



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

**TRU CR 0329 3.27 E Market St PID 104740**

**Environmental Document Level: C1**

**Approved: 11/14/2018**

**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

<b>PID:</b>	104740
<b>Project Sponsor:</b>	DISTRICT 4 PRODUCTION
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No
<b>Project Description:</b>	

The Ohio Department of Transportation (ODOT) plans to improve East Market Street (CR 329) at the State Route (SR) 82 eastbound exit-ramp and Warren Sharon Road in the city of Warren and Howland Township, Trumbull County. The project proposes to permit left-turn movements from the existing SR 82 eastbound exit-ramp with the installation of a new traffic signal at the existing SR 82 eastbound exit-ramp/East Market Street intersection, reconfigure the existing eastbound East Market Street lanes by installing a concrete median/barrier to separate eastbound East Market Street into a left-turn lane and a through lane (traffic signal bypass), remove the westbound Warren Sharon Road slip ramp/merge lane to East Market Street and realign westbound Warren Sharon Road so it terminates into a new signalized intersection at the existing East Market Street/Warren Sharon Road intersection. Additional improvements include new curb/gutter, new storm water drainage system with catch basins, pavement milling/resurfacing, new signage, application of edge/center/stop lines and other pavement markings and new barrier reflectors.

During Phase 1 of project construction, a minimum of one (1) lane of traffic shall be maintained on eastbound East Market Street at all times. During Phase 2, access from eastbound East Market Street to Warren Sharon Road will be closed for a maximum of thirty (30) consecutive days to reconfigure the existing eastbound East Market Street lanes. The detour for this closure will utilize SR 82 and SR 46. Access from westbound East Market Street and SR 82 to Warren Sharon Road will be maintained during Phase 2. During Phase 3, all access from East Market Street to and from Warren Sharon Road and SR 82 will be closed to traffic for a maximum of thirty (30) consecutive days to remove the westbound Warren Sharon Road slip ramp/merge lane onto East Market Street and realign westbound Warren Sharon Road so it terminates into the proposed new traffic signal at the existing East Market Street/Warren Sharon Road intersection. The detour for eastbound Warren Sharon Road will utilize SR 82 and SR 46, the detour for westbound Warren Sharon Road will utilize westbound SR 82, SR 5 and eastbound SR 82 and the detour for westbound SR 82 will utilize SR 46. The closures permitted during the various phases may or may not occur simultaneously. Access



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shall be maintained to all adjacent properties for the project duration. No substantial traffic disruptions are anticipated during project construction.

The project will be constructed within the existing roadway rights-of-way.

Multiple overhead and underground utilities exist within the project study area. These utilities include electric, natural gas, water, sanitary sewer, telecommunications and roadway lighting. Construction of the proposed improvements will not impact the electric, natural gas, water, sanitary sewer and telecommunications utilities. However, various roadway light poles with overhead power service wires are located within the project construction limits. Consequently, the project will permanently relocate any impacted roadway light poles and associated overhead power service wires within the existing roadway rights-of-way. Utilities will not be permanently removed to construct 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.

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 area.

ODOT-District 4 conducted various public involvement activities including a news release, District website posting and emergency/public service notifications. Six (6) comments were received from the public involvement activities conducted for the project. All public involvement documentation for the project, including received public comments and responses to comments, is in the Project File/Public Involvement/Project Information subsection.

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 in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 22% 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 the estimated total project cost being less than \$2,999,999 and the additional cost not exceeding 50% of the project cost in the TIP, a TIP amendment is not necessary.



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Cultural Resources Coordination:

Minimal Potential to Cause Effect  
Appendix A

Cultural Resources Coordination Date:

10/10/2018

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:

Yes



## **Environmental Commitments**

### **C1**

1) The project designer shall incorporate the following note into the plans: WETLAND AVOIDANCE: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE WETLANDS ADJACENT TO THE CONSTRUCTION LIMITS DEPICTED IN THE PROJECT PLANS. NO FILL MATERIAL (INCLUDING TEMPORARY FILLS) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THESE WETLANDS. 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 THESE WETLANDS. SHOULD ANY MATERIALS AND/OR DEMOLITION DEBRIS FALL INTO THESE WATERS, ALL WORK SHALL BE STOPPED AND ALL DEBRIS/MATERIAL, ETC., SHALL BE REMOVED IMMEDIATELY AND IN SUCH A WAY AS TO MINIMIZE TURBIDITY THAT COULD DEGRADE WATER QUALITY AND ADVERSELY AFFECT AQUATIC PLANT AND ANIMAL LIFE.



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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)	11/14/2018



## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **ESA**

District Determination - No ESA Studies Required.pdf

### **Cultural Resources**

Records Check.pdf

### **Public Involvement**

District Website Posting.pdf

Emergency and Public Services Notification .pdf

Emergency and Public Services Notification List.pdf

Press Release.pdf

Public Comments Received.pdf

Response to Public Comments.pdf

### **Permits**

Coordination with Local Floodplain Administrator.pdf

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf

Project Manager Floodplain Notification.pdf

Public Explanation of Floodplain Impacts.pdf