



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **POR SR 14/43 1.74/15.59 PID 105213**

**Environmental Document Level: C1**

**Approved: 3/27/2025**

**Prepared By: District 4**

**Brian Peck**  
**Phone: 330-786-4931**  
**E-mail: [Brian.Peck@dot.ohio.gov](mailto:Brian.Peck@dot.ohio.gov)**

*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:** 105213  
**Project Sponsor:** Streetsboro, City of  
**ODOT District:** 4  
**Funding Source:** Federal

### Project Description:

The City of Streetsboro in cooperation with the Ohio Department of Transportation proposes to perform pavement maintenance on portions of State Route 14 and State Route 43 in the City of Streetsboro, Portage County, Ohio. The proposed project will resurface pavement on State Route 14 from Portage Pointe Drive north to the Ohio Turnpike, and on State Route 43 from the southern City Corp Line north to Market Square Drive, including replacement/reconstruction of concrete pavement at the State Route 14/State Route 43 intersection. Additional roadway maintenance improvements proposed by this project include partial/full depth pavement repairs, sidewalk and curb ramp reconstruction to meet Americans with Disabilities Act (ADA) standards, curb and gutter replacement, monument/catch basin/conduit grade adjustments, traffic signal equipment modification/loop replacement, linear shoulder grading, new lane/edge/center/channelizing/stop/crosswalk lines/other pavement markings applications and traffic control signage replacement within the project limits.

The project also includes installation of an asphalt pavement overlay on the POR-14-0211 (SFN:6700551) Bridge that conveys a Branch of Tinkers Creek under State Route 14. The POR-14-0211 Bridge is located within the project resurfacing limits.

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 ten-foot lane will be maintained in each direction on State Route 14 and State Route 43 during pavement resurfacing operations. However, replacement of existing concrete pavement at the State Route 14/State Route 43 intersection will require turning movement restrictions during project construction. Project construction will be phased and detour routes provided to minimize disruption to the traveling public. Access shall be maintained to all adjacent properties throughout the project construction duration. Substantial traffic disruptions are not expected during project construction.

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

Relocations of existing utilities will be necessary at the State Route 14/State Route 43 intersection. These utility relocations will occur within the existing roadway rights-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

A Cultural Resources Records Check was performed using the Ohio State Historic Preservation Office (SHPO) GIS database. The project undertaking will be constructed within existing State Route 14 and State Route 43 operational rights-of-way, no buildings will be involved in construction and no relocations will be required. Moreover, the undertaking is not located within a historic district. Bridge rehabilitation will involve one modern structure based on information found in Ellis. TIMS mapping indicates that the bridge is not historic nor considered eligible for the National Register (NR) based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The rehabilitation of a non-historic and non-contributing bridge even within a NR historic district where no new right-of-way is required are construction activities which are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503). 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 subfolder 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 POR-SR 14 SR 44-0174 1559.pdf* for the project in the Project File/Ecological/Reports subsection.

Parkland designated as Town Square Park is present adjacent to the road rights-of-way at all four corners of the State Route 14/State Route 43 intersection. Town Square Park is a recognized recreational Section 4(f) property. The proposed project will not restrict access to and/or permanently incorporate land into a transportation facility or temporarily occupy land from the Town Square Park



and/or any other Section 4(f) properties in proximity of the project. Section 4(f) coordination is not required for the project in accordance with 23 CFR 774 and the OES Section 4(f) Manual.

ODOT District 4 Environmental Section personnel review of flood plain mapping determined the project is not located within a mapped Special Flood Hazard Area. 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 conducted various public involvement activities for the project including a press release and website posting and stakeholder notifications (public officials and emergency/public service providers). Newspaper articles about the project were published in the Record-Courier newspaper and posted on their website (<https://www.record-courier.com>). Written comments were received as a result of the public involvement activities conducted for the project. See the public involvement documentation, including the received comments and response 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 - Part 1.pdf* and *Stage 3 Design - Part 2.pdf*.

The estimated total project cost specified in Ellis is 14.3% higher 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. 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	105213: 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:** 03/27/2025

**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):**

(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**



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*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



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## Environmental Commitments

### C1

1) The proposed project will not restrict access to and/or permanently incorporate land into a transportation facility or temporarily occupy land from Town Square Park. The project designer shall incorporate the following note into the plans.

#### SECTION 4(F) - AVOIDANCE OF IMPACTS TO TOWN SQUARE PARK:

ALL FOUR CORNERS OF THE STATE ROUTE 14/STATE ROUTE 43 INTERSECTION ARE EXISTING PARKLAND DESIGNATED AS TOWN SQUARE PARK, A RECOGNIZED RECREATIONAL SECTION 4(F) PROPERTY. ACCESS TO THE TOWN SQUARE PROPERTIES SHALL BE MAINTAINED AT ALL TIMES DURING THE PROJECT CONSTRUCTION DURATION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT THE PARK PROPERTIES AND THE PUBLIC. APPROPRIATE SIGNAGE AND PROTECTIVE BARRIERS SHALL BE INSTALLED TO ALERT USERS OF CONSTRUCTION ACTIVITIES AND PROTECT THE PUBLIC. STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT AND MATERIALS OUTSIDE PROPOSED CONSTRUCTION LIMITS WITHIN TOWN SQUARE PROPERTY BOUNDARIES IS PROHIBITED. THE CONTRACTOR IS REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND THE CITY OF STREETSBORO.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Brian Peck  
330-786-4931  
Brian.Peck@dot.ohio.gov

**Supporting Form Preparer(s):** Brian Peck

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Brian Peck (ENV SPEC 3)	3/27/2025



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### Cultural Resources

Records Check.pdf

### Ecological

NHDB Search.pdf

ODNR Scenic River MOA Conditions

### Public Involvement

Media Inquiry - Project Funding.pdf

News Article 2-18-2025.pdf

News Article 2-6-2025.pdf.pdf

Press Release.pdf

Public Comments Received.pdf

Public and Emergency Services Notification Mailing List.pdf

Public and Emergency Services Notification.pdf

Response to Public Comments.pdf

Website Snapshot - Posted 2-4-2025.pdf

### Permits

FEMA FIRM.pdf