



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM Bowery St Bridge PID 116146**

**Environmental Document Level: C1**

**Approved: 12/11/2023**

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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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## Environmental Document Level: C1

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### C1

**PID:** 116146  
**Project Sponsor:** Akron, City of  
**ODOT District:** 4  
**Funding Source:** Federal

#### Project Description:

The city of Akron, in cooperation with the Ohio Department of Transportation (ODOT), proposes to replace the existing bridge deck and sections of supporting substructure of the approximately 274-foot Bowery Street bridge, Structure File Number (SFN) 7761678, over the Ohio and Erie Canal and a parking garage, Cascade Plaza Parking, in a highly urbanized area of downtown Akron, Summit County. This bridge is a four-span continuous concrete segmental box girder bridge with a concrete cast-in-place deck. The bridge was built in 1931 and underwent a major rehabilitation in 1968. The intersection of West Bowery Street and Quaker Street is immediately west of the bridge. A large triangular opening in the superstructure of the bridge serves as an exhaust fan outlet for the parking structure. Additional improvements proposed by this project include replacement of the existing bridge approach slabs, concrete walk replacement to comply with Americans with Disabilities Act (ADA) standards, concrete structure patching, partial deck repairs, new parapet/fence installations, lighting improvements and concrete surface sealing. Part of the Ohio and Erie Canal Towpath multiuse trail is in the project area along the west side of Quaker Street, next to the AT & T building, at 48 West Bowery Street. The subject trail and its crosswalk on West Bowery Street will remain at the current location. A new rectangular flashing beacon is also proposed on West Bowery Street to alert traffic to stop for users of the subject trail.

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 lane of traffic in each direction shall be maintained at all times on Bowery Street, except for a period not to exceed 240 consecutive days when traffic will be detoured during construction. Traffic will be detoured via State Street and Main Street. Construction and bridge closure/detour information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction. The project will be constructed within the existing street right-of-way.

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing street right-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

A Section 106 cultural resources records check was performed for the project. The bridge is on the northern boundary of the South Main Street Historic District (NR# 08000622) in downtown Akron, that was listed in the National Register of Historic Places (NRHP) in 2008. Based on the type and age of the bridge, it was determined not eligible for the NRHP as a result of the 2009 Ohio DOT Historic Bridge Inventory (accepted April 28, 2010); this determination remains valid. Therefore, the subject bridge is not a historic property and is not listed as a contributing resource to the South Main Street Historic District. Based on the limited scope of the project, and the results of the Section 106 records check, the Area of Potential Effects for the undertaking is limited to the construction limits. Existing murals on the Quaker Street side of the parking plaza, and the murals associated with the canal park that is immediately south of the bridge and at the lower grade level, will not be removed or altered as part of this project. For archaeology, a literature review was completed and there are no archaeological sites in the immediate project area. The project area is heavily disturbed by urban development, canal construction, and underground utilities. No further archaeological investigations are recommended for the project.

This project meets the following stipulations of Item 2 in Appendix B of the Section 106 PA. Item 2 covers work "within an historic district or historic property where no permanent right-of-way will be required and no contributing components will be removed or



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altered:"

- Stipulation (a) covers the construction of ADA and ADA compliant devices
- Stipulation (b) covers in kind replacement of sidewalks and curbs, and
- Stipulation (i) covers rehabilitation or replacement of a non-historic/non-contributing bridge or culvert

Based on the limited scope of the undertaking, the results of the Section 106 Records Check, and the setting of the project, the undertaking has minimal potential to cause effects, and no further investigations are warranted for the project. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-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.

The undertaking, SUM-Bowery Street PID: 116146, will not require land from within the historic boundary of a Section 4(f) Cultural Resource. The scope of work includes rehabilitating a non-historic bridge on West Bowery Street, over the Ohio and Erie Canal, in the City of Akron, in Summit County. Some of the work is taking place within the historic boundary of the South Main Street Historic District (NR#08000622) which is listed in the National Register of Historic Places. No permanent right-of-way is needed for this project.

On August 1, 2023, in accordance with Stipulation V.C.(I) of the Section 106 Programmatic Agreement, (Number 38503), executed June 29, 2023, ODOT-OES determined that the subject project is a type of project that has minimal potential to cause effects. In accordance with 23 CFR 774, ODOT has determined the undertaking will not result in the use of any Section 4(f) historic site. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

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/Project Information and Reports subsections.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt SUM-Bowery St Bridge.pdf for the project in the Project File/Ecological/Reports subsection.

The FEMA FIRM mapping for the project study area shows some of the proposed construction activities are located within a designated Special Flood Hazard Area (SFHA) Zone A floodplain. However, the proposed construction activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

The Ohio and Erie Canalway Towpath Trail follows the existing sidewalk along Quaker Street and crosses Bowery Street going west beyond the project limits. Lock 4 Park is adjacent to the Bowery Street bridge along the Ohio and Erie Canal with steps leading up to Bowery Street. Access to the Towpath Trail and Lock 4 Park will be maintained during project construction.

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

Akron conducted various public involvement activities for the project, including stakeholder notification, a news release and a website posting. Public comments were requested with all public involvement activities performed for the project. No comments related to this public outreach were received. 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 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 2024 - 2027 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
CO	116146: 24-27 STIP
CO	116146: 24-27 STIP
DD	

**The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:**

**Yes**



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Cultural Resources Coordination:

Minimal Potential to Cause Effect  
Appendix B

Cultural Resources Coordination Date:

08/01/2023

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):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(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**



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### **Preparers and Approvals**

**Form Preparer:**

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**Supporting Form Preparer(s):**

Robert Lang  
Greg Bowman

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/11/2023



## Appendix

### General

Aerial Map.pdf

County Map.pdf

STIP Listing.pdf

USGS Quadrangle Topographical Map.pdf

### ESA

Environmental Database Search Results- Landfill Specific.pdf

Environmental Database Search Results.pdf

RMR Screening Approval.pdf

Regulated Materials Review Form.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Section 106 Scoping Request Form.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

### Section 6(f)

LWCF Grant Listing.pdf

### Environmental Justice

Census Mapping.pdf

### Public Involvement

Press Release Posted on City Website.pdf

Stakeholder Notification.pdf

### Permits

FEMA FIRM.pdf