



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Poland Signal Upgrade PID 107226

Environmental Document Level: C2

Approved: 2/17/2021

Prepared By: Rachel Pohnan

ms consultants

Phone: 330-258-9920

E-mail: rpohnan@msconsultants.com

District Contact: Edward Deley

Phone: 330-786-4930

E-mail: Edward.Deley@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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C2

PID:	107226
Project Sponsor:	Poland, Village of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The village of Poland proposes to replace/modify/remove several existing traffic signals at various intersections within the village of Poland, Mahoning County. The proposed improvements include the replacement of the existing span wire traffic signals with new black metal support pole/mast arm traffic signals, new pedestal supports, new traffic pull boxes, new controller cabinets/work pads, new stop-line radar detection units, new pedestrian signals with pushbuttons and the installation of new Americans with Disabilities Act (ADA)-compliant curb ramps at six (6) traffic signals, the modification of the existing traffic signal and installation of a new ADA-compliant curb ramp at one (1) traffic signal and the removal of two (2) existing unwarranted traffic signals, with the installation of new pedestrian equipment/features, at the following intersections:

1. U. S. Route (USR) 224-McKinley Way/Pennsylvania Avenue intersection: Modify the existing traffic signal controller and install a new ADA-compliant curb ramp;
2. USR 224-McKinley Way/State Route (SR) 170-Main Street intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps;
3. USR 224-McKinley Way/SR 616-Water Street intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps;
4. USR 224-McKinley Way/Riverside Drive intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps;
5. SR 170-N. Main Street/Johnston Place intersection: Remove existing unwarranted traffic signal and install a new rectangular rapid-flashing beacon to provide a pedestrian-actuated crossing and new ADA-compliant curb ramps;
6. SR 170-S. Main Street/SR 616-Water Street intersection: Remove existing unwarranted traffic signal and install new stop signs on SR 616-Water Street and new ADA-compliant curb ramps;
7. SR 170-S. Main Street/College Street intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps;
8. SR 170-S. Main Street/Riverside Drive intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps. Removal of approximately ten feet of existing sandstone curb on each side of SR 170-S. Main Street is necessary to install the new ADA-compliant curb ramps; and



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9. SR 170-S. Main Street/N. Lima Road intersection: Replace existing span wire traffic signal with new black metal post/mast arm traffic signal and new pedestrian signals with pushbuttons and install new ADA-compliant curb ramps. Removal of approximately ten feet of sandstone curb on the east side of SR 170-S. Main Street is necessary to install the new ADA-compliant curb ramp.

Moreover, the project proposes to apply centerline/crosswalk/stop line/lane arrow/channelizing line pavement markings and install new ground/pole mounted signs.

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

Two-way traffic on a minimum of two 11-foot lanes shall be maintained by use of the existing pavement during project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the construction project. Construction and lane restriction information will be posted within the project limits prior to the start of construction. Substantial traffic disruptions are not expected during project construction.

A total of 0.023 acre of new permanent right-of-way will be required from four (4) parcels and 0.0237 acre of temporary right-of-way will be required from thirteen (13) parcels to construct the project. See the right-of-way plans for the project in the Project File/General/Project Information subsection as Right of Way Plan Sheets.pdf.

Existing utilities within the project study areas will not be impacted/relocated to construct the project. Any electric service connections related to the proposed traffic signal replacements shall be coordinated with the electric service provider in accordance with the project plan. Coordination with the utility companies within the proposed construction limits was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

Several inventoried buildings (OHI) and a National Register of Historic Places (NRHP) listed district, South Main Street Historic District (+boundary increase)/NRHP #84000136, are located in the project study area/Areas of Potential Effects (APE). Four of the nine intersections are included or partially included within the South Main Street Historic District (+boundary increase). The project will not affect any archaeological resources: no inventoried sites have been previously identified and the area is disturbed by modern development. The South Main Street Historic District (+boundary increase) will be affected by the project.

Additional history/architecture investigations are not recommended for the project. New permanent right-of-way will not affect any historic properties. Minor temporary right-of-way will be acquired from multiple parcels to construct the proposed new ADA-compliant curb ramps, including parcels within the South Main Street Historic District (+boundary increase). The work will not adversely affect the historic character of the neighborhood. Buildings will not be disturbed or altered by the project and the character-defining features of the landscape will remain intact. To accommodate the proposed new ADA-compliant curb ramps, a minor effect to the existing stone curbs along SR 170-S. Main Street will occur at two (2) intersections as a result of the project. The design minimizes the amount of stone curb affected by the project and no other landscape features of the neighborhood will be affected by the project. Based on the scope of the project and the review of the project APE, no additional research is recommended, and the project is considered to have no adverse effect. Based on the results of the literature review, the scope of the undertaking and the results of the history/architecture memo-to-file, further cultural resource investigations are not warranted for the project. In accordance with Stipulation V(C)(3) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO and ACHP executed November 8, 2017 (Agreement No. 19319) and amended on July 11, 2019, ODOT-Office of Environmental Services (OES) determined that 'no adverse effect' is the appropriate finding for the project. Further cultural resource investigation is not required for the project pending completion of a 15-day review and comment period at the SHPO. The SHPO did not comment on nor object to the project during the 15-day period. See the cultural resources documentation for the project in the Project File/Cultural



Resources/Project Information subsection and the Cultural Resources Tab.

In accordance with 23 CFR Part 774, the project will not result in the use of a Section 4(f) Cultural Resource. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

Based on the information in the Regulated Materials Review (RMR) Screening completed for the project, ODOT determined further RMR activities or special material management are not warranted for the project.

See the RMR documentation for the project in the Project File/ESA/Project Information and Reports subsections.

Additionally, 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.

Environmental personnel of the project consultant, ms consultants, reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. See the FEMA FIRM mapping for the project in the Project File/Permits/Floodplains subsection.

The project will not impact any other environmentally sensitive resources within the project study areas.

See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.

STIP Reference #:

107226: 21-24 STIP.

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. ***Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section. ***Examples include: Lane reduction ("road diet") changes provided traffic analysis is completed; Railroad projects that close at-grade crossings to improve safety or traffic operations.***

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -
a. Acquisition of more than a minor amount of right-of-way
b. Residential or non-residential displacements
c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
d. A Section 106 finding of Adverse Effect
e. A Section 4(f) Programmatic or Individual Evaluation
f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species
g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
h. Changes in access control
i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental



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coordination) l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:	Not Present
Endangered Species:	No Impacts to Protected Species and Critical Habitat
100-Year Floodplain:	No Encroachment Within a Special Flood Hazard Area (SFHA)
Section 4(f):	Present; No Programmatic Evaluation or Individual Evaluation Required
Section 4(f) Determination:	
No Use	
Section 4(f) Determination Date - No Use	01/15/2021
Section 6(f):	Not present
Cultural Resources:	Present; No Finding of Adverse Effect
Cultural Resources Coordination:	No Adverse Effect
Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date	12/24/2020
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies Not Required
Air Quality - Coordination with OES:	Yes
Air Quality - OES Approval Date:	01/15/2021
Noise:	Studies Not Required
Noise Coordination - OES Approval Date:	01/15/2021
Hazardous Materials - ESA Screening Conducted	Yes
Hazardous Materials - OES Approval Date:	10/01/2020
Phase I ESA Warranted Based on Coordination with OES:	No Further Studies Warranted
Farmland:	Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658



Scenic Rivers

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No National Wild and Scenic River
Within 1000 Feet of the Proposed
Project Area

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Underserved Populations

Does Not Exceed UP Guidance
Criteria; No UP Analysis Report
Required and No UP Issues Raised
During Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Environmental Commitments

No



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Environmental Commitments



Preparers and Approvals

Form Preparer: Rachel Pohnan
ms consultants
140 South Main St Suite 140, Akron OH 44308
330-258-9920
rpohnan@msconsultants.com

Supporting Form Preparer(s): Elizabeth Stober
Sean Carpenter
David Galloway
Karel Cubick
Mark Fedosick

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/17/2021



Appendix

General

Aerial Map.pdf

County Map.pdf

Project Description Continued.pdf

Project Study Area Map.pdf

Stage 1 Design.pdf

USGS Quadrangle Topographical Map.pdf

Air

OES Approval - No Air Analysis Required.pdf

Noise

OES Approval - No Analysis Required.pdf

ESA

Project Related OES Decision - ESA.pdf

Cultural Resources

Consulting Party Application Emails.pdf

Consulting Party Coordination.pdf

Memo to file- History Architecture.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

Section 4(f)

District Determination - No 4(f).pdf

OES Cultural Resources 4(f) Determination.pdf

Underserved Populations

Census Mapping .pdf

Underserved Populations Documentation Form .pdf

Public Involvement



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Polande Website Posting.pdf

Press Release.pdf

Property Owner Notification Letter Mailing List.pdf

Property Owner Notification Letter.pdf

Public Comments Received.pdf

Public Involvement Letter - Inside District Mailing List.pdf

Public Involvement Letter - Inside Historic District.pdf

Public Involvement Letter - Outside District Mailing List.pdf

Public Involvement Letter - Outside Historic District.pdf

Public Involvement Letter - Public Officials Mailing List.pdf

Public Involvement Letter - Public Officials.pdf

Responses to Public Comments.pdf

Permits

FEMA FIRM.pdf