



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM 77/VAR 24.28/VAR PID 81632**

**Environmental Document Level: C1**

**Approved: 1/29/2019**

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

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## C1

<b>PID:</b>	81632
<b>Project Sponsor:</b>	ODOT SPONSORING AGENCY
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes to resurface 4.22 miles of Interstate Route (IR) 77 from Everett Road at Straight Line Mile (SLM) 28.38 to SLM 32.60 on IR 77 southbound and to SLM 32.81 on IR 77 northbound, south of IR 80/Ohio Turnpike, in the village of Richfield, city of Fairlawn and Bath and Richfield Townships, Summit County. This project proposes to resurface the IR 77 mainline lanes, the IR 77/SR 176/Wheatley Road interchange ramps, the IR 77/SR 21/Brecksville Road interchange ramps, partial depth pavement repair, installation of new pavement markings and installation of new raised pavement markers. Minor bridge maintenance activities are also proposed as part of the project at the following 22 structures along 8.0 miles of IR 77 between Cleveland-Massillon Road and SR 21:

1. SUM-77-2428 under Cleveland-Massillon Road;
2. SUM-77-2471L under Ghent Road;
3. SUM-77-2472R under Ghent Road;
4. SUM-77-2518L over Yellow Creek Road;
5. SUM-77-2518R over Yellow Creek Road;
6. SUM-77-2567 under Martadale Road;
7. SUM-77-2605L over Bath Road;
8. SUM-77-2605R over Bath Road;
9. SUM-77-2651 under Shade Road;
10. SUM-77-2744L over Ira Road;
11. SUM-77-2744R over Ira Road;
12. SUM-77-2837 under Everett Road;
13. SUM-77-2904 under Harold Drive;
14. SUM-176-0026 over SUM-77-2965;
15. SUM-77-3094L over SUM-303-0296;
16. SUM-77-3094R over SUM-303-0298;
17. SUM-77-3188L over Brush Road;
18. SUM-77-3187R over Brush Road;
19. SUM-77-3199L over Furnace Run;
20. SUM-77-3197R over Furnace Run;
21. SUM-77-3226L over Brecksville Road; and
22. SUM-77-3228R over Brecksville Road.



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Proposed bridge maintenance activities include sealing of the concrete wearing surface and approach slabs, patching and sealing unsound areas of the substructure and parapets, embankment erosion repairs, clearing and grubbing 15 feet around the structure to remove all vegetation and new structure identification signs.

Lane restrictions are needed to construct the project. On 2-lane sections, a minimum of one 11-foot bi-directional lane shall be maintained on the existing pavement and completed pavement during construction. On 3 or more lane sections, a minimum of two 11-foot lanes in each direction shall be maintained during construction.

All ramp traffic will be maintained at all times, except for the SR 21 entrance ramp to IR 77 southbound that will require closure up to three consecutive nights. The detour for this ramp closure is on SR 21 and the SR 176 entrance ramp to IR 77 southbound.

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

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

Based on the proposed maintenance of traffic measures, emergency/public services contact activities were conducted for the project. Project information was also posted to the Summit County listing on the Public Meetings/Public Involvement page of the ODOT District 4 website. Public comments were not received as a result of the public involvement activities conducted for the project. All public involvement documentation for the project is in the Project File/Public Involvement/Project Information subsection.

Based on the information contained in the RMR Form prepared for the project, 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 areas.

The environmental document and associated studies, as applicable, were approved using the final plans for the project. A copy of the final plans for the project is in the Project File/General/Project Information subsection as Final Plans.pdf.

The estimated project cost specified in Ellis agrees within the project funding specified in the ODOT Fiscal Year (FY) 2018-2021 Statewide Transportation Improvement Program (STIP) Statewide Line Item (SLI) Grouped Project Report as of 11/21/2018.

**STIP Reference #**

Statewide Line Item (SLI) Number 32  
and is fiscally constrained.

**Cultural Resources Coordination:**

Minimal Potential to Cause Effect  
Appendix A



Cultural Resources Coordination Date:

01/27/2019

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.)***

Environmental Commitments:

Yes



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## **Environmental Commitments**

### **C1**

1) The Project Designer will incorporate a note into the project plans to ensure that impacts to Furnace Run at the SUM-77-3198L and the SUM-77-3197R bridges will be avoided during project construction.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
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**Supporting Form Preparer(s):**

Rebecca Bisesi  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	1/29/2019



## **Appendix**

### **General**

Correspondence with Emergency and Public Services.pdf

USGS Quadrangle Topographical Map.pdf

### **ESA**

District Approval - RMR Screening.pdf

### **Public Involvement**

District Website Posting Screen Shot.pdf

District Website Posting.pdf