



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM SR 18/VAR 6.56/VAR PID 96562

Environmental Document Level: C1

Approved: 1/15/2019

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

PID:	96562
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to resurface 1.5 miles of State Route (SR) 18/West Market Street between Westgate Circle and Portage Path, 0.16 mile of SR 261D/North High Street from SR 18/East Market Street to SR 59/Martin Luther King, Jr., Boulevard and 0.44 mile of SR 261/North Main Street from the All American ("Y") Bridge to East Tallmadge Avenue, with application of pavement markings, in the city of Akron. This project also proposes bridge maintenance on the SUM 261 - 1188/Tallmadge Avenue bridge [Structure File Number (SFN) 7700423] over SR 8/SR 59 in Akron as follows:

- Patch existing concrete wearing surface and approach slabs;
- Seal wearing surface and approach slabs with gravity fed resin;
- Patch all unsound areas of the parapets;
- Seal all concrete surfaces of the parapets with epoxy-urethane;
- Patch all unsound areas of the substructure and seal patched areas with epoxy-urethane;
- Remove all spalled areas of the bottom deck floor and seal areas with epoxy-urethane;
- Clearing and grubbing 15' around the structure to remove vegetation; and
- Provide new structure identification signs.

All construction activities will occur within the existing street rights-of-way in highly urbanized areas of Akron.

Street closures/detours are not proposed, however, lane restrictions are necessary to construct the project. On streets with two lanes, traffic will be maintained along one bidirectional lane. On streets with four or more lanes, traffic will be maintained along one lane in each direction. On one-way streets, traffic will be maintained along one lane. Access shall be maintained to all adjacent properties at all times during project construction. Maintenance of traffic information will be posted prior to the start of 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.



The project will not impact any environmentally sensitive resources within the project study areas.

The proposed pavement resurfacing/markings on 261D/North High Street from SR 18/East Market Street to SR 59/Martin Luther King, Jr., Boulevard are within the Main-Market Historic District. No contributing elements of the Main-Market Historic District will be removed or altered by the proposed improvements. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), ODOT-OES determined on January 4, 2019, that 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.

Existing utilities within the project study areas will not be impacted/relocated 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 Stage 3 plans for the project. The Stage 3 plans are included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 2.9% greater than the total project cost specified in the Akron Metropolitan Area Transportation Study (AMATS) Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). However, based on the estimated total project cost being less than \$2,999,999 and the additional project cost not exceeding 50% of the project cost in the TIP, a TIP amendment is not necessary for the project.

STIP Reference #	Statewide Line Item (SLI) Number 32 and is fiscally constrained.
Cultural Resources Coordination:	Minimal Potential to Cause Effect Appendix B
Cultural Resources Coordination Date:	01/04/2019

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:

No



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Mark Andrasik
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/15/2019



Appendix

General

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Public Involvement

District Website Posting.pdf