



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 44/153 12.19/5.99 PID 106545

Environmental Document Level: C1

Approved: 4/14/2022

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:	106545
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



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The Ohio Department of Transportation (ODOT) proposes to mill and resurface approximately 1.48 miles of State Route (SR) 44/Chapel Street and 0.24 mile of SR 153/Main Street in the city of Louisville, Stark County. The project limits extend along SR 44 from approximately Enterprise Circle to 0.1 mile north of Reno Drive and along SR 153 from the Norfolk Southern Railroad Crossing, east of Constitution Avenue, to SR 44. Additional improvements proposed by this project include full depth pavement repair, partial depth pavement repair, sidewalk/curb/curb ramp replacement to comply with the Americans with Disabilities Act (ADA) standards, monument box/catch basin/manhole/valve box/pull box adjustments, traffic signal detector loop replacement and edge line/center line/stop line/channelizing line/crosswalk line/transverse-diagonal line/other pavement marking applications.

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*.

A minimum of one bidirectional lane will be maintained in each direction on existing pavement or completed pavement during project construction. 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 adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected during project construction.

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

Existing utilities 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 by district environmental staff using the SHPO GIS online database document. The search documented the presence of scattered archaeological site (OAs), numerous architectural resources (OHIs), and the occasional listed or eligible historic properties in the Louisville area. The project is found along the western edge of the Louisville Historic District (NR # 11000856). The district encompasses 223 contributing building and structures of a domestic, commercial, religious, industrial, governmental, and educational nature dating between 1845 and 1960. The undertaking will not impact, alter, or take land related to this historic property or alter the traditional city grid pattern. Roadway upgrades and maintenance projects limited to the existing operational highway are exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319 -- Appendix B -- Items 1 and 2), as long as no new permanent right-of-way from a historic property is acquired and no contributing element of a historic district will be removed or altered by construction. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab. Moreover, pursuant to the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019, ODOT-OES determined the undertaking has minimal potential to cause effects to historic properties. No new permanent right-of-way from historic properties will be acquired and no contributing element of a historic property will be removed or altered by construction. Therefore, in accordance with 23 CFR Part 774, the undertaking STA-SR 0044-12.23 PID 106545 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) 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 *STA-44-12.23.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 encroaches on special flood hazard areas (Zone A) established for the E. Branch of Nimishillen Creek. The project is limited to pavement and bridge structure maintenance only and, therefore, is exempt from the permit process required for work encroaching on 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 areas.

The environmental document and associated studies, as applicable, were approved using the Stage 3 Design plan for the project. A copy of the Stage 3 Design plan 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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #:

106545: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix B

Cultural Resources Coordination Date:

02/08/2022



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):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(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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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Brian Peck
Rebecca Mocarski

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/14/2022



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf