



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM MR 0003 01.60 (Snyder Ave) PID 117489

Environmental Document Level: C2

Approved: 4/25/2023

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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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C2

PID: 117489
Project Sponsor: SUMMIT COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal

Project Description:

The Summit County Engineer proposes a design-build project to remove and replace the existing bridge that carries Snyder Avenue (MR 3/CR 65) over the Tuscarawas River in the city of Barberton, Summit County, Ohio. Two structure types were evaluated for this bridge replacement project; a single-span galvanized steel beam and a single-span composite box beam. The existing bridge, Structure File Number (SFN) 7731019, is an approximately 61-foot long, 34-foot wide single-span non-composite prestressed concrete box beam bridge, built in 1920, reconstructed in 1963 and deemed structurally deficient based on recent inspection. The bridge will be replaced with an entire new bridge on new foundations and integral abutments. The proposed bridge length/width will be determined by the design-build team. Additional improvements proposed by this project include minimal approach roadway work, new approach slabs and rock channel protection placement.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as *USGS Quadrangle Topographical Map.pdf*. The bridge replacement work will require closure of Snyder Avenue for a period of time not to exceed 8 months. Project work may be performed before and after the closure duration. A detour route will be posted utilizing Van Buren Road (CR 60), Robinson Avenue (CR 54), Wooster Road (CR 96) and Hudson Run (CR 65). Construction, lane restriction, roadway closure and detour information will be posted prior to the start of project construction. Access shall be maintained to all adjacent properties for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

This design-build project is in preliminary development and the proposed new structure will be designed to avoid impacts to surrounding properties and minimize impacts to the Tuscarawas River.

Construction efforts will focus on the existing operational right-of-way. However, the project will require minor amounts of new permanent and temporary rights-of-way from along the stream channel to provide access during construction.

Utility coordination for the project will be performed during the design-build plan development process.

The undertaking is a bridge replacement project in the city of Barberton, Summit County, Ohio. The literature search concluded there are no known archaeological sites (OAI), no inventoried buildings (OHI) and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). The literature search also suggests the area was previously surveyed with negative resources for cultural resources. The existing bridge (SFN 7731019) is a Type 505N Prestressed Concrete Multi-beam structure. The current bridge was originally built in 1920. However, it was extensively rehabilitated when the current superstructure was installed in 1963. This bridge is not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). Non-historic bridge replacements and maintenance projects are exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319), if the project is not within the boundaries of any historic property or N. R. district. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT-Office of Environmental Services (OES) 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) Screening Form completed for the project, an RMR investigation is recommended for two sites: RM-001 (Camp Auto Sales, Auto Salvage) and RM-002 (Akron Barberton Cluster Railway). No other RMR activities or special materials management are warranted for the project. See the RMR documentation for the project in the Project File/ESA/Coordination and Reports subsections.

The project proposes to permanently impact approximately 100 linear feet of perennial stream, the Tuscarawas River, within the project study area. Approximately 0.06 acre of suitable wooded habitat (SWH) for the federally-listed Indiana bat and northern long-eared bat, and state-listed little brown bat and tricolored bat species will also be removed to construct the project. In addition, the project proposes to permanently impact 0.10 acre of potentially suitable habitat for the state-listed flat-stemmed pondweed, state-listed southern wild rice and state-listed spotted turtle (i.e., Tuscarawas River). See the ecological and threatened/endangered



species documentation for the project in the Project File/Ecological/Reports subsection and the Ecological tab. Environmental personnel of the project consultant, Clune Consulting Services, reviewed the FEMA FIRM mapping for the project study area and determined the project is located within a special flood hazard area, Zone AE floodplain associated with the Tuscarawas River. The Project Designer shall ensure the project is designed to comply with all applicable Local, State, and Federal floodplain protection standards. Floodplain permitting will be obtained for the project prior to the start of project construction. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

The Summit County Engineer's Office conducted various public involvement activities for the project, including mailing property owner right-of-entry notification letters to adjacent property owners, issuing a Press Release with project information, posting project information on the Summit County Engineer website, posting on social media and emailing local public officials, emergency/public services and affected property owners. Public comments were requested with all public involvement activities performed for the project. The Summit County Engineer's Office did not receive any comments as a result of the 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 Schematic Plan. A copy of the Schematic Plan is included in the Project File/General/Project Information subsection.

The estimated PE Detailed Design Phase cost and the estimated Right of Way Phase cost specified in Ellis agree with the Detailed Design Phase Total cost and the Right of Way Phase Total cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

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

Ellis STIP Details

Phase	Current STIP Reference
PE Environmental	117489: 21-24 STIP
Right of Way	117489: 21-24 STIP
Construction	
PE Detailed Design	117489: 21-24 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 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 right-of-way
2. b. Residential or non-residential displacements
3. c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
4. d. A Section 106 finding of *Adverse Effect*
5. e. A Section 4(f) Programmatic or Individual Evaluation
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



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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. 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.

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?	No
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	May Affect, Not Likely to Adversely Affect
Endangered Species - Coordination Date	12/16/2022
Endangered Species - Critical Habitat Present/Impacted	
Indiana bat	
Northern long-eared bat	
Endangered Species - Other Critical Habitat Present/Impacted:	Yes
Endangered Species - Other Description:	Tricolored bat
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988/NFIP Coordination and Documentation Completed:	No
Section 4(f):	Not present
Section 6(f):	Not present
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**

12/01/2022

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.

Air Quality: Studies Not Required

Air Quality - Coordination with OES: No

Noise: Studies Not Required

Noise Coordination - OES Approval Date:

Hazardous Materials - ESA Screening Conducted Yes

Hazardous Materials - OES Approval Date: 03/17/2023

Phase I ESA Warranted Based on Coordination with OES: Yes

Phase II ESA Warranted Based on Coordination with OES: Yes

Hazardous Materials - Coordination Results

Hazardous Materials - OES Approval Date - Phase I:

Hazardous Materials - OES Approval Date - Phase II:

Farmland: Urbanized Area; No Impacts in
Accordance With the Farmland MOU
and 7 CFR 658

Scenic Rivers 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 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
391535103012	0.72	0.94
391535103013	0.47	0.79

Environmental Justice Remarks



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The project will replace the bridge carrying MR 3 (Snyder Ave) over the Tuscarawas River. No changes in access will occur other than a temporary detour route during construction.

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice (EJ) Populations within the proposed project area. EJs identified included Minority and Low Income. No businesses or residences will be acquired or relocated as part of the project. The proposed project will not have any disproportionately high and adverse effects to minority or low-income populations based upon the table above, the attached mapping, and the answers to the questions above. 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. Census mapping for the project is in the Project File/Environmental Justice/Project Information subsection.

Public Involvement:

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

Environmental Commitments

Yes



Environmental Commitments

C2

- 1) The Project Designer shall incorporate the following note into the plans: THE PROJECT IS LOCATED WITHIN A FEMA FLOOD ZONE AND THE PROJECT DESIGNER SHALL ENSURE THE PROJECT IS DESIGNED TO COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL FLOODPLAIN PROTECTION STANDARDS. APPROPRIATE FLOODPLAIN PERMITTING SHALL BE OBTAINED BY THE SUMMIT COUNTY ENGINEER'S OFFICE PRIOR TO THE START OF CONSTRUCTION.
- 2) The project designer shall incorporate the following note into the plans. THREATENED AND ENDANGERED SPECIES HABITAT - INDIANA BAT, NORTHERN LONG-EARED BAT, TRICOLORED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, NORTHERN LONG-EARED BAT AND PROPOSED ENDANGERED TRICOLORED BAT. NO TREES SHALL BE REMOVED TO CONSTRUCT THE PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.
- 3) The project designer shall incorporate the following note into the plans: WATERWAY PERMIT COMPLIANCE: THE SUMMIT COUNTY ENGINEER WILL OBTAIN ALL NECESSARY WATERWAY PERMITS PRIOR TO PROJECT CONSTRUCTION. THE CONTRACTOR IS NOT AUTHORIZED TO PLACE ANY FILL OR WORK WITHIN ANY WATERWAY BELOW THE ORDINARY HIGH WATER MARK ELEVATION DURING CONSTRUCTION UNTIL THE PERMIT(S) ARE OBTAINED FOR THE PROJECT.
- 4) A mussel relocation was completed for this project on 9/21/2022. According to the ODNR Ohio Mussel Survey Protocol, relocation efforts for Group 1 streams are valid for two field seasons. If construction will occur after the 2024 field season (May 1 - October 1), the Project Designer shall incorporate the following note into the plans: THE SUMMIT COUNTY ENGINEER SHALL HIRE A STATE PERMITTED MALACOLOGIST TO COMPLETE A MUSSEL SALVAGE AND RELOCATION IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE OHIO MUSSEL SURVEY PROTOCOL PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES BELOW THE ORDINARY HIGH WATER MARK OF THE TUSCARAWAS RIVER. THE MUSSEL SURVEY MUST OCCUR AFTER MAY 1 AND BEFORE OCTOBER 1 EITHER WITHIN THE SAME SEASON AS THE INSTREAM WORK OR THE SEASON PRIOR TO THE INSTREAM WORK. SUBMIT THE RESULTS OF THE MUSSEL SURVEY, SALVAGE WORK, OR BOTH TO THE ODOT DISTRICT 4 ENVIRONMENTAL COORDINATOR/SPECIALIST. OBTAIN APPROVAL FROM THE DEPARTMENT PRIOR TO PERFORMING WORK BELOW ORDINARY HIGH WATER MARK OF THE TUSCARAWAS RIVER.
- 5) THE SUMMIT COUNTY ENGINEER WILL UTILIZE AN ODOT PRE-QUALIFIED CONSULTANT TO CONDUCT AN RMR INVESTIGATION FOR TWO SITES: RM-001 (CAMP AUTO SALES, AUTO SALVAGE) AND RM-002 (AKRON BARBERTON CLUSTER RAILWAY). THE RESULTS OF THE INVESTIGATIONS WILL BE SENT TO ODOT ENVIRONMENTAL STAFF IN SUMMER 2023. IF WARRANTED, THE PROJECT DESIGNER SHALL INCORPORATE A NOTE INTO THE PLANS REGARDING ADDITIONAL INVESTIGATIONS AND/OR MATERIAL HANDLING.



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Preparers and Approvals

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Supporting Form Preparer(s): Joshua Sturges
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/25/2023



Appendix

Underserved Populations

Census Mapping.pdf

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Air

District Determination - No Air Analysis Required.pdf

Noise

District Determination - No Noise Analysis Required.pdf

ESA

Coordination with OEPA - 513 Determination.pdf

Investigation as Env Commitment Approval .pdf

OES Recommendations - Screening.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Comments

ODNR Comments - Mussel survey accepted.pdf

ODNR Scenic River MOA Conditions

USFWS Concurrence

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Areas Map.pdf

Water Source Protection Area Map.pdf

Public Involvement

Press Release.pdf

Property Owner Notification Letter.pdf

SCE Project Website Snap Shot 10-13-22.pdf



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Social Media Posting - Twitter 10-13-22.pdf

Permits

FEMA FIRM.pdf