



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **SUM CR 0537 00.19 Springside Dr PID 116457**

**Environmental Document Level: C1**

**Approved: 9/14/2023**

**Prepared By: Robert Sabol**

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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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**Environmental Document Level: C1**  
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**C1**

<b>PID:</b>	116457
<b>Project Sponsor:</b>	SUMMIT COUNTY ENGINEER
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Project Description:</b>	



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The Summit County Engineer (SCE) proposes to install an 8-foot-wide concrete sidewalk along the west side and the north side of Springside Drive/County Route 537 from the northwest return of the State Route 18-Medina Road/Springside Drive intersection to the northwest return of the Cleveland-Massillon Road/Springside Drive intersection, a distance of approximately 4,208.85 feet, in Bath Township in Summit County. The project will be designed and constructed to comply with Americans with Disabilities Act (ADA) standards. Additional improvements proposed by this project include minor grading, drainage

improvements, driveway modifications, manhole/telecom box adjustments, traffic sign relocations and turf restoration. 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 two 10-foot bidirectional lanes of traffic shall be maintained on the existing 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 and businesses for the duration of project construction. A minimum of one lane of traffic shall be maintained at all times by use of the existing pavement, or the completed pavement into and out of each business. For properties with multiple driveways, at least one driveway will not be under construction at all times. Substantial traffic disruptions are not expected during project construction.

Based on the project scope of work, its Path 2 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 right-of-way.

Existing utilities within the project study area will not be 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. 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 June 29, 2023 (Agreement No. 38503), 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 ESR.pdf for the project in the Project File/Ecological/Reports subsection and the ecological documentation for the project in 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 floodplains 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.

SCE conducted various public involvement activities for the project, including notification letters sent to affected property owners/residents and a website posting that explained the proposed improvements. No public comments were received from the public involvement activities. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Combined Stage 1/2 Design plans for the project. A copy of the combined Stage 1/2 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 2 Design.pdf.

The estimated total project cost specified in Ellis is greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 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
ENV	On Previous STIP
RW	116457: 24-27 STIP



Phase	Current STIP Reference
CO	116457: 24-27 STIP
DD	

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: 07/12/2023

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.*

(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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## **Environmental Commitments**



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### **Preparers and Approvals**

**Form Preparer:** Robert Sabol  
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### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	9/14/2023



## **Appendix**

### **General**

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

### **ESA**

District Decision Document - No Further Coordination.pdf

Regulated Materials Review Form.pdf

### **Cultural Resources**

Records Check.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Public Involvement**

Project Webpage.pdf

Property Owner Notification Letter.pdf

### **Permits**

FEMA FIRM.pdf