



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU SR 0534 19.12 PID 105253

Environmental Document Level: C1

Approved: 2/1/2024

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: 105253
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill and resurface 4.69 miles of State Route (SR) 534 from SR 88 at Straight Line Mile (SLM) 19.12 to SR 87 at SLM 23.81 in Farmington and Mesopotamia Townships, Trumbull County. Additional improvements proposed by this project include partial/full depth pavement repairs, linear grading, rumble stripes/center line installation, raised pavement marker replacement and edge line/center line/stop lines applications throughout the newly resurfaced section of SR 534.

Moreover, the project proposes work on the following two (2) bridges along SR 534 in Farmington and Mesopotamia Townships:

1. Structure No. TRU-534-21.31/Structure File Number (SFN) 7807678 over Swine Creek and
2. Structure No. TRU-534-22.32/SFN 7807694 over Andrews Creek.

The proposed bridge maintenance activities on these bridges 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 bidirectional lane of traffic shall be maintained on the existing pavement or completed pavement during project construction. No road closures and detours are 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 right-of-way.

Existing utilities within the project study area 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.

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. The search concluded that the northern portion of the proposed project is located within the Mesopotamia Village District (NRHP #74001635), which is listed in the National Register of Historic Places (NRHP). Additional OHI resources are located adjacent to the project corridor along SR 534.

The proposed work taking place within the historic boundaries of the aforementioned NRHP-listed Historic District is limited to resurfacing and maintenance activities along a modern asphalt paved route where no new permanent right-of-way will be acquired, and no contributing components will be removed or altered. No buildings will be involved in construction and no relocations will be required by the project. District environmental staff coordinated with OES Cultural Resources Staff on January 5, 2024, and in accordance



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with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed June 29, 2023 (*Agreement No. 38503*), the TRU-534-19.12; PID 105253 project has 'Minimal Potential to Cause Effects' to Historic Properties and is not part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. 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/RMR/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt TRU-534-19.12.pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a 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.

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 1.3% 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	105253: 24-27 STIP
CO	105253: 24-27 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: 01/08/2024

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 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):

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/1/2024



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Appendix

General

Project Description Structure Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effects - A or B.pdf

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf