



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM Medina-Line Road (CR-2) PID 103085**

**Environmental Document Level: C1**

**Approved: 12/5/2018**

**Prepared By: Robert Lang**

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

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## C1

<b>PID:</b>	103085
<b>Project Sponsor:</b>	SUMMIT COUNTY ENGINEER
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### **Project Description:**

The Summit County Engineer, in cooperation with the Medina County Engineer, proposes to resurface and widen 1.3 miles of deteriorated, deficient and substandard pavement along Medina Line Road, a two-lane facility, from State Route (SR) 18 to Granger Road in Bath Township, Summit County, and Granger Township, Medina County. Medina Line Road is located on the Summit/Medina County Line. Proposed improvements include full and partial depth pavement repairs, pavement widening, paved shoulder additions, drainage improvements, pavement resurfacing, vegetated biofilter swale installations, pavement markings, signage, curbing, guardrail maintenance, loop detector replacement and driveway approach maintenance.

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

The project will maintain two-way traffic through the work zone at all times during project construction with the use of appropriate signs and flaggers during active periods of work. 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 area.

Existing utilities within the project study area 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 Final Design plans for the project. A copy of the Final Design plans for the project is included in the Project File/General/Project Information subsection as Final Design.pdf.

The estimated total project cost specified in Ellis is 40.8% greater than the total project cost specified in the Akron Metropolitan Area Transportation Study (AMATS) Fiscal Year (FY) 2018 - FY 2021 Transportation



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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 #** 2018stipID0167FDCO and is fiscally constrained.

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

**Cultural Resources Coordination Date:** 11/28/2018

**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 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 Lang  
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**Supporting Form Preparer(s):** Lorie Feudner  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/5/2018



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## **Appendix**

### **General**

Project Study Area Map.pdf

### **Cultural Resources**

Records Check.pdf

### **Public Involvement**

District Website Posting.pdf