



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM CR 0002 00.00 PID 107261

Environmental Document Level: C1

Approved: 1/16/2020

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

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C1

PID:	107261
Project Sponsor:	Norton, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The city of Norton proposes to mill and resurface 2.56 miles of Medina Line Road/Medina County Road (CR) 2 from Eastern Road to Greenwich Road in the city of Norton, Summit County, and Wadsworth Township, Medina County. The project also proposes to repair the pavement base/subgrade and apply new pavement markings. Although Medina Line Road is partially located in Wadsworth Township, Medina County, it is maintained by Norton within the project limits.

The project was initially programmed as MED-CR 2-0.00. However, it was subsequently revised to SUM-CR 2-0.00.

A minimum of one ten-foot bidirectional lane shall be maintained on the existing and completed pavement during project construction. Road closures and detours are not proposed to construct the project. Access shall be maintained to all adjacent 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 to construct the project.

Based on the project scope of work, its Path 1 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

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 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.



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 final design plans for the project. A copy of the final design plans for the project is included in the Project File/General/Project Information subsection as Final Plans.pdf.

The estimated total project cost specified in Ellis is 0.53% greater than the total project cost specified in the Akron Metropolitan Area Transportation Study (AMATS) Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). However, based on the estimated total project cost being less than \$2,999,999 and the additional project cost not exceeding 50% of the total project cost in the TIP, a TIP amendment is not necessary for the project.

STIP Reference # 2018AM10ID0275FDCO and is fiscally constrained.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 01/07/2020

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



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Environmental Commitments



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Lorie Feudner
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/16/2020



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Appendix

General

Aerial Map.pdf

Final Plans.pdf

Project Study Area Map.pdf

USGS Quadrangle Topographical Map.pdf