



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **SUM IR 0271 08.25 PID 111417**

**Environmental Document Level: C1**

**Approved: 4/18/2025**

**Prepared By: Robert Lang**

ODOT 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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**Environmental Document Level: C1**

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**C1**

<b>PIDs:</b>	111417, 96518
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Project Description:</b>	



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The Ohio Department of Transportation (ODOT) proposes to improve approximately two miles of Interstate Route 271 by resurfacing the pavement and completing associated roadway maintenance. The I-271 northbound and southbound bridges over Boston Mills Road will receive major maintenance by replacing their superstructures due to age and deterioration. The project limits along I-271 are between I-80/Ohio Turnpike and Boston Mills Road in Boston Township. Mapping that depicts the project location on a topographic, aerial and county map are included in the Project File/General/Project Information subsection. The proposed superstructure replacement on the I-271 bridges over Boston Mills Road have been programmed under PID 96518. The proposed I-271 roadway maintenance activities have been programmed under PID 111417. Both activities will be constructed under one project with PID 96518.

During construction, two lanes of travel in each direction will be maintained along I-271 for pavement resurfacing/maintenance. However, two 60-day closures of Boston Mills Road are needed to perform maintenance on the I-271 bridges over Boston Mills Road.

Closure and lane restriction information will be posted along I-271 and the local area by Boston Mills Road and on the ODOT District 4 webpage, [transportation.ohio.gov/dist4](http://transportation.ohio.gov/dist4), prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

Based on the project scope of work, its Path 1 designation and the proposed maintenance of traffic measures, emergency/public services were notified regarding the project impacts.

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

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

A Cultural Resources Records Check was performed by ODOT 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 the proposed project area. The SHPO Records Check erroneously shows a historic bridge for the I-271 bridge over the Cuyahoga River valley, but the record is for the nearby I-80 bridge that is historic. The Valley Railway Historic District is located below the high-level I-271 bridge over the Cuyahoga River valley and would not be affected by project construction. 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 June 29, 2023 (Agreement No. 38503), 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.

This project is considered ecologically exempt under the Ecological MOA (Agreement 19394). 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 for the project study area and determined the project is located over a special flood hazard area (Zone A) where the I-271 high-level bridge spans the Cuyahoga River valley. No construction activities are proposed for the bridge and no work will occur on the valley floor. Consequently, the project is exempt from the normal permit process required for work encroaching on a SFHA. See the floodplain mapping in the Project File/Permits/Floodplains subsection.

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

ODOT conducted various public involvement activities for the project, including correspondence with adjacent property owners and stakeholders, issuance of a news release, and emergency/public services notification. No comments were received from the public outreach efforts. See public involvement materials in Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Stage 1 Plans for proposed superstructure replacement on the I-271 bridges over Boston Mills Road (PID 96518) and Ellis scoping information for the proposed I-271 roadway maintenance activities (PID 111417). A copy of the Stage 1 Plans and Ellis scoping information for the project are included in the Project File/General/Project Information subsection.

The estimated total project cost specified in Ellis is 2.00% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 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.

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

**Yes**

### Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
DD	111417: 24-27 STIP



Phase	Current STIP Reference
DD	111417: 24-27 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: 04/17/2025

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: No



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## **Environmental Commitments**



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### **Preparers and Approvals**

**Form Preparer:**

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### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Robert Lang (ENV SPEC 3)	4/18/2025



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### RMR

Regulated Materials Review Form.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Public Involvement

Emergency\_Public Services Notification.pdf

Press Release.pdf

Public Engagement Letter.pdf

Public\_Stakeholder Notification List.pdf

### Permits

FEMA FIRM.pdf