



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Supplemental Re-Evaluation for **SUM SR 0082 00.00 PID 107247** Environmental Document Level: C2

Approved: 1/13/2025

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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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Re-evaluation Level

Explain why a re-evaluation is needed?

The environmental document (C2 CE) for this project, originally approved on November 17, 2023, warrants reevaluation based on new wetland impacts being added to the project. Appropriate ecological studies and coordination were updated/completed to address the new wetland impacts.

All wetland impacts were avoided in the previous Level 1 Ecological Survey Report. Now, 0.09 acre of permanent impact to Wetland A is proposed to allow potential contractor access through Wetland A. Wetland A is located between the Towpath Trail, which the contractor will use for access, and Pier #5 where concrete patching is needed. The contractor is expected to use a man lift or similar equipment to conduct the patching. The Level 1 Ecological Survey Report was amended and coordinated. No changes to environmental commitments occurred because of the reevaluation of the environmental document.



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C2

Project Information

PID:	107247
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal

C2 Section

Project Description:



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The Ohio Department of Transportation (ODOT) is planning maintenance activities on the State Route (SR) 82 high-level bridge (SUM-82-0.00; SFN: 7706871) spanning the Cuyahoga River valley, connecting Sagamore Hills Township in Summit County and the City of Brecksville in Cuyahoga County. The bridge spans the Cuyahoga Valley National Park (CVNP) over features that include the Ohio and Erie Canal, Towpath Trail, Cuyahoga Valley Scenic Railway and the Cuyahoga River. The 1,133-foot-long, two-lane bridge has concrete surfaces on the driving surface and concrete arches and piers supporting the bridge that need to be repaired, patched and sealed to address deterioration. Other proposed construction activities include replacing the bridge deck joint glands, cleaning out existing scupper drains, clearing of above ground vegetation within 15 feet of the bridge, and providing new structure identification signs.

Mapping that depicts the project location on a topographic, aerial and county map are included in the Project File/General/Project Information subsection as *USGS Quadrangle Topographical Map.pdf*.

Traffic will be limited to one-way traffic across the bridge during construction using a temporary traffic signal or flaggers. Road closures and detours are not proposed to construct the project. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Moreover, access will be maintained under the bridge in the Cuyahoga Valley National Park (CVNP). Substantial traffic disruptions are not expected during project construction. Based on the project scope of work, location, and the proposed maintenance of traffic measures, emergency/public services contact activities were conducted for the project.

Project construction will not involve the acquisition of temporary or permanent right-of-way. ODOT and the contractor will operate under a Special Use Permit issued by the CVNP for construction activities involving CVNP land beyond ODOT right of way under the SUM-82-0.00 bridge.

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

An assessment of anticipated impacts to ecological resources for the project are described in a Level 1 Ecological Survey Report. No streams will be impacted. All wetland impacts were avoided in the previous Level 1 Ecological Survey Report. Now, 0.09 acre of permanent impact to Wetland A is proposed to allow potential contractor access through Wetland A. Wetland A is located between the Towpath Trail, which the contractor will use for access, and Pier #5 where concrete patching is needed. The contractor is expected to use a man lift or similar equipment to conduct the patching. The Level 1 Ecological Survey Report was amended and coordinated.

A total of 0.6-acre of impact to potential suitable wooded habitat for the Federally-listed Indiana bat and northern long-eared bat and the state-listed little brown bat and tri-colored bat species is expected within 100-feet of the edge of pavement. This potential impact is associated with anticipated clearing vegetation within 15 feet of the bridge piers to access the piers for repairs. ODOT commits to implement cutting of trees only during the seasonal tree-clearing window (October 1-March 31) to minimize impacts to listed bat species. See the ecological documentation for the project in the Project File/Ecological/Reports and Coordination subsections and the Ecological tab.

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

The environmental document and associated studies, as applicable, were approved using the Final Design plans developed for the project. Final Design plan information for the project is included in the Project File/General/Project Information subsection.

The estimated total project cost specified in Ellis is 49.1% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 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.

The next phase of the proposed project is listed on the STIP:

Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	107247: 24-27 STIP
CO	107247: 24-27 STIP
DD	On Previous STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:

Yes

Select the appropriate project type:

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). *Examples*



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include: Railroad projects that close or relocate at-grade crossings

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways: Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type: Permit Determination and/or Permit Application Approval Pending

Isolated Wetland Permit No

Will any wetlands be impacted? Yes

The following Federally Listed Species received an effect determination of May Affect, Not Likely to Adversely Affect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Indiana Bat	Myotis sodalis	Endangered	12/30/2024
Northern Long-eared Bat	Myotis septentrionalis	Endangered	12/30/2024
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	12/30/2024



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The following Federally Listed Species received an effect determination of No Effect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern	12/30/2024
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened	12/30/2024
Northern Monkshood	<i>Aconitum noveboracense</i>	Threatened	12/30/2024

Endangered Species Remarks:

n/a

Scenic Rivers

No National Wild and Scenic River
Within 1000 Feet of the Proposed
Project Area

Scenic Rivers Remarks

Not applicable to the project.

Floodplains

100-Year Floodplain:

Encroachment Within the SFHA is a
Functionally Dependent Use

EO 11988 Compliance Met

Yes

NFIP Coordination and Documentation Completed

Yes

NFIP Local Floodplain Coordinator Notification Date:

11/09/2023

Floodplain Remarks

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project encroaches within mapped special flood hazard area (SFHA) Zone A floodplain established for the Cuyahoga River. However, the proposed construction activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. See the floodplain mapping and documentation for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f):

Present; No Programmatic
Evaluation or Individual Evaluation
Required

Section 4(f) Determination:

Temporary No Use Exception - 774.13(d)

Section 4(f) Determination Date - 774.13(d)

10/27/2023

Section 4(f) Remarks



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A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was submitted to ODOT-OES Policy staff by ODOT District 4 staff. Based upon review of the DRF, ODOT-OES Policy staff determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational activities, features, or attributes associated with CVNP. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF. See the Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

While the Cuyahoga Valley Scenic Railway (CVSR) is a privately operated entity and not subject to Section 4(f), ODOT is coordinating project access with CVSR through a railroad agreement.

The Cuyahoga River is a designated Water Trail in the project limits. Netting will be installed on the underside of the bridge to protect park visitors, paddlers, and the CVSR from construction debris. Project construction activities will have no impact to paddlers on the Cuyahoga River and no restrictions to boaters or any padding access points.

Section 6(f)

Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect Appendix B

Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date

10/11/2023

Cultural Resources Remarks

The proposed historic bridge maintenance and preservation project involves the National Register-listed SR 82 Brecksville Northfield High Level Bridge (SFN 7706871) crossing the Cuyahoga River, Cuyahoga Valley National Park, Ohio and Erie Towpath Trail and Cuyahoga Valley Scenic Railway. The work will patch unsound areas of concrete throughout the structure with epoxy urethane and fiber wrap. Expansion joints will be replaced, and vegetation overgrowth removed.

The 1133-foot-long open spandrel arch bridge was constructed in 1931 and designed by the Ohio Department of Highways Bridge Bureau. It was listed on the National Register in 1986 and rehabilitated in 1989.

All maintenance repairs will be conducted within the existing bridge footprint. The repairs will be in kind and will match material and color. The project location is within proximity of the Valley Railway Historic District and the Ohio and Erie Canal District according to the SHPO cultural resource records check. The work has minimal potential to cause affect to properties eligible or listed on National Register. No subsurface areas will be excavated by the bridge work. Therefore, impacts to any undisturbed archaeological deposits is unlikely. No further cultural resource investigations are recommended unless the scope of work expands beyond what is illustrated in the plans.

In accordance with Stipulation V(C)(1) and Appendix B items 4(a)(5), (6), (7), (12), and 4(b)(1) and (2) of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that the proposed 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.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:



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Regulated Materials

Air Remarks

Not applicable to the project.

Noise Remarks

Not applicable to the project.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: No

Hazardous Materials - OES Approval Date:

06/02/2023

Regulated Materials Review Remarks:

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.

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
151615	2	10
158353	21	15
158356	7	15
151619	8	3

Environmental Justice Remarks

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice populations within the Census Block Groups for the project study areas.

No businesses or residences will be acquired or relocated as part of the project.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and attached mapping. No concerns related to impacts on Environmental Justice populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further analysis is required.

Based on the above findings an Environmental Justice Analysis Report is not required for the project.

Census mapping is saved in the Project File/Underserved Populations/Project Information subsection.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No Minor Public or Agency Controversy on Environmental Grounds

Public Involvement Remarks



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ODOT District 4 conducted various public involvement activities for the project, including creation of a website with project information and public commenting feature, issuance of a news release, and stakeholder consultation with CVNP. One comment was received from the public outreach efforts from the Summit County Engineer's office involving maintenance of traffic and a response was provided. No other comments or questions were received as a result of the public involvement activities conducted for the project. See the public involvement documentation, including comment and response information, for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



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Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
SUM-82-0.0 0	Wetland A	Adjacent	Category 2	2.1	0.09
	Wetland B	Adjacent	Category 2	0.59	0

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Total impact to all wetlands (ac.): 0.09

Total acres of non-isolated wetlands impacted: 0.09

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Existing Condition and Maintenance Problems.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Result in Unique Engineering, Traffic, Maintenance, or Safety Problems.

Include justification supporting the decisions noted above:

The No Build alternative does not meet the project needs to correct the existing condition of the bridge. The project footprint has been reduced to the maximum extent practicable. Implementation of additional measures to further reduce the impact footprint is not feasible or warranted based on the purpose and need of the project and the location of the aquatic resources relative to the project location.

All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332



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and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

See wetlands and other ecological resource impact information in ecological reports and agency coordination provided in the Project File/Ecological/Reports and Coordination subsections.



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Environmental Commitments

C2

1) The following measures to minimize harm/Environmental Commitments have been established for this project: 1) Access to CVNP amenities shall be maintained at all times, except for the time needed to temporarily move and use equipment on the ground at the piers for patching and sealing work, which shall be less than the total time needed for project construction; 2) Cones or similar barriers and signs will be used to protect CVNP and the public from the equipment and work areas; 3) Appropriate signage shall be installed to alert users of CVNP of construction; and 4) The contractor shall be required to closely coordinate the construction schedule with ODOT and CVNP prior to the start of construction activities.

The Project Designer will add the following information by plan note in the project construction plans:

Access to Cuyahoga Valley National Park (CVNP) amenities shall be maintained at all times, except for the time needed to temporarily move and use equipment on the ground at the piers for patching and sealing work, which shall be less than the total time needed for project construction. Access to the Towpath Trail will be from Pine Hill Road with the Station Road bridge being used by pedestrians only. Both sections of the Towpath Trail under the bridge will not be closed concurrently to allow for a trail detour. Cones or similar barriers and signs will be used to protect CVNP and the public from the equipment and work areas. Appropriate signage shall be installed to alert users of CVNP of construction activities, access restrictions or closures, and to direct users to secondary access points. The contractor shall be required to closely coordinate the construction schedule with ODOT and CVNP prior to the start of construction activities.

2) ODOT commits to implement cutting of trees within the existing bridge right-of-way only during the seasonal tree-clearing window (October 1-March 31) to avoid potential impacts to listed bat species. All tree clearing will be performed prior to April 1, 2024, in advance of bridge maintenance contractor mobilization, to ensure all tree removal operations comply with this commitment.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Robert Lang (ENV SPEC 2)	1/13/2025



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Appendix

ESA

Regulated Materials Review Form.pdf

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Historic Bridge Survey Form.pdf

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

USFWS Comments

USFWS Concurrence

USFWS/ODNR Ecological MOA Conditions

Section 4(f)

OES Recreational 4(f) Determination.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Emergency and Public Services Notification.pdf

Press Release.pdf

Project Website.pdf

Response to Stakeholder Comments - SCE.pdf

Stakeholder Meeting - CVNP.pdf

Permits

Correspondence with Local Floodplain Administrator.pdf

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf