



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **POR CHIP FY2020 PID 100963**

**Environmental Document Level: C1**

**Approved: 5/28/2019**

**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 11, 2015, and executed by FHWA and ODOT.*

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## C1

<b>PID:</b>	100963
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes to apply a chip-seal pavement surface treatment along a total of 5.25 miles of State Route (SR) 305 from Straight Line Mile (SLM) 0.48 to SLM 2.33 and SLM 2.34 to SLM 5.65 and SR 305D from SLM 0.00 to SLM 0.09 in Hiram and Nelson Townships, Portage County. This project also proposes partial depth pavement repairs, installation of new raised pavement markers (RPMs) and application of new edge/center/stop lines within the project construction limits.

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

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

A minimum of one 10-foot bidirectional lane shall be maintained on the existing pavement and completed pavement during project construction. Construction and lane restriction information will be posted prior to the start of construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected with the project.

Existing utilities within the project study area will not be impacted/relocated to construct the project.

The project is limited to performance of maintenance operations on SR 305 in Hiram and Nelson Townships, Portage County. The area of potential effects (APE) is limited to the physical construction limits established for the project. Modernization and maintenance projects are generally exempted from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319) if the project is not within the boundaries of any Historic Property or National Register District. See the cultural resources documentation for the project in the Project File/Cultural Resources section and the Cultural Resources Tab.

Based on the information contained in the RMR Form completed for the project, further environmental site assessment or special materials management is not warranted for the project. See the RMR documentation for the project in the Project File/ESA section.



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

The project will not impact any environmentally sensitive resources within the project study area.

Based on the project scope of work, its Path 1 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

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 66.58% greater than the total project cost specified in the ODOT Fiscal Year (FY) 2018-2021 Statewide Transportation Improvement Project (STIP) State Line Item (SLI) Grouped Project Report as of 05/01/2019. However, based on this project being listed in the SLI Grouped Project Report, fiscal constraint is maintained by fiscal year per SLI Group and not on the individual projects utilizing the SLI Group. Therefore, an individual project utilizing a Statewide Line Item does not require a STIP/TIP amendment.

**STIP Reference #** Statewide Line Item (SLI) Number 32 and is fiscally constrained.

**Cultural Resources Coordination:** Minimal Potential to Cause Effect Appendix A

**Cultural Resources Coordination Date:** 05/06/2019

**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;**



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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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## **Environmental Commitments**



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### **Preparers and Approvals**

**Form Preparer**

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

**Supporting Form Preparer(s):**

Rebecca Bisesi  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	5/28/2019



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## **Appendix**

### **Cultural Resources**

Records Check.pdf