



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM SR 0261 08.11 PID 111012

Environmental Document Level: C1

Approved: 9/30/2020

Prepared By: Robert Lang

ODOT DISTRICT 4

Phone: 330-786-4975

E-mail: Robert.Lang@dot.ohio.gov

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

Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



C1

PID:	111012
Project Sponsor:	Akron, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The city of Akron proposes to resurface 0.31 mile of State Route (SR) 261/Opportunity Parkway and reduce the number of SR 261/Opportunity Parkway lanes with a road diet between Edgewood Avenue and Pier Drive in the city of Akron, Summit County. Other improvements proposed by this project include traffic signal replacements at the SR 261/Rand Avenue/Rhodes Avenue intersection and the SR 261/Dart Avenue intersection, full depth pavement repairs, concrete barrier construction, utility casting adjustments, curb ramp installations/replacement in compliance with the Americans with Disabilities Act (ADA) standards and new pavement marking applications. The proposed road diet will reduce the number of lanes along SR 261/Opportunity Parkway by converting the existing five-lane street to a four-lane street with one through lane in each direction, an exclusive left turn lane, an exclusive right turn lane and eastbound/westbound bike lanes between Edgewood Avenue and Rand Avenue/Rhodes Avenue, one through lane in each direction, two exclusive side-by-side left turn lanes and eastbound/westbound bike lanes on the SR 261/Opportunity Parkway bridge over SR 59 between Rand Avenue/Rhodes Avenue and Dart Avenue, one eastbound through lane, two westbound through lanes, an exclusive left turn lane, an exclusive right turn lane and eastbound/westbound bike lanes between Dart Avenue and Bell Street and one eastbound through lane, two westbound through lanes, a two-way left turn lane and eastbound/westbound bike lanes between Bell Street and Pier Drive. These proposed road diet improvements are countermeasures recommended to reduce crashes within the project study area, as specified in a safety study completed for the project study area. See the safety study and associated approval documentation completed for the project study area in the Project File/General/PDP subsection.

Additional countermeasures recommended in the approved safety study for the project study area and also proposed as part of the project include traffic signal replacements at the SR 261/Rand Avenue/Rhodes Avenue intersection and the SR 261/Dart Avenue intersection, maximizing the traffic signal head to stop line distance to improve signal head visibility, increasing traffic signal head visibility with new supplemental traffic signal heads and near side placements, installing new traffic signal heads with new reflective back plates on all approaches, installing a new supplemental traffic signal head on the eastbound and westbound approaches to the intersections to compensate for the horizontal curves on both intersection approaches and installing a new single, three-section traffic signal head on the near side and far right of the intersections to maximize visibility to the proposed traffic signal replacements.



Minor bridge work consisting of removal of the existing sign supports from the SR 261/Opportunity Parkway bridge over SR 59 and modifications to the existing vandal protection fence along the 261/Opportunity Parkway bridge over SR 59 is additionally proposed as part of the project.

A minimum of one bidirectional lane of traffic in each direction will be maintained on the existing and completed pavements 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. Lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected to construct the project.

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

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing roadway right-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

Based on the project scope of work, its Path 2 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

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

STIP Reference #

111012: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date:

09/23/2020

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):

(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.*

(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,



Environmental Document Level: C1

PID 111012 SUM SR 0261 08.11

Approved: 9/30/2020

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



Environmental Document Level: C1
PID 111012 SUM SR 0261 08.11
Approved: 9/30/2020

Environmental Commitments



Environmental Document Level: C1

PID 111012 SUM SR 0261 08.11

Approved: 9/30/2020

Preparers and Approvals

Form Preparer:

Robert Lang
ODOT DISTRICT 4
330-786-4975
Robert.Lang@dot.ohio.gov

Supporting Form Preparer(s):

Lorie Feudner
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	9/30/2020



Environmental Document Level: C1

PID 111012 SUM SR 0261 08.11

Approved: 9/30/2020

Appendix

General

Aerial Map.pdf

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

General

Project Description Continued.pdf

ESA

Regulated Materials Review Form.pdf

General

USGS Quadrangle Topographical Map.pdf

Permits

FEMA FIRM.pdf