



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **D04 PM/RPM FY2027 (East) PID 114226**

**Environmental Document Level: C1**

**Approved: 6/3/2026**

**Prepared By: District 4**

**Edward Deley**  
**Phone: 330-786-4930**  
**E-mail: [Edward.Deley@dot.ohio.gov](mailto:Edward.Deley@dot.ohio.gov)**

*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.*

# Table of Contents

C1.....	3
Environmental Commitments.....	5
Preparers and Approvals.....	6
Appendix.....	7



**C1**

**PID** 114226  
**Project Sponsor** District 4-Planning  
**ODOT District** 4  
**Funding Source** Non-Federal  
**Does this project require a Federal permit or approval?** No

**Project Description:**

The Ohio Department of Transportation (ODOT) proposes pavement marking applications along various Interstate, U.S. and state routes throughout Ashtabula, Mahoning, and Trumbull Counties. Additional improvements proposed by this project include the installation of raised pavement markers.  
 The project is located within the 1,000-foot buffer of the State Scenic Pymatuning Creek, Grand River, Ashtabula River, and East Branch Ashtabula River. The project will not impact any state scenic river. The D04 PM/RPM FY2027 (East) project qualifies under Type II and is considered Exempt (Non-Notifying) and therefore requires no further coordination under the Memorandum of Agreement Between the ODOT and the Ohio Department of Natural Resources (ODNR)/Division of Watercraft For Project Coordination On Ohio's State Wild, Scenic and Recreational Rivers (Agreement No. 11323). See the scenic river coordination documentation for the project in the Project File/Ecological/Coordination subsection as *Scenic River Review Form.pdf*.

ODOT certifies that this action meets 23 CFR 771.117(c) and will not result in significant impacts to the environment. This project will not exceed any of thresholds listed for Certified CEs in the ODOT NEPA Assignment CE Guidance.

**Ellis Funding < STIP Funding:**

The estimated total project cost specified in Ellis is 12.1% less 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. 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	114226: 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:** 05/22/2026

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.)**

(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.**

Environmental Commitments:

Yes



## Environmental Commitments

### C1

1) The project designer shall incorporate the following information into the plans:

1. Do not discharge toxic or hazardous materials such as sealants, paint, solvents, cleaning agents, earthen materials, waste-water, fuels or debris of any kind to a scenic river, its tributaries, or drainage ways. If refueling of immobile equipment is necessary within the floodplain or adjacent to any waterway, provide secondary containment and/or a spill kit at the refueling site with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill.
2. Dispose of all construction debris, earthen debris, excess asphalt or concrete, wood debris from clearing, excess fill material, and trash at an approved upland site or landfill above FEMA 100-year flood elevations and not within 1,000 feet of the scenic river.
3. Report spills equal to or exceeding the reportable quantities prescribed in OAC Chapter 3750-25, in accordance with ORC 3750.06, to the local fire department (911), the local emergency coordinator, and the Ohio Spill Line (1-800-282-9378).
4. Keep all idle equipment and any storage for/of fuels, lubricants, potentially toxic or hazardous materials beyond areas of possible inundation. The only exceptions will be for large stationary cranes, drill rigs, and other large construction equipment with limited mobility. Idle equipment is defined as construction equipment that will not be in use for the following two calendar days. Notify the engineer of weather or river conditions that may impact the work site and provide a plan for immediate movement of all equipment to a location that will not be subjected to flooding or inundation.



### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
330-786-4930  
Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Alexandria Siracuse  
Rebecca Mocarski

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	6/3/2026



**Environmental Document Level: C1**  
PID 114226 D04 PM/RPM FY2027 (East)  
Submitted for Approval Printed 6/3/2026

## **Appendix**