



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **TRU SR 0087 02.26 PID 98491**

**Environmental Document Level: C1**

**Approved: 4/14/2021**

**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

<b>PID:</b>	98491
<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 mill/resurface 4.80 miles of State Route (SR) 87 from west of SR 534 at Straight Line Mile (SLM) 2.26 to SR 45 at SLM 7.06 in Bloomfield and Mesopotamia Townships, Trumbull County. Additional improvements proposed by this project include partial depth pavement repairs, linear grading, raised pavement marker replacement and edge line/center line/stop line/transverse-diagonal line/other pavement marking applications.

The project also proposes maintenance activities on the following eight (8) bridges within the SR 87 project limits:

1. Structure No. TRU-87-3.20/Structure File Number (SFN) 7805144;
2. Structure No. TRU-87-3.31/SFN 7805179;
3. Structure No. TRU-87-3.38/SFN 7805209;
4. Structure No. TRU-87-3.73/SFN 7805233;
5. Structure No. TRU-87-3.95/SFN 7805292;
6. Structure No. TRU-87-4.27/SFN 7805322;
7. Structure No. TRU-87-5.11/SFN 7805357; and
8. Structure No. TRU-87-5.46/SFN 7805373.

The proposed bridge maintenance activities on these eight (8) 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 Project File/General/Project Information as USGS Quadrangle Topographical Map.pdf.

A minimum of one ten-foot bidirectional lane of traffic shall be maintained on the existing pavement and completed pavement during project construction. Road closures and detours are not proposed to construct the project. Construction and lane restriction/reduction 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. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing roadway 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 records check was conducted to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The records check included a review of



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electronic data from Ohio's State Historic Preservation Office (OSHP) GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). The project will be constructed partially within one NRHP-listed historic district: the Mesopotamia Village District (NRHP #74001635). Additional OHI resources are located adjacent to the project corridor along SR 87; however, no additional NRHP-listed or eligible properties lie within the APE. The work will be undertaken within the existing right-of-way, and the work within the historic district includes resurfacing and maintenance activities. The project scope meets Stipulation V(C)(1) of the Section 106 Programmatic Agreement executed November 8, 2017 (Agreement No. 19319), in which work including replacement, restoration, rehabilitation and/or maintenance within a historic district or historic property where no new permanent right-of-way will be acquired, and no contributing components will be removed or altered is exempt from further cultural resource consideration. Additional activities of the project include bridge maintenance. No new permanent right-of-way will be acquired, and no contributing components of the historic district will be removed or altered by the project. After review of the project activities, the project meets the stipulations outlined in Appendix B of the Section 106 Programmatic Agreement. In summary, ODOT Office of Environmental Services (OES) has determined the undertaking 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 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-87-2.26.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM map for the project study area and determined a section of the proposed roadway and bridge maintenance work is located within a designated special flood hazard areas (SFHA). The work proposed by the project is considered maintenance and, therefore, is exempt from the normal permit process required for work encroaching on a special flood hazard area (SFHA). Floodplain coordination is not required for the project. However, a letter will be sent to the local floodplain coordinator as a courtesy notification of the work proposed 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 10.95% 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 #:

98491: 21-24 STIP/SLI Group  
Project. Fiscal constraint is at SLI  
Group level.

### Cultural Resources Coordination:

Minimal Potential to Cause Effect  
Appendix B



Cultural Resources Coordination Date:

04/14/2021

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; 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



## Environmental Commitments

### C1

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

WETLANDS AVOIDANCE - TRU-87-3.20, TRU-87-3.31, TRU-87-3.73, TRU-87-3.95, TRU-87-4.27, TRU-87-5.11 & TRU-87-5.46: UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS IN ANY WETLANDS, ETC. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS AND/OR WETLANDS. NO EXCAVATION, GRADING, OR FILLING OPERATIONS SHALL BE PERFORMED IN THE WETLANDS DELINEATED IN THE FIELD BY FLAGGING.

2) The project designer shall incorporate the following note into the plans:

DEBRIS REMOVAL OPERATIONS - TRU-87-5.46 (OVER GRAND RIVER): UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STAGE CONSTRUCTION EQUIPMENT AND/OR MATERIALS BELOW THE ORDINARY HIGH WATER MARK OF GRAND RIVER AT THE TRU-87-5.46 BRIDGE LOCATION. DEBRIS REMOVAL IS LIMITED TO REMOVAL OF ACCUMULATED LODGED TREES, ROOT WADS AND OTHER WOODY DEBRIS THAT IMPEDES ORDINARY WATER FLOW. THE DEBRIS REMOVAL DOES NOT INCLUDE REMOVAL OF SANDBARS, SEDIMENTS OR ACCUMULATIONS OF STONE OR GRAVEL. THE REMOVAL OF WOODY DEBRIS SHALL BE PERFORMED BY HAND AND/OR BY UTILIZING EQUIPMENT STAGED ON THE BRIDGE DECK. USE OF HEAVY EQUIPMENT STAGED BELOW THE NORMAL WATER MARK OF THE GRAND RIVER IS PROHIBITED.

3) The project designer shall incorporate the following note into the plans:

GRAND RIVER AVOIDANCE - TRU-87-5.46: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE GRAND RIVER. NO FILL MATERIAL (INCLUDING TEMPORARY FILLS) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THE GRAND RIVER. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING THE GRAND RIVER. AN UNDER DECK APRON OR SIMILAR CONTAINMENT DEVICE SHALL BE INSTALLED TO PREVENT DEBRIS, CONSTRUCTION RUNOFF AND OTHER MATERIALS/SUBSTANCES FROM ENTERING THE GRAND RIVER DURING THE PATCHING, WATER BLASTING (CLEANING) AND SEALING OPERATIONS.

4) The project designer shall incorporate the following note into the plans:

STREAM AVOIDANCE - TRU-87-3.31: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE STREAM(S) AT THE AFOREMENTIONED LOCATION(S). NO FILL MATERIAL (INCLUDING TEMPORARY FILLS) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THE STREAM(S). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING THE STREAM(S).



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
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Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Mark Andrasik  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	4/14/2021



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## **Appendix**

### **General**

Project Description Proposed Bridge Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

### **Ecological**

ODNR Scenic River MOA Conditions

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

OES Cultural Resources 4(f) Determination.pdf

### **Permits**

District Determination - No Floodplain Impacts.pdf