



OHIO DEPARTMENT OF TRANSPORTATION

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

Supplemental Re-Evaluation for **SUM SR 0018 4.91/7.98 PID 101264**

Environmental Document Level: C1

Approved: 3/30/2020

Prepared By: District 4

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 June 6, 2018, and executed by FHWA and ODOT.

Table of Contents

Re-evaluation Level.....	3
C1.....	4
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



Supplemental Re-evaluation Level C1
PID 101264 SUM SR 0018 4.91/7.98

Approved: 3/30/2020

Re-evaluation Level

Explain why a re-evaluation is needed?

To correct the project length in the Project Description.



Supplemental Re-evaluation Level C1
PID 101264 SUM SR 0018 4.91/7.98

Approved: 3/30/2020

C1

PID: 101264
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to repair and resurface 3.38 miles of State Route (SR) 18/West Market Street from the Akron/Fairlawn corporation limit at Straight Line Mile (SLM) 4.91 to Westgate Circle at SLM 6.56 and from Casterton Avenue at SLM 8.15 to South Main Street at SLM 9.88 in the city of Akron, Summit County. This project also proposes to upgrade curb ramps to comply with the Americans with Disabilities Act standards, adjoin sidewalks to meet grade requirements, adjust existing catch basins/valve boxes/manholes and apply new pavement markings.

A minimum of one (1) ten-foot lane in each direction shall be maintained on the existing pavement and completed pavement during project construction. Road closures and detours are not proposed to construct the project. Access shall be maintained to all properties, businesses and intersecting side streets for the duration of the project. Maintenance of traffic information will be posted within the project limits prior to the start of construction. Substantial traffic disruptions are not expected with the project.

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

Existing utilities within the project study areas 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.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further environmental site assessment or special materials management is 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 Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.



Approved: 3/30/2020

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 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 32.6% greater than the total project cost specified in the ODOT Fiscal Year (FY) 2018-2021 Statewide Transportation Improvement Project (STIP) State Line Item (SLI) Grouped Project Report as of 03/09/2020. However, based on this project being listed in the SLI Grouped Project Report, fiscal constraint is maintained by fiscal year per SLI Group and not on the individual projects utilizing the SLI Group. Therefore, an individual project utilizing a Statewide Line Item does not require a STIP/TIP amendment.

STIP Reference # Statewide Line Item (SLI) Number 32
and is fiscally constrained.

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 03/23/2020

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 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



Supplemental Re-evaluation Level C1
PID 101264 SUM SR 0018 4.91/7.98
Approved: 3/30/2020

Environmental Commitments



Supplemental Re-evaluation Level C1
PID 101264 SUM SR 0018 4.91/7.98

Approved: 3/30/2020

Preparers and Approvals

Form Preparer

District 4
Contact: Edward Deley
330-786-4930
Edward.Deley@dot.ohio.gov

Supporting Form Preparer(s):

Matthew Chaney
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/30/2020



Supplemental Re-evaluation Level C1
PID 101264 SUM SR 0018 4.91/7.98

Approved: 3/30/2020

Appendix

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

Cultural Resources

Records Check.pdf

General

USGS Quadrangle Topographical Map.pdf