



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU SR 5/82 13.94/13.88 PID 101248

Environmental Document Level: C1

Approved: 1/10/2022

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: 101248
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill and resurface a 0.42 mile section of State Route (SR) 5, at the Elm Road/SR 5/SR 82 interchange, from Straight Line Mile (SLM) 13.94 to SLM 14.36, 3.59 miles of SR 82 from the Elm Road/SR 5/SR 82 interchange at SLM 13.88 to the East Market Street/SR 82 interchange at SLM 17.47 and a 0.57 mile long exit-ramp within the East Market Street/SR 82 interchange, identified as SR 82 Center, from SR 82 eastbound at SLM 0.00 to East Market Street at SLM 0.57 in Bazetta and Howland Townships, Trumbull County. Additional improvements proposed by this project include partial depth pavement repairs, linear grading, minor drainage improvements, raised pavement marker replacement and edge line/lane line/stop line/channelizing line/dotted line/other pavement marking applications.

The project also proposes work on the following eight (8) bridges along SR5 and SR 82 in Bazetta and Howland Townships:

1. Structure No. TRU-5-14.10L/Structure File Number (SFN) 7801025;
2. Structure No. TRU-5-14.13R/SFN 7801084;
3. Structure No. TRU-82-14.73/SFN 7804636;
4. Structure No. TRU-82-16.25/SFN 7804660;
5. Structure No. TRU-82-16.74R/SFN 7804679;
6. Structure No. TRU-82-17.05L/SFN 7804695;
7. Structure No. TRU-82-17.11CR/SFN 7804709; and
8. Structure No. TRU-82-17.16R/SFN 7804717.

The proposed bridge maintenance activities on these structures are specified in the Project File/General/Project Information subsection as Project Description Proposed Bridge Maintenance Activities.pdf.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

A minimum of one 11-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. On all exit/entrance ramps, traffic shall be maintained at all times, except for the time/duration specified in the project plans when a nightly ramp closure will occur to resurface the SR 82 eastbound to SR 5/Elm Road loop ramp. Ramp traffic will be detoured according to the plan sheets. Construction, lane restrictions/reductions and ramp closures/detours information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway right-of-way.

Existing utilities within the project study area 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.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. 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 undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the



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Project File/Cultural Resources/Project Information 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 TRU-82-13.89.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined the proposed bridge maintenance activities at TRU-82-16.25, TRU-82-16.74R, TRU-82-17.05L, TRU-82-17.11CR and TRU-82-17.16R are located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplains. However, the proposed bridge maintenance activities at these bridges are considered maintenance and, therefore, exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. A letter was sent to the local floodplain administrator as a courtesy notification of the project and proposed bridge maintenance activities within the designated SFHA. 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 area.

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 Ellis is 18.75% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 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.

STIP Reference #: 101248: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 12/06/2021

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;**



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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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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Matthew Chaney
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/10/2022



Appendix

General

Project Description Proposed Bridge Maintenance Activities.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

ODOT Form LD-53.pdf