



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM Cleveland-Mass Rd (Fairlawn) PID 117063

Environmental Document Level: C1

Approved: 2/14/2023

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ODOT 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 December 14, 2020, and executed by FHWA and ODOT.

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C1

PID:	117063
Project Sponsor:	Fairlawn, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



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The city of Fairlawn, in cooperation with the Summit County Engineer, propose to resurface and reconstruct/widen substandard shoulders on 1.32 miles of Cleveland Massillon Road (County Highway (CH) 17) in Fairlawn and Copley and Bath Townships, located in suburban Summit County. The project includes three roadway segments. The first segment begins at the south return of the intersection with Ridgewood Road (CH 83) and ends at the intersection with Kumho Drive. The second segment begins at the south return of the intersection with Springside Drive (CH 537) and ends at the southern bridge abutment over I-77. The third segment begins at the northern bridge abutment over I-77 and ends approximately 400 feet south of the intersection with Ghent Road (CH 98).

Proposed pavement will consist of an 11-foot travel lane in each direction with a 4-foot paved shoulder along each side of the roadway. Improvements proposed by this project include asphalt pavement resurfacing, curb installation from Ridgewood Road to 250 feet north of Rothrock Circle, partial and full depth pavement repairs and base underdrain replacement, aggregate shoulder grading, removal of right-of-way encroachments, aggregate driveway paving, guardrail repairs, curb repairs, storm sewer structure repairs, traffic signal detector loop replacements and pavement marking applications.

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 bi-directional lane of traffic in each direction shall be maintained on the existing pavement and completed pavement during project construction using temporary lane closures with flaggers for all work. 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. Lane restrictions/reductions shall not be permitted after normal working hours. 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.

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 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.

Proposed maintenance activities will focus on existing road operational rights-of-way. Work areas are considered to have been previously disturbed by the existing modern roadway and utility facilities. Review of the Ohio State Historic Preservation Office (SHPO) on-line mapping system determined identified historic properties are present within proximity of the project. However, the project will not remove or alter any buildings or features of any NRHP/NRHP- eligible properties and the project is not located in proximity to any historic district. 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.

This project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the ecological documentation for the project in the Project File/Ecological/Reports subsection and on the Ecological tab.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. See the floodplain mapping 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 Stage 3 Plans which can be found at Project File/General/Project Information subsection as *Stage 3 Plans.pdf*.

The estimated total project cost specified in Ellis is greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, based on the estimated total project cost being less than \$3,000,000 and the additional project cost not exceeding \$1,500,000, a STIP amendment is not necessary for the project.

STIP Reference #: 117063: 21-24 STIP \$1,011,056.09

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 01/25/2023

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 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: Robert Lang
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Supporting Form Preparer(s): Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	2/14/2023



Appendix

General

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

ESA

Regulated Materials Review Form.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Property Owner Notification Letter.pdf

Permits

FEMA FIRM.pdf