



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU SR 46/169 3.73/4.58 PID 102752

Environmental Document Level: C1

Approved: 11/7/2023

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.

Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



C1

PID: 102752
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill and resurface 2.07 miles of State Routes (SR) 46 and 169 in the city of Niles, Trumbull County.

The proposed pavement maintenance/resurfacing limits are described below.

- SR 46 from the SR 169/Mahoning Avenue intersection at Straight Line Mile (SLM) 3.73 to Niles Vienna Road at SLM 4.77, a total distance of approximately 1.04 miles.
- SR 169 from the SR 46/Mahoning Avenue intersection at SLM 4.58 to Russell Avenue at SLM 5.61, a total distance of 1.03 miles.

Additional improvements proposed by this project include partial depth pavement repairs, linear grading, valve box/manhole/monument box/catch basin adjustments and/or reconstruction, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, new traffic control sign installations, traffic signal loop detector replacement, raised pavement marker replacement and edge line/center line/lane line/channelizing line/stop line/crosswalk line/transverse-diagonal line/other pavement markings applications throughout the newly paved sections of SR 46 and SR 169.

Moreover, the project proposes work on the following three (3) bridges along SR 46 in the city of Niles:

1. Structure No. TRU-46-2.54/Structure File Number (SFN) 7802412;
2. Structure No. TRU-46-2.94/SFN 7802447; and
3. Structure No. TRU-46-3.69/SFN 7802536.

The proposed bridge maintenance activities on these bridges/culverts are specified in the Project File/General/Project Information subsection as *Project Description Structure Maintenance Activities.pdf*.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle

Mapping is included in the Project File/General/Project Information subsection as *USGS Quadrangle Topographical Map.pdf*.

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. Road closures and detours are not proposed to construct the project. Lane restrictions/reductions shall not be permitted after normal working hours. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all properties, businesses and intersecting side roads within and adjacent to the project construction limits for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

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.

ODOT-OES performed a review of aerial photography and consulted the Ohio State Historic Preservation Office (SHPO). The SHPO provided a Cultural Resources Records Check developed using the SHPO GIS online database to determine if historic properties might be found in close proximity to the area of potential effects (APE). No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type which has minimal potential to cause effects to historic properties in accordance with Appendix A of the Section 106 Programmatic Agreement and therefore, no further coordination is required. 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-46 169-373 458.pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and determined the bridges, TRU-46-2.54, TRU-46-2.94 and TRU-46-3.69, are located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplain. However, the work being performed on the structures within the SFHAs is considered bridge maintenance that does not change the alignment, grade or hydraulic capacity of the stream(s) and, therefore, is exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project, however, a letter was sent to the local floodplain administrator(s) as a courtesy notification of the project and proposed bridge maintenance activities within the designated SFHA. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

ODOT Environmental personnel reviewed the FEMA FIRM mapping and determined the project is not located within a mapped Special Flood Hazard Area. The work being performed within the mapped Special Flood Hazard Area mentioned is considered maintenance that does not change the alignment, grade, or hydraulic capacity of any stream and is therefore exempt from the flood plain permitting process. See the floodplain documentation for the project in the Project File/Permits/Floodplains 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 41.38% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 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.

The next phase of the proposed project is listed on the STIP:

Yes

Ellis STIP Details

Phase	Current STIP Reference
CO	102752: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:

Yes

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date:

11/02/2023

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):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(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:

No



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Preparers and Approvals

Form Preparer

District 4
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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	11/7/2023



Appendix

General

Project Description Structure Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf

ODOT Form LD-53.pdf