



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

**TRU US 422/SR 193 17.53/6.78 PID 98505**

**Environmental Document Level: C1**

**Approved: 8/19/2019**

**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 June 6, 2018, and executed by FHWA and ODOT.*

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## C1

<b>PID:</b>	98505
<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) plans to improve State Route (SR) 193 and U.S. Route (USR) 422 in the cities of Niles and Girard and Fowler and Vienna Townships, Trumbull County. The project proposes to mill and resurface 1.4 miles of USR 422 from Straight Line Mile (SLM) 17.53 to SLM 18.93 in the cities of Niles and Girard and 8.13 miles of SR 193 from SLM 6.78 to SLM 14.91 in Fowler and Vienna Townships. Additional improvements include catch basin and manhole adjustments, partial and full-depth pavement repairs, linear grading, replacement of raised pavement markings and application of edge/center/lane/stop lines and other pavement markings.

During project construction on 2 and 3 lane sections, a minimum of one ten-foot BIDIRECTIONAL LANE of traffic shall be maintained on the existing pavement and completed pavement. 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.

The project will be constructed within the existing 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 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The undertaking will not require land from within the historic boundary of a Section 4(f) Cultural Resource as all work will be conducted within the existing roadway rights-of-way. The proposed project will be conducted along SR 193 within the historic boundary of the Fowler Center National Register Historic District, however, construction activities will not alter or remove contributing elements of the historic district. Additionally, several properties determined eligible for inclusion in the National Register of Historic Places are located adjacent to the project along SR 193 in Vienna. No right-of-way will be required from these properties and the proposed construction activities will not remove or alter contributing elements of these eligible properties. Therefore, on July 2, 2019, ODOT determined the project has 'minimal potential to cause effects' to historic properties in accordance with the Section 106 Programmatic Agreement (Agreement 19319) executed November 8, 2017, and no further review is required for the project. In accordance



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with 23 CFR Part 774.11, the undertaking will not result in the use of a Section 4(f) Cultural Resource. See the ODOT OES decision document e-mail correspondence, dated July 2, 2019, concerning the Cultural Resources Section 4(f) Determination for the project in the Project File/Section 4(f)/Coordination subsection as OES Cultural Resources 4(f) Determination.pdf.

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/Reports subsection.

This project is considered ecologically exempt under the Ecological MOA (Agreement No. 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 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 Ellis is 54.2% greater than the total project cost specified in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). 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.

<b>STIP Reference #</b>	Statewide Line Item (SLI) Number (SLI) Number 32 and is fiscally constrained.
<b>Cultural Resources Coordination:</b>	Minimal Potential to Cause Effect Appendix B
<b>Cultural Resources Coordination Date:</b>	07/02/2019
<b>Tribal Consultation Summary/Remarks:</b>	

Based on the customized preferences configured by the tribe, the ODOT EnviroNet System notified the Miami Tribe of Oklahoma about the project on 7/2/2019. No comment or objection was received from the Miami Tribe of Oklahoma concerning this project within 30 days of the project notification date.

**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



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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  
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**Supporting Form Preparer(s):**

Rebecca Bisesi  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	8/19/2019



## **Appendix**

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

### **General**

USGS Quadrangle Topographical Map.pdf

### **Section 4(f)**

OES Cultural Resources 4(f) Determination.pdf