



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM SR 0021 05.14 PID 112793

Environmental Document Level: C2

Approved: 1/18/2023

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 14, 2020, and executed by FHWA and ODOT.

Table of Contents

C2.....	3
Environmental Commitments.....	8
Preparers and Approvals.....	9
Appendix.....	10



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C2

PID: 112793
Project Sponsor: ODOT SPONSORING AGENCY
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Ohio Department of Transportation (ODOT) proposes various pavement and structure improvements to over three miles of State Route (SR) 21 from Hemphill Road to the SR 21 ramp to Interstate Route 77 south in Copley Township and the city of Norton, Summit County. SR 21 is a four-lane divided highway in the project limits. Proposed pavement improvements include pavement planing, pavement resurfacing, partial depth pavement repairs, pavement repairs, raised pavement marker replacement/installation, linear grading, rumble strip installation, barrier reflector installation, highway sign installation and edge line/lane line/channelizing line/stop line/transverse-diagonal line/dotted line/other pavement markings applications.

Proposed structure improvements include minor maintenance to seven bridges on SR 21 as described below.

- SUM-77-22.25 over SR 21. Repair and patch all visibly unsound areas of existing concrete wearing surface of the approach slabs. Patch and seal all unsound areas of piers and abutments with epoxy-urethane. Repair deterioration in portions of the right and left concrete railings. Remove existing sealant and reseal with non-epoxy sealer on the parapets. Reset and refurbish the bearings at the forward and rear abutments. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

- SUM-21-4.62 over SR 21. Resurface 25 feet of approach pavement at the forward and rear to smooth out the approach pavement/approach slab transition. Patch all unsound areas of the concrete piers and seal with epoxy-urethane. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

- SUM-21-5.70 over SR 21. Resurface 50 feet of approach pavement at the forward and rear to smooth out the approach pavement/approach slab transition. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

- SUM-21-6.80 L&R over Wolf Creek/Barberton Reservoir Inlet. Remove and replace existing asphalt wearing surface including sawing and sealing at the forward and rear joints. Remove delaminations and spalls from deck underside and repair with trowelable mortar. Provide crushed aggregate on the front and rear slopes under the structure to cover the exposed footings. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

- SUM-21-8.14 culvert carrying Pigeon Creek. Repair scour at the outlet. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

- SUM-21-8.63 over SR 21. Heat straighten steel beams due to collision damage. Replace bent cross frames and repair spalled haunches. Patch all unsound areas of concrete deck edges and seal epoxy-urethane sealant. Reset and refurbish the bearings at the forward and rear abutments. Provide clearing and grubbing 15 feet around the structure. Provide new correct structure identification signs.

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.

During project construction, the contractor will maintain one 10-foot lane of traffic in each direction on the SR 21 mainline existing pavement or completed pavement during construction. Nightly closures for up to three nights may be needed during paving operations at the following ramps in Copley Township:

- SR 21 northbound to SR 162
- SR 21 northbound from SR 162
- SR 21 southbound to SR 162
- SR 21 southbound from SR 162

No other road closures and detours are proposed to construct the project. Substantial traffic disruptions are not expected during project construction.

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



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

Based on the project scope of work and the proposed maintenance of traffic measures, emergency/public services contact activities were conducted for stakeholders in Copley Township. The city of Norton was also contacted regarding project activities. See the stakeholders notification documentation for the project in the Project File/Public Involvement/Project Information subsection. 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.

With the exception of the proposed maintenance activities at the SUM-21-8.14 culvert carrying Pigeon Creek under SR 21, other proposed construction activities are considered ecologically exempt under the Ecological MOA (Agreement 19394). Instream impacts to Wolf Creek/Barberton Reservoir Inlet at SUM-21-0680L/R will be avoided and no bats or birds were observed on the structure at a field visit by ODOT District 4 environmental personnel.

The proposed scour repair at the SUM-21-8.14 culvert involves 20 feet of impact to Pigeon Creek and no other impacts to ecological resources as described in a non-notifying Level 1 Ecological Survey Report. See the ecological documentation for the project in the Project File/Ecological/Reports subsection and the Ecological tab.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined some of the proposed construction activities are located within designated Special Flood Hazard Area (SFHA) Zone AE floodplains. However, the proposed construction activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. ODOT District 4 notified the Summit County Floodplain Administrator as a courtesy. See the floodplain documentation for the project in the Project File/Permits/Floodplains subsection. The project crosses Wolf Creek that serves as the inlet to the Barberton Reservoir, a drinking water source protection area. Proposed construction activities at this location on SR 21 include pavement resurfacing and minor bridge maintenance. The project designer will add a note to the plans containing cautionary measures to protect the drinking water supply.

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

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 is 16.2% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #:

112793: 21-24 STIP SLI Group
Project. Fiscal constraint is at SLI
Group level.

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.)***



(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
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:	No Impacts to Protected Species and Critical Habitat
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988/NFIP Coordination and Documentation Completed:	Yes
NFIP Local Floodplain Coordinator Notification Date:	01/13/2023
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 A

Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date 01/12/2023

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 Studies Not Required

Farmland: Non-Urbanized Area; No Impacts in Accordance With the Farmland MOU, 7 CFR 658, and ORC 929.05

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 UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Underserved Populations Present; No UPIAR Required, Does Not Exceed UP Guidance Criteria, and No Issues Raised During Public Involvement

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
391535320033	3	25	10	4
391535335022	9	10	23	0
391535335021	5	6	33	0
391535335012	26	10	16	2

Underserved Populations Remarks



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The proposed project does not include any relocations. There are no permanent changes to access and vehicular traffic will be maintained during construction. Impacts to Underserved Populations were considered and no unanticipated impacts are expected.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI 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, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings an UPIAR is not required.

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 will add the following note to the plans: THIS PROJECT IS LOCATED NEAR BARBERTON RESERVOIR, A DRINKING WATER SOURCE PROTECTION AREA. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO DAN MILLER AT THE BARBERTON WATER TREATMENT PLANT AT 330-848-6744. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTACT BARBERTON FIRE CHIEF ROBERT L. PURSLEY, JR. AT 330-848-6732 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

2) The Project Designer shall incorporate the following note into the plans: STREAM AVOIDANCE - WOLF CREEK/BARBERTON RESERVOIR INLET: UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT WOLF CREEK/BARBERTON RESERVOIR INLET. NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED IN WOLF CREEK/BARBERTON RESERVOIR INLET. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE CONSTRUCTION EQUIPMENT AND/OR MATERIALS IN WOLF CREEK/BARBERTON RESERVOIR INLET.



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Preparers and Approvals

Form Preparer

District 4
Contact: Edward Deley
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Supporting Form Preparer(s): Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/18/2023



Appendix

General

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

ESA

Regulated Materials Review Form.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Drinking Water Resource Mapping.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Stakeholder Notification.pdf

Permits

Correspondence with Local Floodplain Administrator.pdf

FEMA FIRM.pdf