



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **ATB SR 0084 13.43 PID 120923**

**Environmental Document Level: C1**

**Approved: 10/27/2025**

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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

<b>PID</b>	120923
<b>Project Sponsor</b>	Ashtabula, City of
<b>ODOT District</b>	4
<b>Funding Source</b>	Federal

### **Project Description:**

The purpose of this project is to provide major roadway rehabilitation and reconstruction to approximately 0.28 mile of West 48th Street/Collins Boulevard/State Route (SR) 84 within the city of Ashtabula, Ashtabula County, Ohio. The project reach is expected to span Collins Boulevard (West 48th/SR 84) from Park Avenue to the intersection of West 46th Street, with construction activities constrained to existing street right-of-way limits. This expanse of street is located within the southeastern, upland portion of Ashtabula, directly abutting the forested, riparian corridor of the Ashtabula River. West 48th Street/Collins Boulevard/SR 84 connects directly to the West 46th Street bridge, one of five minor arterial roadways that join the eastern and western sections of the city. This section of West 48th Street/Collins Boulevard/SR 84 also operates as a functional branch of State Bike Route 95 and the Great Ohio Lake-to-River Greenway bicyclist route as well as the Transit Fixed Route Service for the city of Ashtabula.

The frequency of commercial, local and recreational use of this street has directly resulted in the incremental degradation of facility pavement and without mitigation, will continue to deteriorate and create further unsafe travel conditions. According to the most recent available data from ODOT's Pavement Condition Rating (PCR), the stretch of street within the project study area scored a 43 out of a total 100, that classifies it as being in the lower range of a "Poor" rating, indicating the need for improved pavement conditions. This study aims to address the need to improve the current pavement deficiencies and subsequent traffic safety of the West 48th Street/Collins Boulevard/SR 84 corridor. The proposed project also aims to address the secondary need to improve bicyclist safety and accessibility to designated bike routes by implementing a road diet to reduce the current vehicular capacity from 4 shared through/left-right turn lanes to 3 lanes comprising 2 shared through/right turn lanes and a center left turn lane. The traffic lanes within the project area that currently demonstrate vehicular underutilization will be converted into new use bicycle lanes. To manage these needs, the city of Ashtabula was awarded funding through the ODOT Small City program due to the determined level of local impact compounded with the anticipated total cost of the proposed project.

The project proposes full depth pavement replacement, sidewalk replacement, installing Americans with Disabilities Act (ADA) curb ramps, curb and catch basin replacement, new signage, new pavement markings and existing traffic signal modifications.

Mapping that depicts the project location on a topographic, aerial and county maps are included in the Project File/General/Project Information subsection.

During construction, street closures are needed at this location due to the narrow roadway width and lack of area for temporary pavement. Construction is planned to occur in two phases. The first phase will close the stretch of street between Park Avenue and Main Avenue and the second phase will close the stretch of



street between Main Avenue and West 46th Street. Local traffic will also be detoured in two phases. The first phase detour will use Park Avenue to Center Street to Main Avenue and the second phase detour will use West 49th Street to Park Avenue to Center Street. An alternative detour will be used during the second phase for larger trucks. This alternative truck detour will use SR 11 and US Route 20. The timing of each phase is unknown at this time. Work is scheduled to begin in May 2026 and the expected closure duration will last approximately 120 days. A detour map showing the project's location and the state's official detour routes is located in the Stage 2 Design plan in the Project File/General/Project Information subsection.

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing street rights-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design and construction phases.

The Ohio Department of Transportation (ODOT) notified the property owners and emergency service providers about the project in a letter mailed on April 25, 2025. The property owner notification letters and a website posting sought comments from the public about the social, environmental, and economic impacts of this proposed project. Five public comments were received. ODOT replied to each public comment. The public comments and ODOT responses are located in the Project File.

The estimated total project cost specified in Ellis is 9.24% greater than the total project cost specified in the ODOT State Fiscal Years 2026 - 2029 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	120923: 26-29 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: 04/14/2025

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):

(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) Ensure impacts to the Federally listed and protected Indiana bat and Northern long-eared bat and the State listed and protected Little brown bat and Tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.



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### **Preparers and Approvals**

**Form Preparer:**

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**Supporting Form Preparer(s):**

Karla Bohmer  
Robert Lang  
Michael Naymik

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	10/27/2025



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### Purpose and Need

Road Diet Coordination.pdf

Road Diet Justification.pdf

### RMR

OES Review - Screening.pdf

### Cultural Resources

Records Check.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Public Involvement

Emergency and Public Service Provider Letters Second Release.pdf

Emergency and Public Service Provider Letters.pdf

Mailing List for PONL and EMA Letter Recipients.pdf

PONL Second Release.pdf

Press Release.pdf

Press Release\_Second Release.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

### Permits

FEMA FIRM.pdf