



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM US 0224 12.20 PID 107203**

**Environmental Document Level: C1**

**Approved: 9/16/2019**

**Prepared By: Robert Lang**

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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 June 6, 2018, and executed by FHWA and ODOT.*

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## C1

<b>PID:</b>	107203
<b>Project Sponsor:</b>	Akron, City of
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### **Project Description:**

The city of Akron proposes to upgrade the existing U. S. Route (USR) 224-East Waterloo Road/State Route (SR) 241-George Washington Boulevard intersection in the city of Akron, Summit County. Both USR 224 and SR 241 are 4-lane arterial streets with dedicated left turn and right turn lanes along all four approaches to the existing intersection. West of the USR 224/SR 241 intersection, USR 224 is a 4-lane limited access divided highway. The project location is the first signalized intersection encountered by eastbound USR 224 traffic after the divided highway section. Two large gas stations are located at this intersection, a getGo Station/Café Market in the southeast quadrant and a Marathon Station/Circle K in the southwest quadrant. The gas station at the southwest quadrant of the intersection has right-in/right-out driveways. However, these existing right-in/right-out driveways were not constructed with sufficient delineation to prohibit vehicles from making left turns either into or out of the driveways, thereby creating safety concerns.

The proposed intersection improvements include pavement resurfacing, traffic signal reconstruction, various traffic signal equipment installation, access management measures, new sign installation and pavement marking application. The proposed access management measures include right-in/right-out driveway reconstruction of the north access drive to the Marathon Station/Circle K gas station on SR 241 in the southwest quadrant of the USR 224/SR 241 intersection and a raised median installation along the west approach to the USR 224/SR 241 intersection.

The project contractor will prepare a maintenance of traffic plan for the project and submit it to Akron Traffic Engineering Division in accordance with the traffic maintenance plan notes. Although lane closures/restrictions on USR 224 and SR 241 are likely, street closures and detours are not expected during project construction. Access shall be maintained to all properties during project construction. Maintenance of traffic information will be posted within the project limits prior to the start of construction. Substantial traffic disruptions are not expected with the project.

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

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

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.

ODOT District 4 Environmental personnel coordinated the project with the ODOT-Office of Environmental Services (OES) for a Regulated Materials Review (RMR). Based on review of the project scope of services



and RMR information, further environmental site assessment or special materials management is not warranted for the project. See the RMR documentation for the project in the Project File/ESA section.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.

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

The environmental document and associated studies, as applicable, were approved using the Stage 1/2 Design plans for the project. A copy of the Stage 1/2 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 2 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project funding specified in the ODOT Fiscal Year (FY) 2018 - FY 2021 State Transportation Improvement Program (STIP) Statewide Line Item (SLI) Grouped Project Report as of 09/03/2019.

**STIP Reference #** Statewide Line Item (SLI) Number 15 and is fiscally constrained.

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

**Cultural Resources Coordination Date:** 07/30/2019

**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 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.)**



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**Environmental Commitments:**

No



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## **Environmental Commitments**



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### **Preparers and Approvals**

**Form Preparer:**

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**Supporting Form Preparer(s):**

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### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	9/16/2019



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## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf