



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM Hopocan/Norton/Snyder Ave PID 112735

Environmental Document Level: C1

Approved: 3/16/2023

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

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C1

PID:	112735
Project Sponsor:	Barberton, City of
ODOT District:	4
Funding Source:	Federal
Project Description:	



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The city of Barberton proposes pavement resurfacing and maintenance activities on three roads in an urbanized area of the city of Barberton in Summit County. The project limits are:

- Hopocan Avenue between Hillsdale Avenue and 8th Street NW for a distance of 0.66 mile.
- Norton Avenue between 17th Street NW and Barber Road for a distance of 0.79 mile.
- Snyder Avenue between 2nd Street SW and 5th Street SE for a distance of 1.05 miles.

Proposed improvements include pavement planing, partial/full depth pavement repairs, pavement resurfacing, linear grading, curb and gutter replacement, sidewalk/curb ramp replacement to comply with the Americans with Disabilities Act (ADA) standards, drainage improvements, monument assembly box/catch basin/manhole/service box/valve box adjustments/reconstruction, traffic signal detector loop replacement, traffic sign installation and edge line/lane line/center line/channelizing line/stop line/crosswalk line/other 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 lane of traffic in each direction shall be maintained on the existing pavement or 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. 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.

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.

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

Existing utilities within the project study areas 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. 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 with the exception of the Anna-Dean Farm Historic District located adjacent to Snyder Avenue where construction is limited to roadway maintenance and will not affect the historic district. 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.

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 the Ecological tab.

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 a designated Special Flood Hazard Area (SFHA) Zone AE floodplain. 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 areas.

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 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.

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

Yes

Ellis STIP Details



Phase	Current STIP Reference
PE Environmental	
Construction	112735: 21-24 STIP
PE Detailed Design	

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

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 03/14/2023

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):

(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.*

(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

District 4
Contact: Edward Deley
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Supporting Form Preparer(s): Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/16/2023



Appendix

General

USGS Quadrangle Topographical Map.pdf

ESA

Regulated Materials Review Form.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf