



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document** for **SUM SR 0619 00.00 PID 98482**

**Environmental Document Level: C1**

**Approved: 11/29/2018**

**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 11, 2015, and executed by FHWA and ODOT.*

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## C1

<b>PID:</b>	98482
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Non-Federal
<b>Does this project require a Federal permit or approval?</b>	No
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes pavement resurfacing and minor bridge maintenance on State Route (SR) 619, Interstate Route (IR) 277, and IR 76 in the cities of Barberton and Akron.

Pavement resurfacing is proposed along two sections of SR 619 in Barberton where the street is also known as Wooster Road and 5<sup>th</sup> Street Northeast. A total of 0.56 mile of Wooster Road will be resurfaced between the IR 76 eastbound exit ramp to East Hiram Street. Resurfacing of 0.67 mile of 5<sup>th</sup> Street Northeast is proposed between Harding Avenue and East Paige Avenue. To maintain traffic flow during the pavement resurfacing, a minimum of one bidirectional lane will be maintained on two-lane and three-lane streets. A minimum of one lane in each direction will be maintained on streets with four or more lanes. Lane restrictions or lane reductions will not occur beyond normal daytime working hours.

Minor maintenance is proposed at the following five bridges:

- SR 619/East State Street over Coventry Road, Tuscarawas River, Ohio & Erie Canal and Towpath Trail, and two railroads;
- SR 619/Wooster Road over Mud Run by the IR 76 eastbound exit ramp;
- 27<sup>th</sup> Street bridge over IR 76;
- IR 76 bridge over IR 277 at the IR 76/IR 277 interchange; and
- IR 277 over SR 93/Manchester Road.

Below are the proposed maintenance repairs for each bridge from the design plans:

The IR 76 Kenmore Leg is expected to be closed a maximum of nine days during the proposed bridge maintenance repairs on the IR 76 bridge over IR 277 at the IR 76/IR 277 interchange. During this closure, a detour will be established on either IR 76/IR 77 through the Central Interchange or IR 76/SR 21. Lane closures on IR 277 are also expected at the IR 76/IR 277 interchange, however, all lanes will be open to traffic from 5:00 AM to 8:00 PM daily. Maintenance of traffic on the four-lane SR 619/East State Street bridge over Coventry Road, Tuscarawas River, Ohio & Erie Canal and Towpath Trail, and two railroads will require the



closure of the westbound right lane. No closures are expected for the other proposed bridge maintenance repairs as part of this project. However, lane restrictions will be necessary to maintain traffic flow.

Emergency and public services were notified of the project and its maintenance of traffic measures. See the emergency/public services contact documentation for the project in the Project File/General/Maintenance of Traffic subsection as Correspondence with Emergency and Public Services.pdf.

The project will be constructed within the existing street and highway rights-of-way. Access shall be maintained to all adjacent properties during project construction.

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

The project will not impact any environmentally sensitive resources within the project study area. No deep excavation is proposed to construct the project. Stream impacts to the Tuscarawas River and Ohio & Erie Canal will be avoided during project construction. No closures or restrictions at the Ohio & Erie Canal Towpath Trail will occur to construct the project.

Project information was posted to the ODOT District 4 website. Public involvement documentation for the project is in the Project File/Public Involvement section.

The environmental document and associated studies, as applicable, were approved using the Final design plans for the project. The Final design plans for the project is 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 Fiscal Year (FY) 2018 - FY 2021 Statewide Transportation Improvement Program (STIP).

**STIP Reference #** 2018AM04ID0136FDCO and is fiscally constrained.

**Cultural Resources Coordination:** Minimal Potential to Cause Effect Appendix A

**Cultural Resources Coordination Date:** 11/21/2018

**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*



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***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:**

Yes



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## **Environmental Commitments**

### **C1**

- 1) The project designer will add a stream avoidance note to avoid impacts to Mud Run at the SUM-619-0012 bridge and the Tuscarawas River and Ohio & Erie Canal at the SUM-619-0081 bridge.
- 2) The project designer will add a note to avoid impacts and access restrictions to the Ohio & Erie Canal Towpath Trail under the SUM-619-0081 bridge. In addition, the Contractor shall not store or stage construction equipment or materials within the Ohio & Erie Canal Towpath Trail boundaries.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
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**Supporting Form Preparer(s):**

Matthew Chaney  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	11/29/2018



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## **Appendix**

### **General**

Correspondence with Emergency and Public Services.pdf

Project Study Area Map.pdf

### **Public Involvement**

District Website Posting Screen Shot.pdf

District Website Posting.pdf