



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM Darrow Rd (Stow) PID 102745

Environmental Document Level: C2

Approved: 10/24/2023

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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.

Table of Contents

C2.....	3
Environmental Commitments.....	10
Preparers and Approvals.....	11
Appendix.....	13



C2

Project Information

PID:	102745
Project Sponsor:	Stow, City of
ODOT District:	4
Funding Source:	Federal

Project Description:

The city of Stow proposes improvements to 3.4 miles of State Route (SR) 91/Darrow Road from the southern corporation limit, south of Echo Road, to the northern corporation limit at Norton Road in the suburban city of Stow, Summit County. The proposed improvements include:

- Reconstructing and resurfacing the pavement;
- Installing new sidewalks and curb ramps to comply with Americans with Disabilities Act (ADA) standards in areas where they are missing;
- Waterproofing and asphalt overlaying a bridge deck;
- Replacing curbing;
- Replacing catch basins and installing new storm sewers;
- Reconstructing driveway approaches/aprons;
- Constructing a modular block retaining wall;
- Installing new pavement markings, limited road lighting and signage;
- Upgrading the traffic signals including upgrades to pedestrian amenities/crosswalks and optimizing signal timing; and
- Constructing a new steps/ramp shared use path connection to provide more direct access from SR 91 to the existing Summit Metro Parks Bike and Hike Trail.

Mapping that depicts the project location on a topographic map, aerial map and county map is included in the Project File/General/Project Information subsection.

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

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.

Sidewalk are proposed to be installed within the existing SR 91 right-of-way, however, new right-of-way will be required at the crossings of various side streets. A total of 0.657 acre of new permanent right-of-way will be acquired from 23 parcels and a total of 0.380 acre of temporary right-of-way will be acquired from 14 parcels to construct the project. Total takes and/or relocations are not proposed to construct the project. See the right-of-way plan information for the project in the Project File/General/Project Information/Plan and Profile with Annotated Proposed ROW.pdf.



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

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 and proposed new permanent 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.

An assessment of impacts to ecological resources for the project are described in a Level 1 Ecological Survey Report. Temporary stream impacts from retaining wall construction will result in 10 feet of impact to Powers Brook and 15 of impact to a small, unnamed stream. Preliminary construction limits indicate a total of 0.08-acre of impact to suitable wooded habitat for the Federally-listed Indiana bat and Northern Long-eared bat and the State-listed Little Brown bat and Tri-colored bat at two separate locations within 100-feet of the edge of pavement. The city of Stow commits to implement cutting of trees only during the seasonal tree-clearing window (October 1-March 31) to minimize impacts to listed forest-dwelling bat species. No wetlands or other ecological resources are present in the project limits. See the ecological documentation for the project in the Project File/Ecological/Reports subsection and the Ecological tab. The project will not impact any other environmentally sensitive resources within the project study area. The environmental document and associated studies, as applicable, were approved using the Stage 2 Design Plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information/Stage 2 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	
RW	102745: 24-27 STIP
CO	102745: 24-27 STIP
DD	

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways:	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
Waterways Permit Type:	Permit Determination and/or Permit Application Approval Pending
Isolated Wetland Permit	No
Will any wetlands be impacted?	No
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	No Effect
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area
Scenic Rivers Remarks	N/A
Floodplains	



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

100-Year Floodplain:

Encroachment Within the SFHA is a
Functionally Dependent Use

EO 11988 Compliance Met

Yes

NFIP Coordination and Documentation Completed

Yes

NFIP Local Floodplain Coordinator Notification Date:

07/17/2023

Floodplain Remarks

Floodplain coordination was conducted with the Local Floodplain Coordinator. A Letter of Compliance, No Rise Certification Form and Floodway Fringe-Hydraulic Computation documentation were provided on July 17, 2023. Local Floodplain Coordinator approval was received on July 20, 2023. These documents are in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f):

Present; No Impacts and/or Access
Restrictions

Section 4(f) Remarks

Although two Section 4(f) resources are present in the project corridor, Adell Durbin Park near the southern terminus and the Summit Metro Parks Bike/Hike Trail near the northern terminus, neither of these resources will be impacted by the project. An ODOT Office of Environmental Services (OES) Determination of No 4(f) is in the Project File/Section 4(f)/Coordination subsection. See Environmental Commitments concerning assuring no project impact to Metro Parks Hike and Bike Trail access or use and assuring safe public access to Adell Durbin Park during construction.

Section 6(f)

Section 6(f):

Present; No Impacts and/or Access
Restrictions

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse
Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date**

06/14/2023

Cultural Resources Remarks



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

The undertaking is limited to the reconstruction and modernization of Darrow Road in the community of Stow, Summit County, Ohio. The work will extend northward from about Echo Street (i.e., the southern corporation limit) to Norton Road (i.e., the northern corporation limit). Work will extend along Darrow Road for 3.37 miles. All modern asphalt and/or former brick pavement levels found below the modern wear surface will be removed. The modern surfaces will be replaced with a new material and new pavement markings. The work will establish more modern curbs, replace deteriorated storm sewer, make miscellaneous drainage improvements, update driveway aprons, upgrade ADA pedestrian ramps, and replace poorly functioning sections of modern sidewalks. Repaving and the other modernization activities will focus on the existing operational right-of-way. However, minor, non-contiguous areas of strip right-of-way will be needed particularly at modern intersections to complete the work. No buildings will be directly involved in construction and no relocations will be required.

The literature search identified a number of inventoried residence (OHI) along Darrow Road. It was determined that all are beyond the area of potential effects (APE). Additionally, no known archaeological sites (OAI) or National Register listed or eligible properties are found in the construction area or the APE. Due to the universal presence of disturbance by roadway construction, underground utilities, and modern sidewalks, no further cultural resource survey was conducted. Roadway reconstruction projects and minor roadway widening projects measuring less than the width of a full travel lane are activities which are exempt from further cultural resource consideration by the June 29, 2023, Cultural Resource PA (Agreement 38503), if the project is not within the boundaries of any historic property or N. R. district.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES 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.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Air Quality

Noise

Regulated Materials

Air Quality:

Studies Not Required

Air Quality - Coordination with OES:

No

Air Remarks



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

The purpose of this project is to improve pavement and markings, replace all type 2 curb and gutters, replace deteriorated storm sewers, add new signage and make signal improvements. Pedestrian and transit improvements include adding sidewalks where they are missing, installation of handicap ramps, bike trail improvements and connection to the existing Metro Parks bike trail, bus shelters, and a pull off lane if warranted. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

A Determination that No Air Analysis is required for the project is included in the Project File/Air/Coordination subsection.

Noise: Studies Not Required

Noise - Coordination with OES No

Noise Remarks

A Determination that No Noise Analysis is required for the project is included in the Project File/Noise/Coordination subsection.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: Yes - Screening

Regulated Materials Review Screening:

Plan Note Required

Regulated Materials Review Screening - DEC/OES Approval Date: 08/04/2023

Regulated Materials Review Remarks:

The RMR Screening is complete and no further studies are required for the project. The RMR Screening Form and Appendices are included in the Project File/ESA/Reports subsection. A plan note for petroleum contaminated soils is to be placed in the plans for Site 66, the Mr. Tire Auto Service Center/Realty Income Corporation property at 3763 and 3745 Darrow and 2065 Graham Road. This has been made an environmental commitment.

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No UPIAR Required, Does Not Exceed UP Guidance Criteria, and No Issues Raised During Public Involvement



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks

The city of Stow conducted various public involvement activities for the project. A property owner notification letter was sent to all property owners on July 15, 2022, informing owners of the project and that fieldwork for an ecological survey would be taking place. A notice of the project requesting comments during a 30+ day comment period (ending August 25, 2023) was placed on the City of Stow website on July 19, 2023. A legal notice of the project requesting comments during the same comment period appeared in the Akron Beacon Journal on July 20, 2023. A total of four comments were received on the project via email. One commenter requested to see a set of plans, one commenter asked about the timing of construction, one commenter asked about the new sidewalks, and one commenter asked if a dedicated left turn lane southbound onto Marhofer Avenue was warranted. All of these comments were responded to by Stow. The comments and Stow responses are provided as Response to Public Comments. All of these documents for the project are uploaded to the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

Environmental Commitments

C2

- 1) Maintaining Metro Parks Hike and Bike Trail access: At no time shall the Contractor limit access to or impact the traversability of the Metro Parks Hike and Bike Trail. The contractor shall only tie into the existing trail pavement with the new concrete walk and not disturb the trail pavement. The contractor shall only perform the work shown on the miscellaneous details - shared use path connection detail sheet and must access the site only from Fishcreek Road. The contractor shall not use the Metro Parks area to stage or store equipment and materials. This all must be stored within the Fishcreek Road or Darrow Road (SR 91) rights of way.
- 2) Access to Adell Durbin Park: The Contractor shall maintain safe public access to Adell Durbin Park at all times during construction activities.
- 3) The City of Stow commits to implement cutting of trees only during the seasonal tree-clearing window (October 1-March 31) to minimize impacts to listed forest-dwelling bat species.
- 4) A plan note for petroleum contaminated soils shall be placed in the plans for Site 66, the Mr. Tire Auto Service Center/Realty Income Corporation property at 3763 and 3745 Darrow and 2065 Graham Road.



Environmental Document Level: C2

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Preparers and Approvals

Form Preparer:

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Supporting Form Preparer(s):

Robert Lang
Robert Shenal

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	10/24/2023



Appendix

Underserved Populations

Census Mapping.pdf

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Air

District Determination - No Air Analysis Required.pdf

Noise

District Determination - No Noise Analysis Required.pdf

ESA

District Approval - RMR Form.pdf

Regulated Materials Review Form.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Section 4(f)

OES Determination - No 4(f).pdf

Public Involvement

Press Release-Posted on City of Stow Website.pdf

Property Owner Notification Letter.pdf

Public Notice - Akron Beacon Journal.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

Permits



Environmental Document Level: C2

PID 102745 SUM Darrow Rd (Stow)

Approved: 10/24/2023

Coordination with Local Floodplain Administrator.pdf

FEMA FIRM_Powers Brook.pdf

FEMA FIRM_Walnut Creek.pdf

Local Floodplain Administrator Approval.pdf