on the existing pavement or completed pavement during project construction. No road closures and detours are 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. Access shall be maintained to all properties, businesses and intersecting side roads within and adjacent to the project construction limits for the duration of 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 area 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.

Based on the limited scope of the project and the results of the Section 106 Records Check, the Area of Potential Effects for the undertaking is limited to the construction limits, which include the roadway, the curbs, and sidewalks along SR 7 and 7D. All the roadways in the APE are paved in asphalt, and all the existing sidewalk/curbs in the work limits are made of concrete. Some of the existing concrete curb ramps have mats with truncated domes, and some do not.

A Cultural Resources Records Check was performed using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project APE. The literature search revealed that the southern end of the project is within the **Brookfield Center Historic District (#85002922)**, which is listed in the National Register of Historic Places (NRHP). Two properties that have been included on the Ohio Historic Inventory (OHI) are along the corridor as well. OHI# TRU209620, The Yankee Lake Inn, and OHI #TRU206320 The Yankee Lake Ballroom, both of which are buildings on the east side of the roadway. The Section 106 Records Check shows that there are no archaeological sites in the immediate project area. No further archaeological investigations are recommended.

No contributing features of the NRHP-listed historic district will be removed or altered by this project. Based upon the limited scope of the project and the results of the Section 106 Records Check the subject undertaking has minimal potential to cause effects to historic properties, and no further investigations are warranted. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

The undertaking will not require land from within the historic boundary of a Section 4(f) Cultural Resource and no permanent or temporary right-of-way is needed for this project. A section of the proposed project is within the Brookfield Center Historic District (#85002922), which is listed in the National Register of Historic Places (NRHP). Existing concrete curbs and sidewalks and curb ramps will be replaced with new ones within the Historic District. No land from any historic property will be converted to a



transportation facility and no contributing features of any historic property will be removed or altered.

On January 17, 2024, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES determined that the undertaking has minimal potential to cause effects to historic properties. Therefore, in accordance with 23 CFR 774, ODOT has determined the undertaking will not result in the use of any Section 4(f) historic site. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

Brookfield Township Community Green is a recognized recreational property and is afforded protection from adverse impacts. Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was submitted to ODOT-OES Policy Staff on January 26, 2024. Based upon review of the DRF it was determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(g), the proposed project will preserve and/or enhance Brookfield Township Community Green and will not adversely affect the protected recreational activities, features, or attributes. This determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ). No further Section 4(f) coordination is required. See the Recreational Section 4f documentation for the project in the Project File/Section 4f/Reports and Coordination subsections.

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/RMR/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt TRU-7 7D-8.74.pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined a section of the project is located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplain. However, the work being performed on this project is considered roadway maintenance that does 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 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 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 4.21% 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
CO	119086: 24-27 STIP

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 B

Cultural Resources Coordination Date: 01/17/2024

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:

Yes



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Environmental Commitments

C1

- 1) The project designer shall incorporate the following note into the plan: Access to Brookfield Township Community Green shall be maintained at all times during construction activities.
- 2) The project designer shall incorporate the following note into the plan: Temporary construction fencing shall be installed, as needed, at the curb ramp locations prior to the start of construction activities to protect the existing Section 4(f) property and the public.
- 3) The project designer shall incorporate the following note into the plan: The contractor shall be required to closely coordinate the construction schedule with ODOT and Brookfield Township prior to the start of construction activities.



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Rebecca Mocarski
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/8/2024



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

OES Recreational 4(f) Determination.pdf

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf