



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM CR 9/VAR 03.12/VAR (Akron) PID 115348

Environmental Document Level: C1

Approved: 8/25/2022

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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:	115348
Project Sponsor:	Akron, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The city of Akron proposes various roadway maintenance activities on a total of 6.8 miles of Merriman Road, Riverview Road, Portage Path, Akron-Peninsula Road, Portage Trail and Smith Road in the city of Akron, Summit County. Improvements on these roadways include asphalt pavement milling/resurfacing, casting adjustments, loop detector replacements, traffic sign installations and pavement marking applications.

The project limits on Merriman Road are between Portage Path and Riverview Road, on Riverview Road are between KB Bioenergy and the Akron north corporation limit, on Portage Path are between Merriman Road and Portage Trail, on Akron-Peninsula Road are between Portage Trail and West Steels Corners Road, on Portage Trail are between Portage Path and Northampton Road, and on Smith Road are between Sand Run Road and Riverview Road.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction using temporary lane closures with flaggers for all work, except for Smith Road. Road closures and detours are not proposed to construct the project, except for Smith Road that may be closed to traffic for up to one work week. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Substantial traffic disruptions are not expected during project construction.

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 conducted for the project due to the Smith Road closure. See emergency/public services contact activities for the project in the Project File/Public Involvement/Project Information subsection.

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

Existing utilities within the project study area will not be impacted/relocated to construct the project.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. The literature search concluded there are no known archaeological sites (OAI) in the area. There are a number of inventoried buildings (OHI) found in the surrounding Akron area. However, no buildings will be involved in construction and no relocations will be required by the project. The proposed work involving Smith Road and the Merriman Road/Portage Path intersection is located within the Valley Railway Historic District. While Smith Road and the Merriman Road/Portage Path intersection cross the railroad, the Smith Road project limits end at the railroad track while the Merriman Road/Portage Path intersection project limits start at the railroad track. The Valley Railroad Historic District is located beyond, or outside the various street rights-of-way where maintenance will occur.

There are no listed or eligible historic properties found in the project area or in the area of potential effects (APE). Road maintenance projects limited to the existing operational right-of-way are exempt from further cultural resource consideration by the 11/8/17 Cultural Resource Programmatic Agreement (Agreement 19319), if the undertaking does not take land from or alter any contributing element of any historic property. On August 8, 2022, ODOT OES determined the undertaking has minimal potential to cause effects to historic properties pursuant to the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019. See the cultural resources documentation for the project in the Project File/Cultural Resources section and the Cultural Resources tab.



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ODOT OES determined the undertaking has minimal potential to cause effects in accordance with the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019. No new permanent right-of-way from a Historic Property will be acquired and no contributing elements of a Historic Property will be removed or altered by construction. Therefore, in accordance with 23 CFR Part 774, the project will not result in the use of a Section 4(f) cultural resource. See the 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 ESR.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and found some of the proposed construction activities are located within designated Special Flood Hazard Area (SFHA) Zone A or AE floodplains. However, the proposed construction activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. See the floodplain mapping and documentation for the project in the Project File/Permits/Floodplains 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 plans for the project. A copy of the final 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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #: 115348: 21-24 STIP \$1,375,000.00

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 08/08/2022

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):

(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.)**



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Environmental Commitments:

No



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Environmental Commitments



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	8/25/2022



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Stakeholder Notification.pdf

Permits

FEMA FIRM.pdf