



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12  
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

## Environmental Document

for

### CUY IR 077 08.37 NB Ramps Safety PID 113403

Environmental Document Level: C2

**Approved: 9/2/2021**

**Prepared By: Eric Lopez**

GPD Group

Phone: 614-314-7977

E-mail: [elopez@gpdgroup.com](mailto:elopez@gpdgroup.com)

District Contact: Mark Carpenter

Phone: 216-584-2089

E-mail: [Mark.Carpenter@dot.ohio.gov](mailto:Mark.Carpenter@dot.ohio.gov)

*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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## C2

<b>PID:</b>	113403
<b>Project Sponsor:</b>	INDEPENDENCE
<b>ODOT District:</b>	12
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The CUY-IR 77-08.37 NB Ramps Safety project involves the widening and resurfacing of 700-feet of Ramp F-2 (northbound I-77 exit ramp to Rockside Road), 2,100-feet of Ramp F-3 (northbound I-77 entrance ramp from Rockside Road) and the I-77 northbound entrance ramp bridge (CUY-077-0837E) over Rockside Road. Mapping that depicts the project location on United States Geological Survey 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

The project will be constructed within the existing street rights-of-way, no permanent or temporary right-of-way will be taken for this project. The Stage 1 and Stage 2 plan sheets are included in the Project File/General/Project Information subsections as Stage 1 Design.pdf and Stage 2 Design.pdf.

Electric, gas, water, sewer, lighting, and telecommunication utilities exist within the project study area. These utilities are located along overhead cables and as underground conduits or pipes. There are no anticipated utility relocations associated with this project.

The maintenance of traffic (MOT) for this project will be conducted in three (3) phases. During Pre-Phase 1, the contractor will construct temporary pavement on the inside of ramp F-2 during off-peak hours or during nighttime hours while maintaining one lane of traffic on ramp F-2 and while closing the eastbound outside lane on Rockside Road.

During Phase 1, traffic will be shifted to the inside of ramp F-2 onto existing pavement and temporary pavement. The contractor shall construct all roadway improvements to the outside of ramp F-2 including the asphalt pavement up to the intermediate course. Traffic will be shifted to the inside of ramp F-3 onto existing pavement. The contractor shall construct all roadway improvements to the outside of ramp F-3, including the asphalt pavement up to the intermediate course and the widening of the CUY- 77-08370 E Bridge over Rockside Road. Ramp F-6 inside shoulder shall be closed per MT-95.45 for ramp F-3 roadway improvements north of the CUY-77-08370 E Bridge. The eastbound curb lane on Rockside Road shall be closed for construction on Rockside Road.

During Phase 2, traffic shall be shifted to the outside of ramp F-2 onto existing pavement and proposed pavement. The contractor shall construct all roadway improvements to the inside of ramp F-2 including the asphalt pavement up to the intermediate course.

Traffic will be shifted to the outside of ramp F-3 onto existing pavement and proposed pavement. The contractor shall construct all roadway improvements to the inside of ramp F-3 including the asphalt pavement up to the intermediate course. The eastbound curb lane on Rockside Road will be closed for construction on Rockside Road. The I-77 northbound outside shoulder shall be closed per MT-95.45 for ramp F-3 Roadway improvements north of the CUY-77-08370 E Bridge.



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During Phase 3, the contractor will perform pavement planning, place the intermediate course in the planned area and place the final asphalt surface course and place final pavement markings throughout the project limits. During pavement planning, placement of intermediate course and asphalt surface course traffic shall be maintained in accordance with MT-95.30 and MT-97.11. All pavement planning and resurfacing shall be completed during off-peak hours or during nighttime hours. During placement of final pavement markings, traffic shall be maintained in accordance with MT-99.20.

A Regulated Materials Review (RMR) was performed for the project and no sites within the project study areas were identified for additional ESA Investigations or special material management. See Project Files/ESA/Reports/Regulated Materials Review Form.pdf and OES Recommendations Screening.pdf.

The Section 106 Records Check/Literature search determined there are no inventoried buildings (OHI) or archaeological sites (OAI) in the immediate area. No listed or eligible historic properties are found in the construction area or the area of potential effects (APE). 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-OES has determined that the proposed project is the 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 File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

On 7/19/2021 a Level 1 Ecological Survey Report (ESR) was completed for the project. The proposed project will result in permanent impacts to one (1) 0.05-acre Category 1 wetland during construction. The appropriate waterway permits will be needed prior to the construction of this project. Based on the environmental review, it was determined that the project will have no potential to impact ecological resources regulated under Section 7 of the Endangered Species Act or the Fish and Wildlife Coordination Act. See Project File/Ecological/Reports/Ecological Survey CUY-IR 77-08.37 NB Ramps Safety.pdf and Ecological tab.

The project will not impact any other environmentally sensitive resources within the project study area. See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

STIP Reference #:

113403-21-24.

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section. **Examples include: Lane reduction ("road diet") changes provided traffic analysis is completed; Railroad projects that close at-grade crossings to improve safety or traffic operations.**



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(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 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 -  
a. Acquisition of more than a minor amount of right-of-way b. Residential or non-residential displacements  
c. A Coast Guard, Individual Section 404 and/or a Section 10 permit d. A Section 106 finding of Adverse Effect  
e. A Section 4(f) Programmatic or Individual Evaluation f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species  
g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control  
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)  
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  
k. No minor public or agency controversy on environmental grounds ( no opposition from any organized groups or agencies and no unresolved environmental coordination )  
l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document 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.

<b>Waterways:</b>	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
<b>Waterways Permit Type:</b>	Permit Determination and/or Permit Application Approval Pending
<b>Isolated Wetland Permit</b>	No
<b>Will any wetlands be impacted?</b>	Yes
<b>Endangered Species:</b>	No Impacts to Protected Species and Critical Habitat
<b>100-Year Floodplain:</b>	No Encroachment Within a Special Flood Hazard Area (SFHA)
<b>Section 4(f):</b>	Not present
<b>Section 6(f):</b>	Not present
<b>Cultural Resources:</b>	Not Present
<b>Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date</b>	05/25/2021

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.

<b>Air Quality:</b>	Studies Not Required
<b>Air Quality - Coordination with OES:</b>	No
<b>Noise:</b>	Studies Not Required



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<b>Noise Coordination - OES Approval Date:</b>	08/20/2021
<b>Hazardous Materials - ESA Screening Conducted</b>	Yes
<b>Hazardous Materials - OES Approval Date:</b>	04/15/2021
<b>Phase I ESA Warranted Based on Coordination with OES:</b>	No Further Studies Warranted
<b>Farmland:</b>	Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658
<b>Scenic Rivers</b>	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area
Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.	
<b>Underserved Populations</b>	Does Not Exceed UP Guidance Criteria; No UP Analysis Report Required and No UP Issues Raised During Public Involvement
<b>Public Involvement:</b>	Minimum PI Requirements Met; No Minor Public or Agency Controversy on Environmental Grounds
<b>Environmental Commitments</b>	Yes



## Ecological

### Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
CUY-IR 77-08.37 NB Ramps Safety	Wetland 1	Adjacent	Category 1	0.05	0.05
	Wetland 2	Adjacent	Category 1	0.246	0

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

Total impact to all wetlands (ac.): 0.05

Total acres of non-isolated wetlands impacted: 0.05

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):

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

Include justification supporting the decisions noted above:

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, regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 4 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:

Impacts to Wetland 1 is needed to upgrade the existing storm sewer system. Impacts will include deep



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excavation, grading, and rock channel protection for the installation of new storm drain and storm sewer.



## Environmental Commitments

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1) The project designer shall include the following note into the plans: AN ASBESTOS SURVEY FOR ONE BRIDGE IDENTIFIED AS SFN: 1806289 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. A COPY OF THE ASBESTOS INSPECTION REPORT FOR THE STRUCTURE IS INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT. THE ASBESTOS INSPECTION REPORT DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS ABOVE REGULATORY LIMITS.

THE CONTRACTOR SHALL SUBMIT A HARD COPY OF THE COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM (NDRF) AND PAYMENT ALONG WITH THE ASBESTOS INSPECTION REPORT. FOLLOW THE MAILING INSTRUCTIONS ON THE NDRF. SUBMIT THE COMPLETED NDRF TO OEPA AT LEAST 10 DAYS PRIOR TO DEMOLITION ACTIVITY, RENOVATION, OR BOTH. RETAIN TWO HARD COPIES OF THE NDRF AND SUBMIT ONE COPY TO THE ENGINEER AND ONE COPY TO DISTRICT ENVIRONMENTAL COORDINATOR: MARK CARPENTER, 216-584-2089.

2) Waterway permit will be obtained by City prior to project file.



**Preparers and Approvals**

**Form Preparer:** Eric Lopez  
GPD Group  
1801 Watermark Drive Suite 150, Columbus OH 43215  
614-314-7977  
elopez@gpdgroup.com

**Supporting Form Preparer(s):** Christopher Luzier  
Dante Castronova  
Davin Ng

**Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Mark Carpenter (TRANS ENGR 3)	9/2/2021



## Appendix

### General

Aerial Map.pdf

County Map.pdf

Project Description Continued.pdf

USGS Quadrangle Topographical Map.pdf

### Noise

District Determination - No Noise Analysis Required.pdf

### ESA

Project Related OES Decision - ESA.pdf

### Cultural Resources

Records Check.pdf

### Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

### Other Resources

Site Specific Resource Mapping.pdf

Sole Source Aquifer Mapping.pdf

Water Source Protection Area Map.pdf

### Underserved Populations

Census Mapping.pdf

Underserved Populations Documentation Form.pdf

### Public Involvement

Press Release.pdf

Project Location Exhibit.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

Stakeholder Contact List.pdf

### Permits



FEMA FIRM.pdf

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