



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM SR 93/162 9.10/7.26 PID 102742

Environmental Document Level: C1

Approved: 12/9/2021

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:	102742
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill/resurface 2.3 miles of State Route (SR) 93/Manchester Road-East Avenue between SR 764/Wilbeth Road and SR 261/V. Odom Boulevard and 1.57 miles of SR 162/Copley Road between Storer Avenue and Glendale Avenue in the city of Akron, Summit County. Additional improvements proposed by this project include partial-depth pavement repairs, full-depth pavement removal/replacement, existing walk removal, new concrete walk/new curb ramp/new detectable warning installations to comply with the Americans with Disabilities Act (ADA) standards, monument box/pull box/valve box/manhole adjustments and edge line/center line/lane line/channelizing line/stop line/crosswalk line/transverse-diagonal line/dotted line/other pavement markings applications. Moreover, a section of SR 93 within the project limits is proposed to be restriped to perform a road diet as part of the project. SR 93/East Avenue between Manchester Road and V. Odom Boulevard, an existing four-lane section with two travel lanes in each direction, will be restriped to establish one travel lane in each direction, a center two-way left turn lane and a bike lane on each side of the street. A section of SR 162 within the project limits is also proposed to be restriped to perform a road diet as part of the project. SR 162 between Storer Avenue and Exchange Street, an existing four-lane section with two travel lanes in each direction, will be restriped to establish one travel lane in each direction, a center two-way left turn lane except between South Portage Path/Diagonal Road and Trigon Drive to be restriped without the center two-way left turn lane, an eastbound right turn lane to Rhodes Avenue, an eastbound right turn lane to Cedar Street and a bike lane on each side of the street. See the SR 162 Proposed Striping Plan.pdf in the Project File/General/Project Information subsection.

Akron Metropolitan Area Transportation Study (AMATS) produced a Road Safety Audit Analysis Report that recommended the proposed road diet along SR 162 due to safety concerns. An examination of existing traffic levels and projected future traffic levels determined vehicle traffic flow along SR 162 would not be substantially impaired by the lane reduction. In addition, the proposed bike lanes will create a community recreation/transportation resource for cyclists. See the Road Diet Justification Letter - Road Safety Audit.pdf for the project in the Project File/General/Project Information subsection.

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 bidirectional lane will be maintained on the existing pavement or completed pavement during project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Access shall be maintained to all properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing street 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. 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.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt SUM-93-VAR-9.4-VAR ESR.pdf for the project in the Project File/Ecological/Reports subsection. ODOT District 4 Environmental Section personnel reviewed the FEMA FIRMs for the project study areas and determined the project is not located within a special flood hazard area. See the FEMA FIRMs for the project in the Project File/Permits/Floodplains subsection.

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

Akron conducted various public involvement activities for the project, including two news releases, a Zoom on-line meeting with notification posting on the Akron website, city council ward meeting discussion and a YouTube video production/posting. Comments were not received as a result of the public involvement activities conducted for the project. 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 Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 32.0% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #:

102742: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date:

12/02/2021

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



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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
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Supporting Form Preparer(s):

Matthew Chaney
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	12/9/2021



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Press Release - SR 162.pdf

Press Release - SR 93.pdf

Public Meeting Exhibits - SR 162.pdf

Public Meeting Notification on Akron Website - SR 162.pdf

YouTube Video Screen Shots - SR 162.pdf