



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Environmental Document

for

CUY SR 176 10.65 PID 120469

Environmental Document Level: C1

Approved: 3/24/2025

Prepared By: District 12

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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: 120469
Project Sponsor: ODOT SPONSORING AGENCY
ODOT District: 12
Funding Source: Non-Federal
Does this project require a Federal permit or approval? No

Project Description:

This Project consists of the restriping of SR-176 to carry three through lanes from the Denison Ave overpass to the IR-71/IR-90/IR-490 interchange in the North and Southbound directions. A fourth lane will be added to SR-176 on approaches to the exit lanes and entrance merging lanes. This section is an approximately 0.77-mile distance.

Southbound of SR-176 will be reconfigured via restriping to carry two lanes to IR-480 East bound. This is approximately a 0.53-mile distance.

The remainder of the project area, a distance of 2.33 miles, will include restriping existing pavement markings and maintenance/replacement of various signs on SR-176.

The total distance of the project is approximately 3.63 miles along SR-176.

New sign trusses will be installed at STA 62+00.0 and STA 47+00.00.

The project will also include the closing of the SR 17 entrance ramp to IR-480 EB to limit all traffic, apart from emergency vehicles.

The ramp's asphalt will remain in place, with the exception of 30 feet from Granger Road, which will be converted to a 15-foot, curb-cut opening. The asphalt surrounding this opening will be reseeded with topsoil and grass.

All work within existing r/w.

A Cultural Resources Records Check was performed by district environmental staff Megan Romanchok, Environmental Specialist 2, using the online OSHPO ArcMap Resource Map. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The closest National Register of Historic Places boundary, Scranton South Side Historic District, is approximately 80' from the edge of the pavement. Historic houses near West Schaff Rd, Jennings Rd, and Denison Ave were evaluated prior to construction of the Jennings Freeway and found not found eligible for the National Register of Historic Places. The houses along and previously under SR-176 are no longer standing and thus are not considered in this project. The undertaking is a type which has minimal potential to cause effects to historic properties. No further coordination is required in accordance with Appendix A of the Section 106 Programmatic Agreement. The Record Check can be found in the Project File Under Cultural Resources/Project Information/Records Check. District approval date 03/24/25.

Parts of the project area is within Zone AE floodplains and floodways, however, this C1-level pavement marking and signage project has such a remote chance of affecting base food elevation that it is excluded from analysis.

New sign truss installation is not exempt from OAC Rule 3745-315. Per the landfill specific ORPS mapping, the truss at STA 47+00.00 is within 300 feet of the West 12th St LF. ODOT OES determined that a 513 permit is not required based on historical boundaries of the landfill. The determination can be found in Project File/ RMR/ Coordination/ OES Review- 513 Determination.

No work in streams, wetlands, or pollinator initiative sites. No tree removal.

Air (PM 2.5 and MSAT Qualitative) and noise analysis were considered due to additional lanes created via restriping. The project is 100% state-funded and primarily on a state route, therefore, no noise or air analysis/testing is required. See "Project File/Air/Coordination/ OES Approval-No Air Analysis Required" and "Project File/ Noise/ Coordination/ OES Approval- No Analysis Required" and "Project File/Air/ Coordination/Coordination with OEPA and USEPA- PM2.5 Not Needed"

Construction: \$1,375,000.00; 100% State funded

C1 approval is based on Stage 2 Plans.

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

Ellis STIP Details



Phase	Current STIP Reference
ENV	120469: 24-27 STIP
CO	120469: 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 A

Cultural Resources Coordination Date: 03/21/2025

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; 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

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Supporting Form Preparer(s):

Megan Romanchok
Thomas Sorge

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Thomas Sorge (PROGRAM ADMIN 3)	3/24/2025



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Appendix

General

Aerial Map.pdf

County Map.pdf

RMR

OES Review - 513 Determination.pdf

Ecological

ODNR Scenic River MOA Conditions