



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU US 0062 04.56 PID 105145

Environmental Document Level: C1

Approved: 9/11/2025

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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C1

| | |
|------------------------|---------------------|
| PID | 105145 |
| Project Sponsor | District 4-Planning |
| ODOT District | 4 |
| Funding Source | Federal |

Project Description:

The Ohio Department of Transportation (ODOT) proposes to resurface nearly 4.5 miles of U.S. Route (USR) 62 from the Hubbard city corporation limit to the Pennsylvania State Line in Hubbard and Brookfield Townships. The project also proposes the installation of an exclusive northbound left-turn lane at the USR 62/Franklin Avenue intersection to remove stopped vehicles from the northbound through lane while providing left-turn storage capacity for larger vehicles turning left at the intersection. Further, the existing southbound left-turn lane at the USR 62/Franklin Avenue intersection will be extended to meet current standards and improve alignment, which will enhance sight distance and overall safety. Moreover, the project also proposes turn radius improvements and the installation of a "loon" (area of additional pavement) at the USR 62/Hibler Lane intersection to help facilitate left-turn or U-turn movements of larger vehicles at the intersection.

Additional improvements proposed by this project include storm water drainage improvements including ditch reconstruction, new catch basins and conduits, partial/full depth pavement repairs, linear grading, replacement of barrier reflectors, manhole/monument assembly adjustments and/or reconstruction, replacement of traffic control signs, traffic signal radar detection installations, rumble strip installations, raised pavement marker replacement, installation of recessed wet reflective edge lines/lane lines/center line/channelizing lines/dotted lines and application of edge/lane/center/channelizing/stop/transverse diagonal lines and other pavement markings throughout the newly paved section of USR 62.

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*.

During improvements at the U.S. Route 62/Hibler Lane intersection, a minimum of one lane per direction will be maintained on U.S. Route 62. Intersecting side roads will be maintained using, at minimum, one 10-foot bidirectional lane. To improve the U.S. Route 62/Hibler Lane intersection, the median will be closed for 30 consecutive calendar days. Northbound and southbound traffic through the U.S. Route 62/Hibler Lane intersection will be reduced to one lane in each direction. The southbound on-ramp from Brookfield Road to U.S. Route 62 will be closed at this time for 30 consecutive calendar days. The official detour route for the southbound on-ramp closure will utilize Alternate U.S. Route 62 (Chestnut Ridge Road).

During improvements at the U.S. Route 62/Franklin Avenue intersection, northbound traffic along U.S. Route 62 will be reduced to one lane while two southbound lanes will be maintained. To facilitate drainage improvements, the median portion of the U.S. Route 62/Franklin Avenue intersection will be closed to traffic for 2 consecutive nights between the hours of 8:00PM and 5:00AM. All necessary signage will be posted



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within the project construction limits and all intersecting side roads and on the ODOT webpage prior to the start of project construction activities. Access shall be maintained to all adjacent properties, businesses and side roads for the duration of the construction project. Substantial traffic disruptions are not expected during project construction.

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

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

A Cultural Resources Records Check was performed using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. 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 TRU-62-4.56; PID 105145 project is not a part of a larger undertaking and is a type that has minimal potential to cause effects to historic properties in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503). Therefore, no further coordination is required for the project. 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-62-4.56.pdf* for the project in the Project File/Ecological/Reports subsection and the Ecological Tab.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project and determined the proposed project is located within designated Special Flood Hazard Area (SFHA) floodplains. However, the roadway work being performed within each Special Flood Hazard Area is considered maintenance that does not change the alignment, grade, or hydraulic capacity of each stream, floodway or structure. Because of this, the project 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 environmentally sensitive resources within the project study area.

ODOT District 4 conducted various public involvement activities for the project including a press release, ODOT website posting, and notifications to stakeholders (public officials and emergency/public service providers). News articles detailing the project were published online by WKBN, WFMJ and Youngstown Vindicator media outlets. Comments were requested by all public involvement activities conducted for the project. Written comments were received from three (3) individuals as a result of the public involvement activities conducted for the project. All comments were responded to on an individual basis. See the public involvement documentation, including the received comments and responses to comments, for the project 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 included in the Project File/General/Project Information subsection as *Stage 3 Design.pdf*.

The estimated total project cost specified in Ellis is 1.057% greater than the total project cost specified in the ODOT State Fiscal Years 2026 - 2029 Statewide Transportation Improvement Program (STIP). Fiscal constraint is at the Statewide Line Item (SLI) Group level. 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 |
|-------|------------------------|
| ENV | On Previous STIP |
| CO | 105145: 26-29 STIP |
| DD | |

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: 08/06/2025

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):

(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



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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):

Rebecca Mocarski
Sean Carpenter

Approvals & Electronic Signatures

| | |
|---|-----------------------|
| Approved & Electronically Signed By: | Approval Date: |
| Edward Deley (PROGRAM ADMIN 3) | 9/11/2025 |



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Emergency and Public Services Notification List.pdf

Emergency and Public Services Notification.pdf

News Article - Vindicator.pdf

News Article - WFMJ.pdf

News Article - WKBN.pdf

ODOT Website Posting.pdf

Press Release.pdf

Public Comments Received - Hanley.pdf

Public Comments Received - Lauderman.pdf

Public Comments Received - Lewis.pdf

Response to Public Comments - Hanley.pdf

Response to Public Comments - Lauderman.pdf

Response to Public Comments - Lewis.pdf

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf