



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **POR/SUM MCRO FY2022 PID 105120**

**Environmental Document Level: C1**

**Approved: 11/9/2021**

**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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**Environmental Document Level: C1**  
**PID 105120 POR/SUM MCRO FY2022**  
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**C1**

<b>PID:</b>	105120
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No
<b>Project Description:</b>	



## Environmental Document Level: C1

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The Ohio Department of Transportation (ODOT) proposes to microsurface the following roadway sections:

State Route (SR) 82 from Township Line Road to approximately SR 44 in Mantua Township, Portage County, a distance of 3.73 miles.

SR 82 from the village of Garrettsville south corporation line to Shanks Downes Road in Windham Township, Portage County, a distance of 4.65 miles.

SR 183 from the Stark County/Portage County Line to U. S. Route 224 in Atwater Township, Portage County, a distance of 2.48 miles.

SR 8 from approximately 0.36 mile north of SR 82 to Ledge Road in the city of Macedonia, the village of Northfield and Northfield Township, Summit County, a distance of 1.17 miles.

This project also proposes partial depth pavement repairs, raised pavement marker removal/replacement and new edge line/center line/channelizing line/stop line/other pavement markings applications.

Concerning the section of SR 82 from Township Line Road to approximately SR 44 in Mantua Township, microsurfacing will not be performed along a 0.34-mile section of SR 82 from 0.32 mile west of Chamberlain Road to 0.02 mile east of Chamberlain Road.

This section of SR 82 will be resurfaced in 2022 as part of the separate, independent POR 82 - 5.84; PID 111007; safety project.

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 as USGS Quadrangle Topographical Map.pdf.

A minimum of one 10-foot bidirectional lane of traffic shall be maintained on the existing pavement or completed pavement during project construction along roadways with two lanes. A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction along roadways with three or more lanes. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected to construct the project.

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

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

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for 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 POR-SUM MCRO FY2022 Amended.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study areas and determined the project is located within various Special Flood Hazard Areas (SFHA) Zone A floodplains. The project is considered maintenance and, therefore, exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. 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 areas.

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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

**STIP Reference #:**

105120: 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:

10/07/2021

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):

(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 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**

### **C1**

1) The project is located within a FEMA flood zone and will be designed to comply with all applicable Local, State, and Federal floodplain protection standards. Appropriate floodplain coordination shall be performed prior to completion of the final construction plans.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
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Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Brian Peck  
Rebecca Mocarski

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	11/9/2021



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## **Appendix**

### **General**

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Records Check.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Public Involvement**

Correspondence with Stakeholders.pdf

### **Permits**

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf