



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

317 E. POE RD. • BOWLING GREEN, OH 43402 • 614-995-7902

Environmental Document

for

WOO SR 25/64 in BG Pav Rehab PID 98929

Environmental Document Level: C1

Approved: 5/10/2018

Prepared By: District 2

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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

PID: 98929
Project Sponsor: Bowling Green, City of
ODOT District: 2
Funding Source: Federal
Private Funding: No

Project Description:

The City of Bowling Green is proposing to resurface Main Street (SR-25) from Ordway Ave to E. Oak St and Wooster Street (SR-64) from Church Street to Prospect Ave. Additional work includes curb ramp improvements and full depth pavement repairs. No right of way or utility impacts are anticipated. This project will not impact any floodplain or waterways so no floodplain or US Army Corps of Engineers permits are required. A portion of the project is located within a historic district and the work was coordinated with the State Historic Preservation Office. It was determined that this project is in accordance with Stipulation V(A) and Appendix B of the Section 106 Programmatic Agreement between FHWA, ODOT and SHPO/ACHP executed on November 8, 2017 and will have minimal potential to cause effects to historic properties. Construction is expected to begin in the summer of 2019 and last approximately 60 days. During construction, one lane of traffic will be maintained at all times. This document was approved based on Stage 2 plans.

STIP Reference # 2018stipID0080FDCO
Cultural Resources Coordination: Minimal Potential to Cause Effect - Appendix B
Cultural Resources Coordination Date: 05/08/2018
Supporting documentation has been uploaded to Project File: Yes

Select the appropriate project type (more than one can be selected):

(21) Release of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses. *Additional examples include: Replacement of existing or installation of new traffic signals, flashing beacons, railroad warning devices and the installation of ITS system components; Upgrade of existing tower lighting to new technologies that ensure a lesser impact than the current system; Implementation of other new safety or operations technologies (must be approved by OES).*



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(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 LPA Project Designer shall include either a note or show construction and right of way limits on the plans to show the contractor that all work shall be performed within the existing right of way during construction.
- 2) The LPA Project Designer shall incorporate a plan note requiring the LPA and contractor to comply with the notification requirement timeframes outlined in the Traffic Engineering Manual Part 642-8 and 642-58 to ensure compliance with Federal notification requirements.
- 3) The LPA Project Designer shall incorporate a noise ordinance plan note for the contractor to adhere to.
- 4) The LPA Project Designer shall incorporate a note into the plans ensuring that pedestrian access is maintained by through the construction zone at all times by the LPA and contractor.



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Preparers and Approvals

Form Preparer

District 2
Contact: Phoenix Neal
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Supporting Form Preparer(s):

Auston Poore
Phoenix Neal

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Phoenix Neal (ENV SPEC 2)	5/10/2018



Appendix

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

General

USGS Quadrangle Topographical Map.pdf

County Map.pdf

Aerial Map.pdf

ESA

RMR Map.pdf

Cultural Resources

Minimal Potential to Cause Effects - A or B.pdf

Underserved Populations

Census Mapping.pdf

Permits

FEMA FIRM.pdf