



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA Guardrail FY2025 PID 120294

Environmental Document Level: C1

Approved: 12/17/2024

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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:	120294
Project Sponsor:	STARK COUNTY ENGINEER
ODOT District:	4
Funding Source:	Federal
Project Description:	



Environmental Document Level: C1

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The Stark County Engineer's Office proposes to repair or replace damaged/deficient guardrail along various county roadways throughout Stark County:

- Portage Street, Jackson Township
- Portage Street, Lawrence Township
- Meese Road, Nimishillen Township
- Indian Run Avenue, Osnaburg Township
- Georgetown Street, Paris Township
- Robertsville Avenue, Paris Township
- Ridge Road, Pike Township
- Middlebranch Avenue, Plain Township
- Atwater Avenue, Lexington Township
- Strausser Street, Jackson Township
- Scheider Street, Plain Township
- Willowdale Avenue, Sandy Township

Additional improvements proposed by this project include shoulder grading and pavement repair under guardrail, where needed within the project limits.

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*.

A minimum of one ten-foot bidirectional lane of traffic shall be maintained on the existing pavement during project construction. Construction, lane and ramp restrictions/reductions 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 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.

Construction efforts will focus on the existing operational rights-of-way and no additional right-of-way acquisition is anticipated for the project. No buildings will be involved in construction and no relocations will be required. In accordance with Stipulation V(C) (1) and Appendix A of the Section 106 Programmatic Agreement executed June 29, 2023 (Agreement No. 38503), this project has 'Minimal Potential to Cause Effects' to Historic Properties and is not a part of a larger undertaking. No further Section 106 coordination is required for the project 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 File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement No. 19394). See the Ecologically Exempt *STA-Guardrail FY2025.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 Stage 3 Design construction cost estimate is 1.2% lower than the project construction cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). Fiscal constraint is at the Statewide Line Item (SLI) Group level. 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	120294: 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: 11/19/2024

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):

(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):

Brian Peck

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	12/17/2024



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf

SCEO Determination - No Floodplain Impacts.pdf