



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Environmental Document for **STA CR 0190 Belden Village St PID 104823**

Environmental Document Level: C1

Approved: 9/4/2019

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 June 6, 2018, and executed by FHWA and ODOT.

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C1

PID: 104823
Project Sponsor: STARK COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Stark County Engineer (SCE) proposes to resurface approximately 0.70 mile of County Road (CR) 99/Belden Village Street from approximately Everhard Road to Whipple Avenue in Jackson Township, Stark County, Ohio. This project proposes pavement milling and full depth pavement repairs, adjustment of existing catch basins and manholes, pavement resurfacing with asphalt concrete, curb removal/replacement, installation of new curb ramps to comply with Americans with Disabilities Act (ADA) standards and application of new center/edge/stop/crosswalk lines and other pavement markings within the project construction limits. Moreover, the project will upgrade the existing pedestrian signals at the existing Belden Village Street/Everhard Road intersection and the existing Belden Village Street/Whipple Avenue intersection. Proposed pedestrian signal work includes installation of new pedestrian signal with light-emitting diode (LED) signal heads.

Mapping that depicts the project on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Maps is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

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

During project construction, a minimum of one (1) 11-foot lane of traffic will be maintained in each direction on the existing Belden Village Street pavement. All pavement milling, resurfacing and pavement markings shall occur at night between the hours of 8 pm and 6 am. Construction and lane restriction information will be posted prior to the start of construction. 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 with the project.

Existing utilities within the project study area will not be impacted/relocated to construct the project.

The area of potential effects (APE) for the project is limited to the physical construction limits of the project. Modernization and maintenance projects are generally exempted from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319) if the project is not within the boundaries of any Historic Property or National Register District. See the cultural resources documentation for the project in the Project File/Cultural Resources section and the Cultural Resources Tab.

Based on the information contained in the RMR Form completed 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/Reports subsection.



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Moreover, 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.

Project and project MOT information were posted on the Stark County Engineer website. Comments were not received from this public involvement activity conducted for the project. See the website posting documentation for the project in the Project File/Public Involvement/Project Information subsection.

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.

The environmental document and associated studies, as applicable, were approved using the Stage 1 Design plans for the project. A copy of the Stage 1 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 1 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the Stark County Area Transportation Study (SCATS) Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP).

STIP Reference # 2018stipID0259FDCO and is fiscally constrained.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 09/04/2019

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**



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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):

Brian Peck
Jon Hunt

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	9/4/2019



Appendix

General

Aerial Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

General

Project Study Area Map.pdf

Cultural Resources

Records Check.pdf

General

USGS Quadrangle Topographical Map.pdf

Public Involvement

Email Used to Make Decisions - No Public Comments Received.pdf

Website Posting Screen shot.pdf

Website Posting.pdf