



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

D04 SP FY2025 (West) PID 116098

Environmental Document Level: C1

Approved: 12/13/2024

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:	116098
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Non-Federal
Does this project require a Federal permit or approval?	Yes
Project Description:	



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The Ohio Department of Transportation (ODOT) proposes pavement maintenance and repairs, where warranted, along various routes in Portage Stark, Stark and Summit Counties. Additional roadway improvements proposed by this project may include shoulder grading and new lane line/center line/channelizing line/other pavement markings applications at spot locations where pavement maintenance is performed.

On divided highways, a minimum of one eleven-foot lane of traffic in each direction shall be maintained on the existing pavement during project construction. On highways/roadways with 3 or more lanes, a minimum of one ten-foot lane of traffic in each direction shall be maintained on the existing pavement during project construction. On roadways with 2 lanes, a minimum of one ten-foot bidirectional lane of traffic shall be maintained on the existing pavement during project construction. Road closures and detours are not proposed to construct the project however, short duration ramp closures may be required at interchange locations. Lane restrictions/reductions shall not be permitted after normal working hours. Ramp closures shall be performed during off-peak travel times. The duration of lane closures/restrictions and ramp closures shall be prescribed by the permitted lane closure chart. Construction and lane restriction/reduction and ramp closure/detour information will be posted within the project construction limits prior to the start of 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 ODOT District 4 staff using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Areas of Potential Effects (APE), the footprint of the project. The search concluded that the project is located in proximity of the Valley Railway Historic District, which is listed in the National Register of Historic Places (NRHP). No work is proposed within the Valley Railway Historic District. Proposed pavement maintenance work is limited to spot pavement repair and resurfacing along various existing modern asphalt paved routes. The proposed project will not impact historic districts or other historic properties and has minimal potential to cause effects to historic properties. Therefore, 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 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 File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt D04-SP-FY2025 WEST.pdf* for the project in the Project File/Ecological/Reports subsection.

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 in the Stage 3 Plan estimate is approximately 37% higher than the total project cost specified in Ellis and the ODOT State Fiscal Years 2024 - 2027 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	116098: 24-27 STIP



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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: 12/12/2024

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

District 4
Contact: Brian Peck
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Supporting Form Preparer(s): Brian Peck

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	12/13/2024



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Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf