



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

**ATB SR 7/531 31.37/21.21 PID 98379**

**Environmental Document Level: C1**

**Approved: 4/9/2019**

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

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## C1

**PID:** 98379  
**Project Sponsor:** DISTRICT 4-PLANNING  
**ODOT District:** 4  
**Funding Source:** Federal  
**Private Funding:** No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes to resurface 0.95 mile of State Route (SR) 7 from Jackson Street at Straight Line Mile (SLM) 31.37 to SR 531/Lake Road at SLM 32.32 and 1.51 miles of SR 531 from Whitney Road at SLM 21.21 to Broad Street/SR 7 at SLM 22.72 in the city of Conneaut, Ashtabula County. The project also proposes partial depth pavement repair, full depth pavement repair, existing sidewalk/curb removal, installation of new sidewalk/Americans with Disabilities Act (ADA) compliant curb ramps, application of new pavement markings and maintenance activities on three (3) bridges as follows: ATB-7-3125 under Norfolk Southern Railroad track - provide new correct structure identification signs;

ATB-7-3153 under CSX Transportation railroad tracks - provide new correct structure identification signs; and

ATB-531-2211 over an unnamed tributary to Conneaut Creek - remove and replace 2" of the existing asphalt concrete overlay and waterproofing with new bridge deck waterproofing asphalt concrete and asphalt concrete overlay, patch all unsound areas of the railing and seal with epoxy-urethane, repair erosion that has developed around the forward and rear right wing walls, clearing and grubbing 15' around structure to remove all vegetation and provide new correct structure identification signs.

On 2-lane and 3-lane streets, a minimum of one ten-foot bidirectional lane shall be maintained on the existing and completed pavement during project construction. Road closures and detours are not proposed to construct the project. Access shall be maintained to all properties during project construction. Maintenance of traffic information will be posted within the project limits prior to the start of construction. Substantial traffic disruptions are not expected with the project.

The project will be constructed within the existing street 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.

Based on the information contained in the RMR Form prepared 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 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 26.2% 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 03/06/2019. 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.



Approved: 4/9/2019

Cultural Resources Coordination:

Minimal Potential to Cause Effect  
Appendix A

Cultural Resources Coordination Date:

03/25/2019

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; 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):**

Mark Andrasik  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	4/9/2019



## **Appendix**

### **Cultural Resources**

Records Check.pdf

### **General**

USGS Quadrangle Topographical Map.pdf