OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

POR IR 0076 09.73 PID 112778

Environmental Document Level: C1

Approved: 3/24/2025

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.

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PID: 112778

Project Sponsor: DISTRICT 4-ENGINEERING

ODOT District: 4

Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill/repair/resurface pavement on 3.83 miles of Interstate Route 76 (IR 76) and perform maintenance on ten (10) IR 76 bridge structures in Rootstown, Edinburg and Palmyra Townships, Portage County. Pavement maintenance operations, including full and partial depth pavement repairs, catch basin grade adjustments, raised pavement marker removal, and linear grading, will be performed on IR 76 from approximately New Milford Road east through the IR 76/State Route 14 interchange area ending before Rock Springs Road. Proposed bridge maintenance activities are summarized below.

- POR-76-9.735 | SFN:6702376: Repair and seal the existing deck wearing surface, approach slabs, abutments and railing, replace expansion joints, and remove above ground vegetation within 15 feet of the structure.
- POR-76-9.895 | SFN:6702430: Repair and seal the existing deck wearing surface, approach slabs and railing, replace elastomeric strip seals at the expansion joints, reset/refurbish the bearings at the abutments, and remove above ground vegetation within 15 feet of the structure.
- POR-76-10.072 | SFN:6702554: Repair and seal the existing wearing surface and parapets, replace the approach slabs and abutment backwalls, and remove above ground vegetation within 15 feet of the structure.
- POR-76-11.143 | SFN:6702589: Mill/repair/resurface the structure approach pavement and remove above ground vegetation within 15 feet of the structure.
- POR-76-11266R | SFN:6702627: Repair and seal the concrete deck and approach slabs, replace the existing elastomeric strip seals, seal exposed concrete on the pier cap of pier 2, repair and reseal the backwalls and beam seats, reset/refurbish the facia beam bearings at the forward and rear abutments, repair the deck underside, remove vegetation/woody debris from the Barrell Run stream channel and remove above ground vegetation within 15 feet of the structure.
- POR-76-11.267L | SFN:6702619: Repair and seal the concrete deck and approach slabs, replace the existing elastomeric strip seals, reset/refurbish the facia beam bearings at the forward and rear abutments, repair and seal the deck underside, reseal the backwalls and beam seats, repair the deck underside, repair the rear slope protection at the rear abutment and remove above ground vegetation within 15 feet of the structure.
- POR-76-13.060L | SFN:6702643 & POR-76-13.076R | SFN:6702708: Patch and overlay the existing deck wearing surface and approach slabs, reset/refurbish the bearings at the forward and rear abutments, reseal the backwalls, beam seats and abutments, and remove above ground vegetation within 15 feet of the structure.
- POR-76-14.894 | SFN: 6702767: Reconstruct the top portions of the concrete railing, remove and replace vandal protection fence.
- POR-76-16.106 | SFN: 6702864: Reconstruct the top portions of the concrete railing, remove and replace vandal protection fence.

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*.
A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing IR 76 mainline pavement or completed pavement during project construction. Short duration day-time ramp closures will be required over a 3-day period at the IR 76/State Route 14 interchange area. Interchange ramp traffic will be directed to use the nearby IR 76/State Route 5/State Route 44 and IR 76/State Route 225 interchange locations. Construction and lane/ramp restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Emergency service access will be maintained during project construction. Substantial traffic disruptions are not expected during project construction.
Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

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The project will be constructed within the existing IR 76 limited access right-of-way.
Existing utilities within the project study area will not be impacted/relocated to construct the project.
The project undertaking will be constructed within existing IR 76 operational right-of-way, no buildings will be involved in construction and no relocations will be required for the project. The area of potential effects (APE) consists of the pavement resurfacing area and individual structure work areas where bridge maintenance operations will be performed. A Cultural Resources Records Check was performed for the project area using the Ohio State Historic Preservation Office (SHPO) GIS database. No inventoried buildings (OHI), no known archaeological sites (OAI), and generally no listed or eligible historic properties were found any of the individual construction areas or in the area of potential effects (APE). The undertaking is not located within a historic district.
Bridge rehabilitation will only involve modern structures based on information found in Ellis. TIMS mapping indicates that none of these bridges are historic nor are they considered eligible for the National Register (NR) based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The rehabilitation of non-historic and non-contributing bridges even those within a NR historic district where no new right-of-way is required are construction activities which are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503). The undertaking is a type which has minimal potential to cause effects to historic properties in accordance with Appendix A of the Section 106 Programmatic Agreement and therefore, no further coordination is required. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subfolder 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.
The project may impact a total of approximately 100 linear feet of stream channel (Barrell Run). Proposed stream impacts are associated with removal of accumulated woody debris at the POR-76-11266R bridge location. The project will not result in impacts to wetlands. See ecological resource information and documentation for the project in the Project File/Ecological/Reports and Coordination subsections and the Ecological Tab.
ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and determined the project encroaches onto designated Special Flood Hazard Area (SFHA) Zone A floodplain established for Barrell Run at the POR-76-11266R and POR-76-11267L bridge locations. However, proposed pavement and bridge construction operations are considered maintenance that will not change the alignment, grade or hydraulic capacity of waterway River and, therefore, the project is exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. 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 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 equal to 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	112778: 24-27 STIP
CO	112778: 24-27 STIP
DD	On Previous STIP

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

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 03/24/2025

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):

(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: Yes

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Environmental Commitments

C1

1) The project designer shall incorporate the following environmental commitment plan not information into the plans for resource avoidance/impact minimization: DEBRIS REMOVAL OPERATIONS - POR-76-11.266R (OVER BARRELL RUN): UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PLACE PERMANENT OR TEMPORARY FILLS AND/OR STAGE CONSTRUCTION EQUIPMENT OR MATERIALS BELOW THE ORDINARY HIGH WATER MARK OF BARRELL RUN AT THE POR-76-11.266R BRIDGE LOCATION.

CHANNEL CLEANOUT IS LIMITED TO REMOVAL OF ACCUMULATED LODGED TREES, ROOT WADS AND OTHER WOODY DEBRIS THAT IMPEDES ORDINARY WATER FLOW. THE DEBRIS REMOVAL DOES NOT INCLUDE REMOVAL OF SANDBARS, SEIMENTATION OR ACCUMULATIONS OF STONE OR GRAVEL. THE REMOVAL OF WOODY DEBRIS SHALL BE PERFORMED BY HAND OR BY UTILIZING EQUIPMENT STAGED ALONG THE RIVER BANK ABOVE NORMAL WATER ELEVATION AND/OR BY UTILIZING EQUIPMENT STAGED ON THE BRIDGE DECK. USE OF HEAVY EQUIPMENT STAGED BELOW THE NORMAL WATER MARK OF THE BARRELL IS PROHIBITED.

IF EQUIPMENT WILL BE OPERATED IN PROXIMITY OF THE STREAM CHANNEL, THE CONTRACTOR SHALL INSTALL PERIMETER FILTER FABRIC FENCE PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THE LIMITS AND ADJACENT AREA, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE PERIMETER FILTER FABRIC FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION AND SHALL BE REMOVED BY THE CONTRACTOR UPON PROJECT COMPLETION.

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Preparers and Approvals

Form Preparer

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	3/24/2025

Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

RMR

Environmental Database Search Results.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Correspondence with Stakeholders.pdf

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf