



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **CUY/SUM IR 480/SR 91 29.69/19.07 PID 110698**

**Environmental Document Level: C1**

**Approved: 7/20/2021**

**Prepared By: District 4**

**Edward Deley**  
**Phone: 330-786-4930**  
**E-mail: Edward.Deley@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.*

# Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



## C1

<b>PID:</b>	110698
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<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 the Interstate Route (IR) 480 mainline lanes/ramps and State Route (SR) 91 with minor rehabilitation of eight bridges along IR 480 in the cities of Macedonia, Hudson and Twinsburg, Summit County, and Oakwood Village, Cuyahoga County. The proposed resurfacing activities along IR 480 in Cuyahoga County are between straight line mile (SLM) 29.69 and SLM 30.00 while the proposed resurfacing activities along IR 480 in Summit County are between SLM 0.00 and SLM 8.67. Moreover, the proposed resurfacing activities along SR 91 are between SLM 19.07 and SLM 19.33. Additional improvements proposed by this project include monument box adjustments, manhole adjustment, partial depth pavement repair, full depth rigid pavement removal and flexible pavement replacement, rumble strip installations, raised pavement marker replacements and edge line/lane line/center line/channelizing line/stop line/transverse-diagonal line/other pavement marking applications.

The bridge rehabilitation activities are proposed on the following bridges:

1. SUM-IR-480-1.370 over IR 480;
2. SUM-IR-480-2.050 Left over Chamberlain Road;
3. SUM-IR-480-2.080 Right over Chamberlain Road;
4. SUM-IR-480-4.110 over SUM-IR 480-4.12;
5. SUM-IR-480-4.810 Left over SUM-SR 91-19.18;
6. SUM-IR-480-4.810 Right over SUM-SR 91-19.20;
7. SUM-IR-480-6.720 over IR 480; and
8. SUM-IR-480-8.140 over IR 480.

These proposed bridge rehabilitation activities include asphalt concrete overlay, concrete patching, concrete sealing, bearing device refurbishments, composite fiber wrap system installations, bridge deck waterproofing, polymer modified asphalt expansion joint system installations, clearing and grubbing and new structure identification sign installations.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in Project File/General/Project Information as USGS Quadrangle Topographical Map.pdf.

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. 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. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway/roadway rights-of-way.

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

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the



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proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. 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 determined the 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.

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.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt New ESR 1.pdf for the project in the Project File/Ecological/Reports subsection. ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and determined the proposed resurfacing activities are located within designated Special Flood Hazard Areas (SFHA) Zone A and AE floodplains. However, the proposed resurfacing activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. The proposed bridge maintenance activities will not be performed over any Zone A/AE floodplains. See the floodplains documentation for the project in the Project File/Permits/Floodplains 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 Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

**STIP Reference #:** 110698: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

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

**Cultural Resources Coordination Date:** 07/15/2021

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):**

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The*



*installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(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:

No



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## **Environmental Commitments**



### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
330-786-4930  
Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Mark Andrasik  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	7/20/2021



## **Appendix**

### **General**

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Permits**

District Determination - No Floodplain Impacts.pdf