



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM IR 0077 22.30 PID 105861

Environmental Document Level: C1

Approved: 12/29/2020

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 June 6, 2018, and executed by FHWA and ODOT.

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C1

| | |
|-------------------------|------------------------|
| PID: | 105861 |
| Project Sponsor: | DISTRICT 4 ENGINEERING |
| ODOT District: | 4 |
| Funding Source: | Federal |
| Private Funding: | No |

Project Description:

The Ohio Department of Transportation (ODOT) proposes to replace the existing SUM-77-2230 Left & Right bridges, Structure File Numbers 7704038/7704046, that carry Interstate Route (IR) 77, comprising three northbound lanes and three southbound lanes, over northbound State Route (SR) 21, comprising two lanes, in Copley Township, Summit County. The existing three span welded steel plate girder bridges, built in 1973 with overall lengths of 233.75 feet and 234.79 feet, respectively, and overall widths of variable 58.96-61.31 feet and 59.17 feet, respectively, have intermediate hinges and a non-composite concrete deck supported by reinforced concrete piers and abutments on spread footing foundations. Based on completion of a Structure Type Study (STS), the proposed new left/right bridges will be single span welded steel plate girder superstructures on concrete wall abutments with lengths of 134.75 feet and 135.9 feet, respectively, and widths of variable 59.34-60.68 feet and 58.70 feet, respectively.

Traffic along IR 77 will be maintained during project construction. However, the northbound IR 77 left exit ramp to SR 21 southbound will need to be closed and detoured for an estimated 20-month duration. This existing left exit ramp cannot be maintained with the proposed IR 77 crossover traffic pattern to be implemented to construct the project. SR 21 northbound traffic under IR 77 will experience only short duration closures at night for the removal of the existing deck, beams and the placement of structural steel for the proposed new left/right bridges. Construction, lane restriction/reduction and exit ramp closure/detour information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

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

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

Based on the project scope of work, its Path 2 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were conducted for the project.

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



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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.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt New ESR 1-.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

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

ODOT District 4 conducted various public involvement activities for the project, including a news release, website posting and emergency/public services notifications. A news article was published about the project by Akron Beacon Journal/Ohio.com. The initial news release referenced an incorrect ramp closure. Therefore, a revised news release was issued for the project with the correct ramp closure information. Five public comments were received by email/website comment form as a result of the public involvement activities conducted for the project. Three comments inquired about the incorrect ramp closure duration. ODOT District 4 conveyed the revised/correct ramp closure information to these commenters and did not receive any additional comments from them. One commenter requested repairs to another bridge in proximity to the project. The noted bridge is in good condition and does not warrant any repairs at this time. The other comment asked about safety issues with a merge at a nearby interchange. A review of safety information did not identify a safety issue at the specified interchange. Responses to all of these comments were transmitted by e-mail correspondence. See the public involvement documentation and responses to comments for the project in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Structure Type Study for the project. A copy of the Structure Type Study for the project is included in the Project File/General/Bridge Design subsection as Structure Type Study.pdf.

The estimated total project cost specified in Ellis is 6.93% 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.



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STIP Reference #:

105861: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date:

12/22/2020

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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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Robert Lang
Rinaldo Spano

Approvals & Electronic Signatures

| Approved & Electronically Signed By: | Approval Date: |
|---|-----------------------|
| Edward Deley (PROGRAM ADMIN 3) | 12/29/2020 |



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

News Article.pdf

Press Release Revised.pdf

Press Release.pdf

Response to Public Comments.pdf

Stakeholder Contact List.pdf

Website Posting.pdf

Permits

FEMA FIRM.pdf