



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

D04 PM R-WR FY2021 PID 113339

Environmental Document Level: C1

Approved: 1/20/2021

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:	113339
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to remove existing pavement markings and replace them with wet reflective pavement markings along various interstate routes, U. S. routes and state routes in four (4) counties at the following sections:

Summit County

- Village of Richfield: Interstate Route (IR) 77 from Straight Line Mile (SLM) 28.38 to SLM 32.81) and State Route (SR) 21 from SLM 19.26 to SLM 19.57;
- City of Akron: IR 76 from SLM 9.96 to SLM 11.01; and
- City of Norton: SR 585 from SLM 0.00 to SLM 1.28.

Wayne County

- Chippewa Township: SR 585 from SLM 18.47 to SLM 18.63.

Stark County

- City of Canton: IR 77 from SLM 11.84 to SLM 12.80 and U. S. Route (USR) 62 from SLM 22.19 to SLM 22.60 and from SLM 24.90 to SLM 25.31.

Trumbull County

- Southington Township: USR 422 from SLM 0.00 to SLM 2.05.

A minimum of one 10-foot lane of traffic shall be maintained in each direction on the existing pavement during project construction. Road closures and detours are not proposed to construct the project. Lane restrictions and project information will be posted within the project construction limits prior to the start of the construction project. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the construction project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway/roadway rights-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.



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A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C) (1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

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 New ESR 1 Amended-.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRMs for the project study areas and determined the project will not impact any special flood hazard areas.

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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #: 113339: 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: 01/12/2021

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):

(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



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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

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Supporting Form Preparer(s):

Rebecca Mocarski
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/20/2021



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Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Ecological

ODNR Scenic River MOA Conditions