



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM IR 0076 08.76 Emergency B PID 109508**

**Environmental Document Level: C1**

**Approved: 2/21/2019**

**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>	109508
<b>Project Sponsor:</b>	DISTRICT 4-BRIDGES
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Non-Federal
<b>Does this project require a Federal permit or approval?</b>	No
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) proposes emergency repair activities on the damaged structural steel that resulted from a truck/bridge collision at the East Avenue bridge over Interstate Route (IR) 76/77 in the city of Akron, Summit County. Proposed repair of existing steel beams by heat straightening is necessary to fix damage that occurred when an oversized bulldozer being hauled by a tractor-trailer truck hit multiple structural steel beams of the bridge. Additional construction activities include erection of shoring towers, splicing in girder sections to repair sections that cannot be heat straightened and replacement of cross frames and utility ducts.

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

Lane restrictions and ramp closures over an estimated 45-day period are required to perform the structural steel repairs. A specific duration for lane restrictions and ramp closures cannot be determined because of the variability associated with the structural steel heat straighten process. During the estimated 45-day period, IR 76/77 will be reduced to one (1) lane from the IR 76/77 interchange to East Avenue. Also during this period, two (2) ramps, the IR 76 eastbound ramp at the IR 76/US 224/IR 277 interchange and the IR 76 eastbound ramp at the IR 76/IR 77 interchange, will be closed to traffic. One (1) night closure of IR 76/77 eastbound under the East Avenue bridge is also necessary. Finally, various nightly lane restrictions of IR 76/77 eastbound under the East Avenue bridge will be during four (4) consecutive nights.

After the bridge was hit, the East Avenue bridge over IR 76/77 was restricted to two lanes. This restriction will remain until construction is complete.

To facilitate the bridge repair, a utility duct bank will need to be removed and a fiber optic line temporarily moved to an area where it will not conflict with the repair work. Utility coordination was previously conducted with the affected utility owners and will continue during project construction.

See the Correspondence Related to Utility Coordination and MOT.pdf in the Project File/General/Right-of-Way and Utility Involvement subsection for details about MOT and utility coordination for the project.

The project is exempt from consultation with the SHPO under Ohio Revised Code (ORC) Section 149.53 and under stipulations found in the revised State Funded Project Agreement (Agreement No. 17075) between the SHPO and ODOT dated August 22, 2012. The work is an exempted project type and is limited to bridge maintenance activities as referenced in Appendix A under Item 8.



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A Regulated Materials Review (RMR) form was completed for the project and further environmental site assessment or special material management is not warranted for the project. See the RMR form/decision document for the project in the Project File/ESA section.

Based on a consideration of the actions associated with this project type, this project does not have the potential to impact ecological resources regulated under the under Sections 404 or 401 of the Clean Water Act, Section 7 of the Endangered Species Act, or the Fish and Wildlife Coordination Act, and will not result in any activities that violate ORC Chapters 1518 and 1531, or Section 1533.324. This project is considered Ecologically Exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt Project Documentation Form for the project in the Project File/Ecological/Reports subsection.

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

A news release was issued for the project and resulted in news articles published by two large local media outlets. ODOT District 4 also provided project information using a flyer on its social media pages. Comments were not received from these 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 Project Scoping Form for the project. A copy of the Project Scoping Form for the project is included in the Project File/General/Project Information subsection as Project Scoping Form.pdf.

The project is fiscally constrained and funded with only Non-Federal 100% state funds.

**STIP Reference #** Not applicable.

**Cultural Resources Coordination:** ORC 149.53 Appendix A

**Cultural Resources Coordination Date:** 01/24/2019

**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**



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*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.)*

(31) Activities that do not utilize federal monies or require federal actions.

**Environmental Commitments:**

No



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## **Environmental Commitments**



### **Preparers and Approvals**

**Form Preparer**

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

Nicholas Chaney  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	2/21/2019



## **Appendix**

### **General**

County Map.pdf

Project Study Area Map.pdf

### **Public Involvement**

Flyer.pdf

News Article CantonRep.com.pdf

News Article Ohio.com.pdf

Press Release.pdf

Social Media Posting - Facebook.pdf

Social Media Posting - Twitter.pdf