



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 183/225 17.64/0.00 PID 101418

Environmental Document Level: C2

Approved: 4/12/2021

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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C2

PID:	101418
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/resurface sections of State Route (SR) 183 and SR 225 in the city of Alliance and Lexington Township, Stark County. Approximately 1.2 miles SR 183 will be milled/resurfaced from E. College Street to E. Market Street in the city of Alliance and 4.26 miles of SR 183 will be milled/resurfaced from the Alliance north corporation limit to German Church Street NE at the Stark County/Portage County Line in Lexington Township. SR 225 will be milled/resurfaced from SR 183/Diehl Court to approximately Gaskill Drive NE in Alliance and Lexington Township.

This project also proposes full depth pavement repairs, existing catch basin/manhole/valve box adjustments, new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, new traffic signal loop detector installations, new traffic sign installations and new center line/edge line/lane line/stop line/crosswalk/other pavement markings applications.

Moreover, the project additionally proposes maintenance activities on three (3) bridges located along SR 183 within the proposed resurfacing limits in Lexington Township, Stark County, as follows:

STA-183-1993/Structure File Number (SFN) 7605706: mill/resurface the existing wearing surface and approach slabs, remove above ground vegetation within 15 feet of the structure, repair/patch the half-height concrete inlet headwall, install new rock channel protection to repair embankment erosion damage at the structure inlet and replace guardrail in proximity of the bridge.

STA-183-2142/SFN 7605749: mill/resurface the existing asphalt concrete wearing surface, patch the concrete box beams, install new drip strips and membrane waterproofing, repair or replace existing bridge railing and guardrail, remove above ground vegetation within 15 feet of the structure, patch the substructure and bottoms of the concrete box beams with concrete and seal all exposed concrete surfaces with an Epoxy Urethane sealer.

STA-183-2351/SFN 7605765: mill/resurface the existing wearing surface and approach slabs, remove above ground vegetation within 15 feet of the structure, repair and patch the concrete wingwalls, head walls and the concrete arch barrel where the barrel attaches into the head walls and seal exposed concrete surfaces of the wingwalls, headwalls and repaired sections of the concrete arch barrel with an Epoxy Urethane sealer.

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 lane of traffic in each direction will be maintained on the existing pavement and completed pavement along SR 183 and SR 225 during project construction. Construction and lane restriction information will be posted within the project limits prior to the start of project construction and updated/posted prior to each construction phase/travel pattern change during the project. 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 during project construction.



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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 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

All proposed upgrades and maintenance activities will focus on existing operational rights-of-way. The acquisition of new right-of-way is not required for the project. All work areas are considered to have been previously disturbed by the existing modern roadway and pedestrian facilities. No buildings will be involved in construction and no relocations will be required by the project. Archaeological sites (OAI) are non-existent, however, numerous architectural resources (OHI) are located across the area, particularly prevalent in Alliance. No previously inventoried cultural resources will be directly impacted by the project. Many listed or eligible buildings are located in the immediate project study area. Regarding the construction limits through Alliance, National Register of Historic Places (NRHP) properties include the Mabel Hartzell Home, the East Main Street Historic District, Glamorgan Castle, and the Mt. Union College Historic District. These properties are located beyond the established SR 183 right-of-way limits. Proposed work activities will not involve or alter any contributing elements of these historic properties. Furthermore, no historic properties are located in the project construction area or the project area of potential effects (APE). The three bridges where maintenance activities are proposed include: STA-183-19.93, a Type 319 or large steel culvert built in 1960, STA-183-21.42, a Type 505N or a concrete box beam bridge built in 1970 and STA-183-23.51, a Type 119N or a large concrete culvert built in 1970. These three bridges are not considered eligible for the NRHP based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010).

Roadway moderation and safety improvements projects, which occur beyond the boundary of historic districts and individual NR properties are exempt from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319 -- Appendix B -- Item 2), as long as no new permanent right-of-way from a historic property will be acquired and no contributing element of a historic district will be removed or altered by construction. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) 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 Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Screening completed for the project, ODOT determined further RMR activities or special material management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

The project proposes to permanently impact approximately 15 linear feet of stream channel at the STA-183-1993 bridge. See the ecological documentation for the project in the Project File/Ecological/Reports and Project Information subsections and the Project File/Permits/Waterways subsection.

The project is located in two (2) Special Flood Hazard Areas (SFHA). However, the project is considered maintenance and therefore is exempt from the normal permit process required for work encroaching on a SFHA. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

The project will not impact any other 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 0.35% 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 #:

101418: 21-24 STIP/SLI Group
Project. Fiscal constraint is at SLI
Group level.

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. *Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). *Examples include: Railroad projects that close or relocate at-grade crossings*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -
a. Acquisition of more than a minor amount of right-of-way
b. Residential or non-residential displacements
c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
d. A Section 106 finding of Adverse Effect
e. A Section 4(f) Programmatic or Individual Evaluation
f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species
g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
h. Changes in access control
i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
Waterways Permit Type:	Regional General Permit
Waterways Permit Approval Date	04/07/2021
Isolated Wetland Permit	No
Will any wetlands be impacted?	No
Endangered Species:	No Impacts to Protected Species and Critical Habitat
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use



EO 11988/NFIP Coordination and Documentation Completed:	Yes
NFIP Local Floodplain Coordinator Notification Date:	03/22/2021
Section 4(f):	Present; No Impacts and/or Access Restrictions
Section 6(f):	Not present
Cultural Resources:	Present; No Finding of Adverse Effect
Cultural Resources Coordination:	Minimum Potential to Cause Effect Appendix B
Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date	02/11/2021
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies Not Required
Air Quality - Coordination with OES:	No
Noise:	Studies Not Required
Noise Coordination - OES Approval Date:	
Hazardous Materials - ESA Screening Conducted	Yes
Hazardous Materials - OES Approval Date:	02/09/2021
Phase I ESA Warranted Based on Coordination with OES:	No Further Studies Warranted
Farmland:	Non-Urbanized Area; No Impacts in Accordance With the Farmland MOU, 7 CFR 658, and ORC 929.05
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area
Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.	
Underserved Populations	Does Not Exceed UP Guidance Criteria; No UP Analysis Report Required and No UP Issues Raised During Public Involvement
Public Involvement:	Minimum PI Requirements Met; No Minor Public or Agency Controversy on Environmental Grounds
Environmental Commitments	Yes



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Environmental Commitments

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- 1) The project designer shall incorporate a note into the project plan to prohibit the placement of temporary and/or permanent fills below the Ordinary High Water Mark (OHWM) of Beech Creek at Bridge No. STA-183-2142/SFN 7605749 and to prohibit the placement of temporary and/or permanent fills below the OHWM of Deer Creek at Bridge No. STA-183-2351/SFN 7605765.
- 2) The project designer shall incorporate a note into the project plan requiring the contractor to access Bridge No. STA-183-2351 (SFN 7605765) from the State Route 183 right-of-way and avoid Deer Creek and/or other jurisdictional waters of the United States located at or beyond the toe of the existing State Route 183 embankment slopes.



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Brian Peck
Mark Andrasik

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/12/2021



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

Disposition to Agency Comments.pdf

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Underserved Populations

Census Mapping.pdf

Public Involvement

Correspondence with Stakeholders.pdf

Permits

Coordination with Local Floodplain Administrator.pdf

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf