



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Environmental Document

for

CUY Pleasant Valley Road Bridges PID 104504

Environmental Document Level: D1

Approved: 7/20/2022

Prepared By: Libby Rushley

Lawhon AND Associates

E-mail: lrushley@lawhon-assoc.com

District Contact: Mark Carpenter

Phone: 216-584-2089

E-mail: Mark.Carpenter@dot.ohio.gov

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

Project Type.....	3
General Project Information.....	4
Purpose & Need.....	11
Alternatives.....	13
Air.....	17
Noise.....	19
ESA.....	20
Cultural Resources.....	21
Ecological.....	23
Other Resources.....	29
Section 4(f).....	31
Section 6(f).....	34
Community Impacts.....	35
Underserved Populations.....	36
Public Involvement.....	38
Permits.....	39
Environmental Commitments.....	41
Preparers and Approvals.....	44
Appendix.....	46



Project Type

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges
Approved: 7/20/2022

General Project Information

Project, Cost Schedule and Work Limits

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	104504
Project Name:	CUY Pleasant Valley Road Bridges
Project Sponsor:	CUYAHOGA COUNTY ENGINEER
ODOT District:	12
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	104504: 21-24 STIP
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$1.00
Right of Way:	\$0.00
Construction:	\$24,824,016.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No
Project Description:	



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Cuyahoga County Department of Public Works (CCDPW) in cooperation with the Ohio Department of Transportation (ODOT) proposes to replace three bridges on Pleasant Valley Road located in the City of Independence and Village of Valley View, Cuyahoga County. The three bridges are Bridge 09.03 over Riverview Road, Bridge 09.35 over the Cuyahoga Valley Scenic Railroad, and Bridge 09.68 over the Cuyahoga River, Ohio & Erie Canal Towpath Trail, Ohio and Erie Canal, and Canal Road. The majority of the project is located within the Cuyahoga Valley National Park (CVNP).

Permanent right-of-way and temporary right-of-way will be required for this project. Utility impacts are anticipated.

Traffic on Pleasant Valley Road will be maintained during construction, using part-width techniques and detours. Short term closures on Canal Road, Riverview Road, and the Ohio & Erie Canal Towpath Trail will be required.

Stream and wetland impacts will occur and are described in the Ecological section.

The project is located within two National Register of Historic Places (NRHP) listed linear historic districts: Cuyahoga Valley Scenic Railroad Historic District (# 85001123) and Ohio & Erie Canal Historic District (# 66000607). The project results in no adverse effect to these districts. Documentation is described in the Cultural Resources section.

Permanent and temporary impacts to recreational Section 4(f) resources, Cuyahoga Valley National Park, Ohio & Erie Canal Towpath Trail, and Cuyahoga River Water Trail will result from the project. Coordination and environmental commitments are described in the Section 4(f) section.

No hazardous materials, no noise or air quality impacts, no Section 6(f) impacts, or impacts to underserved populations are associated with this project.

On July 18, 2021, the Cuyahoga County issued a press release providing project information to the public and an opportunity (30 days) to comment on the project. Two written comments were received and responded to on April 11, 2022. The County has made the determination to proceed with the project as currently designed. The comments and responses are described in the Public Involvement section.

The environmental document and associated studies are being approved using Stage 2 design. A copy of the plans is included in the project file.

Limits of Proposed Work:

Independence; over Riverview Road,
Cuy Valley Scenic RR, Canal
Rd/CVNP's Ohio & Erie Canal
Towpath Trail/Cuy River

Start (SLM):	8.84
End (SLM):	9.37
Total Work Length (Miles):	0.53

No roadway data for PIDs associated with this CE Form

Sufficiency Rating:	052.9
General Rating:	4
Date Built:	07/01/1958
Bridge Location:	3635 FT W OF CANAL RD
40. Bridge Type:	402N
Sufficiency Rating:	064.9
General Rating:	5



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges
 Approved: 7/20/2022

Date Built: 07/01/1958
Bridge Location: 1987' W. OF CANAL ROAD
40. Bridge Type: 402N
Sufficiency Rating: 047.4
General Rating: 4
Date Built: 07/01/1958
Bridge Location: AT CANAL RD
40. Bridge Type: 402N
Design Criteria For Bridges
Design Criteria for Bridges
SFN: 1830449
Sufficiency Rating: 052.9
General Rating: 4
Date Built: 07/01/1958
Bridge Location: 3635 FT W OF CANAL RD

	Existing:	Proposed:
Bridge Type:	402N	TBD
Bridge Length (ft):	238.40	235.6
Number of Main Spans:	4	2
Max Span Length (ft):	70	125
Load Restrictions (TON):	150	93
Curb to Curb Width (ft):	30.50	34
Shoulder Width(ft):	2	6
Under Clearance (ft):	19	14

Bridge Type Description:

The bridge over Riverview Road will be replaced with a continuous steel girder with composite reinforced concrete deck and reinforced concrete substructures and semi-integral abutments. The new bridge will include one 12' lane in each direction, 6' wide bike lanes on each side, and a 5' wide sidewalk on the north side.

Load Restrictions Description:

The bridge will be designed to carry HL-93 loading and will not require load restrictions.

Will the structure be rehabilitated or replaced as part of the project? Yes

If this bridge is a historic bridge, what type is it? n/a

Remarks:



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges
 Approved: 7/20/2022

The project will replace the existing bridge. It is not historic.

SFN: 1830457

Sufficiency Rating: 064.9

General Rating: 5

Date Built: 07/01/1958

Bridge Location: 1987' W. OF CANAL ROAD

	Existing:	Proposed:
Bridge Type:	402N	TBD
Bridge Length (ft):	183.50	180.6
Number of Main Spans:	3	3
Max Span Length (ft):	68	72
Load Restrictions (TON):	150	93
Curb to Curb Width (ft):	28	34
Shoulder Width(ft):	4	6
Under Clearance (ft):	23	23

Bridge Type Description:

The bridge over the Cuyahoga Valley Scenic Railroad will be replaced with a three span continuous steel girder with composite reinforced concrete deck and reinforced concrete substructures and semi-integral abutments. The new bridge will include one 12' lane in each direction, 5' wide bike lanes on each side, and a 6' wide sidewalk on the north side. The spans will be 53', 72', & 53' long center-to-center of bearings.

Load Restrictions Description:

The bridge will be designed to carry HL-93 loading and will not require load restrictions.

Will the structure be rehabilitated or replaced as part of the project? Yes

If this bridge is a historic bridge, what type is it? n/a

Remarks:

The project will replace the existing bridge. It is not historic.

SFN: 1830465

Sufficiency Rating: 047.4

General Rating: 4

Date Built: 07/01/1958

Bridge Location: AT CANAL RD

	Existing:	Proposed:
Bridge Type:	402N	TBD



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges
 Approved: 7/20/2022

Bridge Length (ft):	637.30	604
Number of Main Spans:	9	3
Max Span Length (ft):	76	203
Load Restrictions (TON):	150	93
Curb to Curb Width (ft):	28	34
Shoulder Width(ft):	4	6
Under Clearance (ft):	15	15

Bridge Type Description:

The bridge over the Cuyahoga River, Ohio & Erie Canal Towpath Trail, and Ohio & Erie Canal will be replaced with a three span continuous steel girder with composite reinforced concrete deck and reinforced concrete substructures and semi-integral abutments. The new bridge will include one 12' lane in each direction, 6' wide bike lanes on each side, and a 5' wide sidewalk on the north side. The spans will be 203', 198', & 197' long center-to-center of bearings.

Load Restrictions Description:

The bridge will be designed to carry HL-93 loading and will not require load restrictions.

Will the structure be rehabilitated or replaced as part of the project? Yes

If this bridge is a historic bridge, what type is it? n/a

Remarks:

The project will replace the existing bridge. It is not historic.

41. Bridge Length (ft):	238.40
41. Bridge Length (ft):	183.50
41. Bridge Length (ft):	637.30
42. Number of Main Spans:	4
42. Number of Main Spans:	3
42. Number of Main Spans:	9
43. Max Span Length (ft):	70
43. Max Span Length (ft):	68
43. Max Span Length (ft):	76
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
45. Curb to Curb Width (ft):	30.50
45. Curb to Curb Width (ft):	28
45. Curb to Curb Width (ft):	28



Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required	Yes
A temporary bridge or roadway is proposed	No
A detour is required for the proposed project	Yes
Access for local through traffic will be provided with appropriate signage	Yes
Provisions for through-traffic dependent businesses will be incorporated into project design	No
Provisions to accommodate any local special events or festivals will be incorporated into project design	Yes
The proposed MOT substantially impacts sensitive environmental resources	No
Substantial controversy is associated with the proposed MOT	No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.	Yes

Remarks:

In the initial stages of construction eastbound traffic on Pleasant Valley Road will be maintained, westbound traffic will be detoured; in later stages two-way traffic will be maintained on Pleasant Valley Road with temporary pavement and lane shifts. In addition, Canal Road will be closed and detoured in the later stages of construction. Local police and fire departments were informally consulted in 2016-2017 as part of the evaluation of the various maintenance of traffic options.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	Yes
The project requires Permanent Easement(s)	Yes
The project requires Temporary Right-of-Way	Yes

Right of Way and Utility Involvement

Number of parcels impacted by Permanent Right-of-Way:	4
Number of parcels impacted by Temporary Right-of-Way:	3
Approximate acreage of Permanent Right-of-Way needed:	2.77
Approximate acreage of Temporary Right-of-Way needed:	0.31



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	Yes
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Permanent and temporary right-of-way will be required for this project.

List of utilities in the project area:

AT&T - Local, AT&T Transmission, Bass Energy, Charter Communications, City of Independence, CWDP Cleveland Water, Dominion Energy, First Energy-CEI, Level 3 - Century Link, Northeast Ohio Regional Sewer District, Summit County Department of Sanitary Sewer Services, Sunoco Pipelines, MCI-Worldcom, Village of Valley View, Windstream, and Zayo.



Purpose & Need

Purpose & Need

Project History:

The Bridge 9.03 (SFN 1830449) which carries Pleasant Valley Road over Riverview Road in the City of Independence, Cuyahoga County was built in 1958. The structure is a 28 wide, 238 foot long, 4-span continuous steel beam with reinforced concrete deck and reinforced concrete substructures structure. Routine maintenance has been performed on the structure over time.

The Bridge 9.35 (SFN 1830457) which carries Pleasant Valley Road over the Cuyahoga Valley Scenic Railroad in the City of Independence, Cuyahoga County was built in 1958. The structure is a 36 foot wide, 183 foot long, 3-span continuous steel beam with reinforced concrete deck and reinforced concrete substructures structure. Routine maintenance has been performed on the structure over time.

The Bridge 9.68 (SFN 1830465) which carries Pleasant Valley Road over the Cuyahoga River, Ohio & Erie Canal Towpath Trail, Ohio & Erie Canal, and Canal Road in the City of Independence, Cuyahoga County was built in 1958. The structure is a 36 foot wide, 637 foot long, 9-span continuous steel beam with reinforced concrete deck and reinforced concrete substructures structure. Routine maintenance has been performed on the structure over time.

The bridges are owned and maintained by the Cuyahoga County Department of Public Works.

Cuyahoga County inspects bridges at least every two years. This project is included in the Cuyahoga County Department of Public Works work plan and in ODOT's FY 2021-2024 Statewide Transportation Improvement Program.

Purpose Statement:

The purpose of the project is to address the deficient structures on Pleasant Valley Road.

Need Element(s):



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Bridges in Ohio are rated on a number of aspects, with the two indicators of the overall condition being the General Appraisal rating and Sufficiency rating. The General Appraisal rating is a composite measure of the major structural items of the bridge. It is based on the existing conditions of the bridge as compared to its as-built condition. The General Appraisal rating ranges from 0-9, where 9 is like new and 0 is out of service. The Sufficiency rating is an FHWA formula which combines four major factors into a percentage: structural adequacy, safety, serviceability, and essentiality for public use. A GA of 4 or less is considered deficient and in need of replacement. A Sufficiency rating below 50 is deficient under FHWA standards.

The most recent inspection for Bridge 9.03 was conducted in September 2020. The latest inspection found the railings, transitions, and guardrail do not meet current standards. Based on the inspection report deficiencies include: Deck has large delaminations and spalls, transverse cracks, and broken and loose concrete; Sidewalks have vertical cracks; Drainage - half scuppers are clogged and expansion joints partially filled; Approach has transverse cracks; Guardrail is damaged in several places; Beams have section loss; Abutment walls have scattered delamination and horizontal cracks; Piers have delaminations and spalls; substructure has some scour; and Slope shows erosion. The Sufficiency rating was 52.9 Structurally Deficient and the General Appraisal rating was 4 - Poor.

The most recent inspection for Bridge 9.35 was conducted in September 2020. The latest inspection found the railings, transitions, and guardrail do not meet current standards. Based on the inspection report deficiencies include: Deck has numerous delaminations and spalls, transverse cracks, and exposed bars; Wearing surface has failing patches and longitudinal cracks; Beams are lightly corroded with heavy flaking in some areas; Abutments have settling with cracks and water staining; Bearings have heavy pack rust and corrosion; Drainage has section loss; and Abutment backwall has hairline cracks. The Sufficiency rating was 64.9 Functionally Obsolete and the General Appraisal rating was 5 - Fair.

The most recent inspection for Bridge 9.68 was conducted in October 2020. The latest inspection found the railings and transitions do not meet current standards. Based on the inspection report deficiencies include: Deck has small to large scattered spalls & delaminations and section loss; Sidewalks have cracks and leaching; Beams has exterior corrosion; Columns, Abutments, & Pier caps have spalls and exposed rebar; Compression joint has dirt & debris; Bearings have heavy corrosion, rockers tilt, and retraction; Drainage has plugged scuppers and section loss; Substructure has moderate scour; and Channel has large silt island which catches debris and causes bank erosion. The Sufficiency rating was 47.4 Structurally Deficient and the General Appraisal rating was 4 - Poor.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for the proposed project are limits sufficient to consider the range of alternatives to address the deficient structures. The study area is 1600 feet west of the Bridge 9.03 and 625 feet east of the Bridge 9.68 structure; and 100 feet north and 50 feet south of Pleasant Valley Road.

The project is independent of any other transportation project in the area and is not part of any system linkage or long range development or transportation improvement plan. The project is not divided into interdependent phases, will be constructed under one construction contract, stands alone as an independent project, and therefore, establishes independent utility.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative includes only routine maintenance. This alternative would not address the deficient structures. The No Build Alternative does not meet the project's Purpose & Need.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

05/17/2019

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
9.03 Alternative 1 Full Rehabilitation - Deck Replacement	Replace & widen deck to meet County design standards & add 5' sidewalks, replace abutment backwalls, wingwalls, & approach slabs, rehabilitate & widen substructures	remain 4-span, highest cost	No
9.03 Alternative 2 Full Rehabilitation - Superstructure Replacement	Replace & widen deck to meet County design standards & add 5' sidewalks, replace abutment backwalls, wingwalls, & approach slabs, replace beams & add new fascia beam, rehabilitate & widen substructure	remain 4-span	No



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

<p>9.03 Alternative 3 Partial Replacement - Substructure & Superstructure Replacement - 4 span</p>	<p>Replace & widen deck to meet County design standards & add 5' sidewalks, replace abutment backwalls, wingwalls, & approach slabs, replace & respace beams, replace & widen substructure</p>	<p>close to Alt 4, remain 4-span</p>	<p>No</p>
<p>9.03 Alternative 4 Partial Replacement - Substructure & Superstructure Replacement - 2 span</p>	<p>Replace & widen substructure & superstructure in a 2-span configuration, replace & widen deck to meet County design standards & add 5' sidewalks</p>	<p>Not dismissed</p>	<p>Yes</p>
<p>9.03 Alternative 5 Full Replacement - Substructure & Superstructure Replacement - 1 span</p>	<p>Replace bridge deck, beams, abutments, wingwalls, piers, & approach slabs in a 1-span configuration, add 5' sidewalks, widen to meet County design standards</p>	<p>major tree cutting, temporary MSE wall, moderate shoring at abutments</p>	<p>No</p>
<p>9.35 Alternative 1 - Full Rehabilitation - Deck Replacement</p>	<p>Rehabilitate & widen structure, replace & widen deck to meet County design standards, add new fascia beam</p>	<p>uncertain degree of concrete patching, portion of construction impacts railroad operations, highest life cycle cost, construction would require jacking & temp support of beams, requires crashwalls</p>	<p>No</p>
<p>9.35 Alternative 2 Full Rehabilitation - Superstructure Replacement</p>	<p>Rehabilitate & widen structure, replace & widen deck to meet County design standards, replace beams</p>	<p>uncertain degree of concrete patching, requires crashwalls</p>	<p>No</p>



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

<p>9.35 Alt 3 Partial Replacement - Substructure & Superstructure Replace - 3 span cap & column</p>	<p>Replace superstructure with new 3-span configuration, replace & widen deck to meet County design standards, replace beams, cap & column type piers with cast-in-place concrete piles</p>	<p>not dismissed</p>	<p>Yes</p>
<p>9.35 Alternative 4 Partial Replacement - Substructure & Superstructure Replace - 3 span wall type</p>	<p>Replace superstructure & substructure maintaining existing 3-span configuration, replace & widen deck to meet County design standards, replace beams, abutments, & piers, reuse existing cast-in-place piles</p>	<p>conflict with existing piles, pier stems used for crashwalls</p>	<p>No</p>
<p>9.35 Alternative 5 Partial Replacement - Substructure & Superstructure Replace - 1 span</p>	<p>Replace superstructure & substructure with 1-span configuration, widen to meet County design standards</p>	<p>highest cost, major shoring at abutments, temporary MSE wall, major tree cutting</p>	<p>No</p>
<p>9.68 Alternative 1 Full Rehabilitation - Deck Replacement - 9 span</p>	<p>Replace & widen deck to meet County design standards, new fascia beam, convert piers to wall-type, rehabilitate & widen abutments,</p>	<p>major potential for debris buildup, shoring at piers, number of cofferdams, piers remain in channel, uncertain degree of concrete patching, construction would require jacking & temp support of beams, highest cost</p>	<p>No</p>



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

9.68 Alternative 2 Full Rehabilitation - Superstructure Replacement - 9 span	Rehabilitate & widen, replace & widen deck to meet County design standards, new beams, convert piers to wall-type	major potential for debris buildup, shoring at piers, number of cofferdams, piers remain in channel, uncertain degree of concrete patching, second highest cost, double cost of Alt. 3 & 4	No
9.68 Alternative 3 Partial Replacement - Substructure & Superstructure Replace - 4 span, 5 girder	Replace superstructure with 4-span configuration, replace & widen deck to meet County design standards, replace beams with girders, reuse cast-in-place piles	potential for debris buildup, number of cofferdams, piers remain in channel	No
9.68 Alternative 4 Partial Replacement - Substructure & Superstructure Replace - 3 span, 6 girder	Replace superstructure with 3-span configuration, replace & widen deck to meet County design standards, replace beams with girders, reuse cast-in-place piles	not dismissed	Yes

Discuss Reasons Alternative Identified as Preferred was selected:

A combined Feasibility Study and Alternatives Evaluation Report was prepared in 2018 which evaluated alternatives for each deficient bridge. All of the alternatives for each bridge meet most or all of the Purpose and Need for the project. The alternatives for each bridge were evaluated on how each addressed 75-year service life, maintenance of traffic, long term maintenance costs, construction cost, stream and other environmental impacts, right-of-way impacts, shoring, constructability, and river impacts. The CCDPW determined the preferred alternatives for each bridge with their advantages are:

9.03 Alt 4 - fewer piers, lowest cost, minor stream impacts, minor pier shoring required, lower long term maintenance costs

9.35 Alt 3 - lowest cost, highest clearance, new piers do not require crashwalls

9.68 Alt 4 - slightly higher cost than lowest cost alternative, no pier in main river channel minimizing debris catching, less extensive cofferdams



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area Yes

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 Yes

Remarks:

This project does not add capacity, a new interchange, or a new road on new alignment. This project only slightly modifies an existing alignment. Hence, this project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area Yes

The proposed project falls under 40 CFR 93.126 Yes

Remarks:

The subject project is in Cuyahoga County which is a PM 2.5 Nonattainment Area. However, this project is exempt from PM2.5 analysis per 40 CFR 93.126 'widening narrow pavements or reconstructing bridges.'

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area Yes

The proposed project is listed on the TIP Yes

Remarks:



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Cuyahoga County is in an ozone nonattainment area. Furthermore, the proposed project is in compliance with ozone standards due to the fact the proposed project is listed on the Statewide Transportation Improvement Program (STIP) for FY 2021-2024 and the Northeast Ohio Areawide Coordinating Agency (NOACA) Transportation Improvement Program (TIP). Furthermore, the design concept and scope have not changed significantly since the project's inclusion on the STIP in accordance with 40 CFR 93.115. Therefore, no further coordination is required.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

Environmental Commitments

Are there any environmental commitments? No



ESA

ESA

Does the project require any Permanent ROW or Easement?: Yes

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 11/29/2017

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
Fitzwater Road and Canal Road Intersection	southern intersection	No	No	Yes

Remarks:

Lawhon & Associates, Inc. conducted Regulated Materials Review for the project corridor in November 2017 which was conducted in accordance with the Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Regulated Materials Review Manual. As a result of this review, three sites were identified in the Environmental Database Search. OES issued an email on November 29, 2017 stating one site (Canal Road & Fitzwater Road south intersection) requires a PCS plan note.

- RMR documentation may be found in the project file under ESA.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? Yes



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

Lawhon & Associates, Inc. prepared the Section 106 Scoping Request on November 20, 2017. The request for review provided a records check which included a review of electronic data from the Ohio State Historic Preservation Office (SHPO) to identify properties within the project area listed on or eligible for the National Register of Historic Places (NRHP), Ohio Archaeological Inventory (OAI) sites, Ohio Historic Inventory (OHI) buildings and structures. Two linear NAHP listed historic districts were identified within the project area and two OAI sites were identified adjacent to the project area.

- Cuyahoga Valley Scenic Railroad Historic District (NR 85001123)
- Ohio & Erie Canal Historic District (NR 66000607)
- Council Marker Tree (33CU0082)
- Flood Fort Site (33CU0060)

Based on the 2009 ODOT Historic Bridge Inventory none of the three bridges are eligible for listing in the NRHP. No further History/Architecture investigations are warranted.

Lawhon & Associates, Inc. prepared a Phase 1 Archaeological report on July 15, 2020. An initial survey was conducted in 2018 to cover all of the alternative designs. The survey crew encountered no cultural item or deposit at that time. The crew also could not locate the Council Marker Tree stump at its reported location. In 2020, additional field review was completed on the revised construction limits which were found reduced to areas of steep slope and/or prior disturbance. No new right-of-way will be required within the historic district boundaries. No further Archaeological investigations are warranted.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? Yes

OES Approval/OSHPO Concurrence Date: 05/10/2021

Remarks:



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Based on the project scope and the literature and field review, the proposed bridge replacements temporarily impact non-contributing elements, as well as remove or minimize existing intrusive non-contributing elements within the Ohio & Erie Canal and the Cuyahoga Valley Scenic Railway historic districts. In accordance with Stipulation V(C)(3) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed November 8, 2017 (Agreement No. 19319), as amended on July 11, 2019, OES determined 'no adverse effect' as the appropriate finding for the bridge replacements based on the following:

1. In accordance with 36CFR800.5(b), the project will not alter any characteristic qualifying either the Ohio & Erie Canal District (NR 66000607) or the Cuyahoga Valley Scenic Railway District (NR 85001123) for inclusion on the NRHP.
2. The three existing bridges were previously determined not eligible for inclusion on the NRHP.
3. No other history/architecture resource occurs in the APE.
4. No archaeological resource occurs in the APE.

This completes the Section 106 review and no further cultural resource investigation is required. SHPO concurred with the no adverse effect finding on May 10, 2021.

- Section 106 documentation may be found in the project file under Cultural Resources

Please check all NRHP Eligible and/or Listed resources:

Historic District

What is the Section 106 effect determination in the OES Transmittal?

No Adverse Effect

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

The Delaware Nation, Delaware Tribe of Oklahoma, and Seneca Nation of Indians were notified of the project on March 24, 2021. The Seneca Nation of Indians responded on April 27, 2021 that they determined no effect for this project. The Delaware Nation and Delaware Tribe of Oklahoma did not provide any response within the 30-day comment period.

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

Has an ESR been completed? Yes

Date ESR was completed: 03/03/2021

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? Yes

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A	1	Isolated	0.009	0
Wetland B	2	Non-Isolated	1.4	0.183
Wetland C	1	Isolated	0.01	0.001
Wetland D	2	Non-Isolated	0.02	0.006
Wetland E	3	Non-Isolated	12	0
Wetland F	1	Isolated	0.12	0
Wetland G	1	Isolated	0.35	0
Wetland H	2	Non-Isolated	1.4	0.371
Wetland I	2	Isolated	15	0.001
Wetland J	2	Isolated	1.9	0.001
Wetland K	3	Non-Isolated	20	0.684
Wetland L	1	Isolated	1.1	0.003
Wetland M	2	Non-Isolated	35	0.006
Wetland N	2	Non-Isolated	0.063	0
Wetland O	2	Isolated	0.063	0
Wetland P	2	Non-Isolated	0.007	0
Wetland Q	1	Non-Isolated	3	0.141
Wetland R	2	Non-Isolated	0.11	0

Est. Total Size (Acres) of for Project: 91.552

Est. Total Impacted (Acres) of for Project: 1.397

Total Acres of Non-Isolated Wetlands impacted: 1.391

Total Acres of Isolated Wetlands impacted: 0.006

Remarks:



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

A Level 1 Ecological Survey Report dated March 3, 2021, revised May 4, 2021, and updated to add portage areas were prepared by Lawhon & Associates, Inc. Based on field surveys conducted on 8/2/2017, 8/9/2017; 8/9/2017, 8/29/2017, 8/30/2017, 4/26/2021, & 5/17/2021 eighteen wetlands were identified within the project area. To facilitate construction activities, ten wetlands will be filled or partially filled.

The 'Do Nothing' alternative would not satisfy the purpose and need of the project to address the deficient structure and would result in serious impacts to the traveling public and the general welfare of the economy of the area. Avoidance of the wetland locations will be performed to maximum extent practicable. Wetland avoidance would result in unique engineering, traffic, maintenance, or safety problems. Mitigation for wetland impacts will be performed per the requirement for the waterway permit.

- The Wetland Finding can be found in the Project File under Ecological/Project Information
- The ESR can be found in the Project File under Ecological/Reports

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	Yes	Yes

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Stream 1	204	65.5	Warm Water Habitat (WWH)
Stream 2	23	n/a	Class II PHWH
Cuyahoga River	424	63.5	Warm Water Habitat (WWH)
Ohio & Erie Canal	189	43	Warm Water Habitat (WWH)
Stream 5	17	n/a	Class I PHWH
Stream 6	0	n/a	Class II PHWH

Total Linear feet Impacted:

857

Remarks:



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Based on the results of the field surveys, six streams were identified within the project area. Five streams will be impacted.

At this time, total impacts are still unknown and will be documented as part of the waterway permitting process. Any required waterway permits will be obtained prior to construction. Any mitigation required by 404/401 permitting will be obtained.

Stream 1 flows to Cuyahoga River

Stream 2 flows to Stream 1 to Cuyahoga River

Cuyahoga River (Stream 3) is a TNW

Ohio & Erie Canal (Stream 4) flows to Cuyahoga River

Stream 5 flows to Cuyahoga River

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

Remarks:

Based on the results of the field survey no other surface waters were identified in the project area.

Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

Based on the results of the field surveys, terrestrial habitat within the project area consists of open water, marsh, herbaceous riverine community, upland forest, shrub/scrub, grassland/herbaceous, forested swamp, and low intensity developed.

No unique or high quality terrestrial habitat occur in the project area.

Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	Yes	Yes



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	Yes	Yes

Remarks:

The project is within the known ranges of the following federally listed species:

- Indiana bat and Piping plover (Endangered)
- Northern long-eared bat and Rufa red knot (Threatened)
- Bald Eagle (Concern)

Approximately 2.137 acres of suitable wooded habitat (SWH) for the Indiana bat and Northern Long-eared bat will be impacted by the project. Of the 2.137 acres of SWH, 2.034 acres are within 100' of existing edge of pavement (EOP), 0.015 acres of SWH is within 50' of a perennial stream and is located more than 100' from EOP, and 0.089 acres of SWH is beyond 100' EOP and not within 50' of a perennial stream. The project is within a green USFWS buffer zone. ODNR has a recorded Indiana bat capture within a 5 mile radius of the project site. Suitable Wooded Habitat for these species will be seasonally removed when both species would not be utilizing the roosting habitat.

USFWS concurred by signature dated 3/31/21 that the project May Effect but is Not Likely to Adversely Affect the Indiana Bat and Northern Long-eared bat. For all other species, ODOT concluded that the project would have No Effect due to lack of suitable habitat for these species within the project area.

The project is within the known ranges of the following state listed species:

- Little brown bat, Tricolored bat, Smooth greensnake, Upland sandpiper, King rail, Kirkland's warbler, American bittern, Snowy egret, and Cattel egret (Endangered)
- Spotted turtle, Blanding's turtle, Least bittern, and Trumpeter swan (Threatened)
- Sharp shinned hawk, Sedge wren, Marsh wren, Henslow's sparrow, Cerulean warbler, Prothonotary wren, and Great egret (Concern)
- Common moorhen (Special Interest)

The bat species utilize suitable wooden habitat discussed above. Suitable Wooded Habitat for the Tricolored and Indiana bats will be seasonally removed when both species would not be utilizing the roosting habitat. As a result the project is not likely to impact either species of state endangered bat. Habitat for the Smooth Greensnake includes blackberry bushes, grapevines, shrubs, roadside ditches, open grassy meadows, and marshy grass. ODNR has a record of a Smooth Greensnake within 1 mile of the project area and suitable habitat was observed in the project area. The project is likely to impact this species. For the other state listed species, there are no records within 1 mile of the project area, limited suitable habitat exists, and/or the bird species are highly mobile. No impacts are likely to these species.

In August 2017, the bridges were inspected and no nesting birds or peregrine falcons were observed.

ODNR concurred on 4/28/21 that the project is Likely to Affect the Smooth Greensnake and requested further habitat survey and possible presence/absence survey by a certified herpetologist.

ODNR noted if American bittern, least bittern, or king rail habitat is impacted, construction should be avoided from May 1 through July 31; **All impacted trees, shrubs, wetlands, grasslands, prairies and vegetated areas shall be cleared before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to**



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

American Bittern, least bittern, and king rail habitat between May 1st and July 31st.

ODNR noted the project is also within the known range of the black-crowned night-heron if habitat is impacted, construction should be avoided from May 1 through July 31; **All clearing, grubbing, and tree cutting shall be completed before April 1st to prevent impacts to black-crowned night heron habitat between May 1st and July 31st.**

ODNR noted if sandhill crane habitat is impacted, construction should be avoided from April 1 through August 31; **All impacted trees, shrubs, wetlands, grasslands, prairies and vegetated areas will be cleared before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to sand hill crane habitat between April 1st and August 31st.**

ODNR noted if trumpeter swam habitat is impacted, construction should be avoided from April 15 through June 15; **Wetland I is the only habitat in the project area, however, no impacts to Wetland I are planned. No commitments is required for the trumpeter swan.**

ODNR noted if upland sandpiper habitat is impacted, construction should be avoided from April 15 through July 31. **All impacted grasslands including native grasslands, grazed and ungrazed pasture, and hayfields shall be cut before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to upland sandpiper habitat between April 15th and July 31st.**

For all other species, ODNR concluded that the project is Not Likely to Impact due to limited suitable habitat within the project area.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	04/28/2021
United States Fish and Wildlife Service (USFWS):	Yes	03/31/2021
Ohio Environmental Protection Agency (OEPA):	Yes	04/20/2022
United States Army Corps of Engineers (USACE):	Yes	05/19/2021
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges
Approved: 7/20/2022

ODOT-OES initiated coordination with ODNR, USFWS, OEPA, and USACE on 3/31/21.

USFWS provided concurrence on 3/31/21 to the ODOT and USFWS Transportation Infrastructure Project Consultation Summary Form. Findings related to Threatened and Endangered Species are summarized in the section above.

ODNR responded on 4/28/21 and concurred that mussel surveys would be required for the Cuyahoga River and the Ohio & Erie Canal prior to any in-stream work. Findings related to Threatened and Endangered Species are summarized in the section above.

Mussel surveys were conducted by Lawhon & Associates on 8/25/21 & 9/2/21. No live or dead mussels were found in the Ohio & Erie Canal, two live mussels were found in the Cuyahoga River and relocated. No threatened or endangered species were found. The surveys were approved by ODNR on 2/17/22.

NPS responded on 6/1/21 and concurred with the findings although have concerns related to mitigation which are addressed in the Permits subsection. NPS was included in the coordination due to the project location within the CVNP not due to presence of a national Scenic River.

USACE provided Preliminary Jurisdictional Determination on 5/19/21 that the aquatics resources in the submitted PDJ form may be jurisdictional waters of the US.

ODOT-OES determined on 8/4/21 that the revised ESR to include the portage areas did not require further coordination with the agencies.

Are there any environmental commitments? Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area	No
The proposed project is located within a Non-Urbanized Area	Yes
The proposed project involves new permanent right-of-way (ROW)	Yes
The proposed project involves temporary ROW	Yes
The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less	Yes
Undeveloped land being used for construction purposes is protected by a conservation easement	No
Undeveloped land being used for temporary ROW will be returned to equal or greater productive capability upon completion of the proposed project	Yes
Based on the scope and type of work, the proposed project is in compliance with the executed Farmland Memorandum of Understanding (MOU), the FPPA, and 7 CFR 658. Completion of the Farmland Conversion Impact Rating (FCIR) Form is not warranted. No further coordination is required.	

OES Concurrence Date

NRCS Approval Date

Land being used for the proposed project is part of an Agricultural District No

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.

Remarks:



Environmental Document Level: D1
 PID 104504 CUY Pleasant Valley Road Bridges
 Approved: 7/20/2022

Based upon review of appropriate mapping, the proposed project is located in a non-urbanized area. Based on the scope and type of work, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. Therefore, completion of the Farmland Conversion Impact Rating (FCIR) Form was not warranted and no further coordination is required.

- Urbanized Area mapping may be found in the project file under Other Resources/Farmland

17. OES Concurrence Date: Not required based on proposed impacts. This is an EnviroNet glitch. ODOT will override this during validation.

19. NRCS Concurrence Date: Not required based on proposed impacts. This is an EnviroNet glitch. ODOT will override this during validation.

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The Ohio EPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the project study area. The map indicates that there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within 1/2 mile of the project area. The project area does not lie over a Federally-designated sole source aquifer.

Well locations near the project limits were mapped from ODNR Ground Water Mapping and Technical Services' website. One well is located adjacent to the project in the northwest quadrant of the intersection and several other wells are located within 1/4 mile of the project. No well impacts are anticipated.

- OEPA and ODNR mapping may be found in the Project File under Other Resources/Drinking Water

Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? Yes

Name	Date concurrence received
National Park Service	10/27/2021
Ohio Department of Natural Resources	08/16/2021
SHPO	05/10/2021

	Present:	Impacted:
Publicly owned Park(s):	Yes	Yes
Publicly owned recreation facility(ies) and/or area(s):	Yes	Yes
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	Yes

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Cuyahoga Valley National Park	Publicly owned Park	4.8	0.254	De Minimis	02/22/2022
Ohio & Erie Canal Towpath Trail	Publicly owned Recreational Facility and/or Area	0	0	Temporary No Use Exception - 774.13(d)	02/22/2022
Ohio & Erie Canal Historic District	Historic Site	0	0	No Use	05/10/2021
Cuyahoga Valley Scenic Railway Historic District	Historic Site	0	0	No Use	05/10/2021
Cuyahoga River Water Trail	Publicly owned Recreational Facility and/or Area	0	0	Temporary No Use Exception - 774.13(d)	02/22/2022



Remarks:

Cuyahoga Valley National Park

The CVNP comprises approximately 33,000 acres along 20 miles of the banks of the Cuyahoga River between the cities of Cleveland and Akron. In 1974, Congress created the Cuyahoga Valley National Recreation Area as an urban park within the National Park Service (NPS). Portions of the recreation area were purchased from the Cleveland Metroparks with Land and Water Conservation Funds (LWCF). In 2000, the park was renamed CVNP. The NPS manages the CVNP in cooperation with several public agencies which own property within the park boundaries, including Cleveland and Summit County Metro Parks. The CVNP offers visitors over 140 miles of hiking, bicycling, and horseback riding trails, plus five information centers and museums. In addition to regular public interpretive programs, the Park also offers focused educational programs, including the NPS Junior Ranger Program, the residential Environmental Education Center, and a strong school services program. Each winter the Park hosts the Ohio Special Olympics. Some of the most popular attractions include the Cuyahoga Valley Scenic Railroad and the Ohio & Erie Canal Towpath Trail.

Cuyahoga Valley Scenic Railroad

The CVSR is within the boundaries of the CVNP and within the proposed project area, however there is no railroad station or public access within the project area.

Much of the lands within the CVNP were purchased through the use of U.S. Department of the Interior, National Park Service Land and Water Conservation Funds (LWCF). And, specifically, the affected parcels associated with this project were acquired using LWCF. However, these funds were provided through the federal acquisition provisions of the LWCF. Therefore, Section 6(f) regulations do not apply to the National Park Service property impacted by this project.

On February 22, 2022, ODOT-OES determined that the project will have a de minimis impact on the Cuyahoga Valley National Park in accordance with 23 CFR 774.

Ohio & Erie Canal Towpath Trail

The 110-mile trail connects the Scranton Flats area near downtown Cleveland to Canal Lands Park in Tuscarawas County. The Trail is a collaboration of several agencies/organizations that have jurisdiction over various portions, including Cleveland Metroparks, Cuyahoga Valley National Park (CVNP), Summit Metro Parks, Stark Parks, Tuscarawas County Park Department, Canalway Partners, and Ohio & Erie Canal Coalition. This is the path which the mules followed to tow the canal boats. Many features of the canal are visible from the Trail.

Cuyahoga River Water Trail

In October 2019, ODNR designated the Cuyahoga River as a water trail, for use by recreational paddlers using kayaks and canoes. A water trail is a marked recreational route on navigable waterways like rivers, lakes, canals, and coastlines. The Trail is 90 miles long and has 24 public access points. A variety of paddling experiences exist along the Trail: calm, scenic waters near Hiram, white water in the Cuyahoga Falls gorge, naturally remote areas in Summit Metro Parks and CVNP, and the industrial shipping channel near downtown Cleveland.

On February 22, 2022 ODOT-OES determined that the project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational resources, features, or attributes associated with the Cuyahoga Valley National Park, Cuyahoga River Water Trail, and Ohio & Erie Canal Towpath Trail.



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges
Approved: 7/20/2022

Ohio & Erie Canal and Towpath Trail Historic District (NR# 66000607) and Cuyahoga Valley Scenic Railway Historic District (NR# 85001123)

Two of the three bridges to be replaced by this project are within these historic districts. The existing piers, which are not contributing elements of either historic district, will be removed. New piers for the bridge over the Cuyahoga Valley Scenic Railway will be moved back to the edge of the railroad right-of-way. New piers for the bridge over the Ohio & Erie Canal and Towpath Trail will be placed outside on the historic district boundary. Plan notes were added to minimize temporary construction limits within the historic districts. No permanent right-of-way is required from either historic district.

On March 24, 2021 ODOT-OES determined that a Section 106 finding of 'No Adverse Effect' was appropriate. SHPO concurred on May 10, 2021. In accordance with 23 CFR 774, the undertaking will not result in a 'use' of a Section 4(f) cultural resource.

- Section 4(f) documentation may be found in the project file under Section 4(f).

Are there any environmental commitments? Yes



Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Much of the lands within the Cuyahoga Valley National Park were purchased through the use of U.S. Department of the Interior, National Park Service Land and Water Conservation Funds (LWCF). And, specifically, the affected parcels associated with this project were acquired using LWCF. However, these funds were provided through the federal acquisition provisions of the LWCF. Therefore, Section 6(f) regulations do not apply to the National Park Service property impacted by this project.

- LWCF grant list may be found in the project file under Section 6(f)

Are there any environmental commitments? No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The proposed project is consistent with local and regional development patterns. The project is listed in the Northeast Ohio Areawide Coordinating Agency's (NOACA's) [the MPO for the region] FY 2021-2024 Transportation Improvement Program (TIP).

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The proposed bridge replacement improvements will not result in substantial negative impacts to community cohesion. The roadway will remain open during construction.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

The proposed improvements will not result in a reasonably foreseeable secondary or cumulative impact. The proposed improvements are expected to have positive impacts on the local community, by providing safe structures.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? No

Remarks:

Substantial impacts will not occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, or public transportation facilities. Inconveniences will be experienced by public services (fire, police, and emergency services) due to restrictions during the construction of the new bridges; but the inconvenience will be temporary and short in duration. Emergency services and schools will be notified of any delays associated with construction.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

No displacements will be required for the proposed project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
390351561024	4	13	25	0
390351929002	2	7	23	2

Are Underserved Populations located within and/or adjacent to the proposed project area? Yes

Are there any relocations? No

Will there be changes to access? No

Will the proposed project result in unanticipated additional impacts to any Underserved Populations? No

Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement? No

Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement? No

Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Will the proposed project result in negative health and/or environmental impacts such as noise, air, water, vibration, community character, etc.? No

Will the proposed project result in secondary or cumulative negative impacts? No

Remarks:



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

According to the ODOT's TIMS, the EJ population percentages are low in the project area. The Minority population ranges from 4 to 2 percent. The Low Income population ranges from 13 to 7 percent. The older adult population ranges from 24 to 23 percent and the Limited English Proficiency (LEP) ranges from 2 to 0 percent population. 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 Underserved Populations Impact Analysis Report is not required.

- The Census mapping may be found in the project file under Underserved Populations

Are there any Environmental Commitments? No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

Stakeholder meetings were held on May 18, 2016 and March 6, 2017. Attendees included Cuyahoga County Department of Public Works, City of Independence, Village of Valley View, Cuyahoga Valley National Park, and the design team.

Cuyahoga County issued a press release on July 18, 2021 providing project information and related impacts to the public and an opportunity (30 days) to comment on the project.

Was Public Involvement conducted in compliance with Title VI requirements? Yes

Is there any substantial environmental controversy on environmental grounds? No

Please summarize the Public Involvement responses received.

Public comment period was from July 18 through August 18, 2021.

Two written comments were received with one comment not related to bridges within the project area. The one telephone comment received related to the project requested information on the estimated project costs.

Cuyahoga County responded by phone with the estimate construction cost by phone & by letter dated April 11, 2022 that the referenced bridge is not one of the bridges covered by this project and that their comment would be forwarded to ODOT District 12 as owner of the other bridge.

Public Involvement Conclusion:

No revisions to the project design were made based on public comments. Cuyahoga has decided to proceed with the project based on the current design.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	Yes
Army Corps of Engineers	
Regional General Permit (RGP):	No
Nationwide Permit (NWP):	No
Section 404 Individual Permit:	Yes
Section 10 Permit:	No
Ohio EPA	
Section 401 Water Quality Certification:	Yes
Level 1 General Isolated Wetland Permit:	Yes
Level 2 Individual Isolated Wetland Permit:	No
Level 3 individual Isolated Wetland Permit:	No
US Coast Guard	
Section 9 Coordination:	Yes
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	No

Remarks:

The waterway permit determination was submitted to ODOT Office of Environmental Services (OES) on June 1, 2021 for impacts to water resources. In the Permit Determination issued on June 7, 2021 OES determined that an USACE Individual 404 Permit and OEPA Individual 401 Water Quality Certification are required for the project impacts. OES also conducted coordination with USCG for the Cuyahoga River, a Section 9 resource.

CCDPW will obtain required waterway permits and mitigation prior to the start of construction.

Are there any environmental commitments? Yes

Storm Water Permits



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

NPDES Construction General Permit for Stormwater (NOI): Yes

Watershed Specific NPDES Construction General Permit for Stormwater (NOI): No

Remarks:

Construction of this project will likely require a total disturbance of approximately 16.6 acres of land surface. Because the proposed improvements will result in greater than 1 acre of earth-disturbing construction activities a Notice of Intent (NOI) will be submitted for this project, per ODOT standard operating procedures, requesting coverage under a National Pollutant Discharge Elimination System (NPDES) general permit for storm water discharges from Ohio EPA.

CCDPW will obtain NPDES Construction General Permit for Storm water and any associated requirements.

Are there any environmental commitments? Yes

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) Yes

EO 11988/NFIP Coordination and Documentation Completed Yes

NFIP Local Floodplain Coordinator Notification Date 03/06/2021

Remarks:

Based on review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39035C0326E by Lawhon & Associates, Inc. on August 18, 2020, the project is located within a regulated floodplain.

Floodplain permit applications were submitted to the local floodplain administrators for the Village of Valley View and the City of Independence were submitted on March 6, 2021. Floodplain permit from the City of Independence was received on 9/27/2021 and from the Village of Valley View was received 9/29/2021.

- Floodplain map and coordination may be found in the project file under Permits/Floodplain

Are there any environmental commitments? Yes

Landfills

Is a 2713 Permit required? No

Remarks:

Based upon regulated materials studies conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No permit is required.

Are there any environmental commitments? No



Environmental Commitments

ESA

1) Add a plan note for Petroleum Contaminated Soils (PCS) in the project plans for one site: southern intersection of Fitzwater Road & Canal Road .

2) The Project Designer shall include Asbestos Abatement Plan Note

The asbestos inspection determined that asbestos (Chrysotile) is present on the structure (CUY Pleasant Valley Road over Riverview Road, SFN 1830449) in excess of the regulatory limits and requires abatement. The County will provide the Asbestos Inspection Report containing the quantities and locations of the asbestos containing materials at the pre-construction meeting. A License Hazard Evaluation Specialist will provide a partially completed Notification of Demolition and Renovation Form (NDRF) with the Asbestos Inspection Report. The Abatement Contractor shall complete the NDRF.

Abate, transport, and dispose all asbestos containing material above the allowable regulatory limits in accordance with all federal, state, and local regulations. Dispose the asbestos containing materials in a landfill licensed by the local health department and permitted by the Ohio Environmental Protection Agency - Division of Air Pollution Control to accept asbestos containing material. The removal and disposal of all asbestos containing material must comply with the Ohio Administrative Code (OAC) regulations and the National Emission Standard for Hazardous Air Pollutants (NESHAP) standard for asbestos.

Electronic Submission:

Submit a completed electronic Notification of Demolition and Renovation Form (NDRF), applicable fees, and the Asbestos Inspection Report to the OEPA at least 10 days prior to any demolition activity, renovation activity, or both. Submit the NDRF and payment along with the Asbestos Inspection Report using the OEPA eBusiness Center. Submit one electronic PDF copy and one hard copy of the NDRF to the Engineer. The Engineer will provide one copy to the ODOT District Environmental Staff.

Hard Copy Submission:

The Contractor may submit a hard copy of the completed NDRF and payment along with the Asbestos Inspection Report. Follow mailing instructions on the NDRF. Check with Local Health Department, John Sobolewski at 216-201-2000, ext. 1515, to determine if they require a hard copy submittal. Submit the completed NDRF to OEPA at least 10 days prior to demolition activity, renovation activity, or both. Retain two hard copies of the NDRF and submit one copy to the Engineer and one copy to ODOT District Environmental staff, Mark Carpenter, ODOT D-12, 216-584-2089.

Basis of Payment

Submit all documentation related to the abatement, transport, and disposal of asbestos containing materials to the Engineer within two weeks of completion. The Engineer will provide a copy of the documentation to the District Environmental Staff.

Payment for this work shall be made at the bid price of lump sum.

The following estimated quantity has been included in the general summary for the work noted above:
690E98400 Item Special - Misc.: Work Involving Asbestos Containing Materials - Lump Sum

OR

MPO 202 - Removal of Structures and Obstructions: Work Involving Asbestos Containing Materials - Lump Sum

OR

Other appropriate Pay Item



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

3) The Contractor shall complete and submit the OEPA Notification of Demolition and Renovation Form (NDRF) for each structure over Cuyahoga Valley Scenic Railroad, over Cuyahoga River, Ohio & Erie Canal Towpath Trail, Ohio & Erie Canal, and Canal Road to the OEPA at least 10 days prior to demolition.

Ecological

1) Ensure impacts to the federally listed and protected Indiana bat and Northern long-eared bat and the State listed and protected Little brown bat and Tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

2) Hire a State permitted herpetologist to complete a habitat suitability survey to determine if suitable habitat is present within the construction area. If suitable habitat is determined to be present, conduct a presence/absence survey, or develop and implement an avoidance/minimization plan. Obtain approval from the Department prior to performing work in the vicinity of the habitat.

3) All impacted trees, shrubs, wetlands, grasslands, prairies and vegetated areas shall be cleared before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to American Bittern, least bittern, and king rail habitat between May 1st and July 31st.

4) All clearing, grubbing, and tree cutting shall be completed before April 1st to prevent impacts to black-crowned night heron habitat between May 1st and July 31st.

5) All impacted trees, shrubs, wetlands, grasslands, prairies and vegetated areas will be cleared before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to sand hill crane habitat between April 1st and August 31st.

6) All impacted grasslands including native grasslands, grazed and ungrazed pasture, and hayfields shall be cut before April 1st and kept cut and maintained throughout the duration of construction to prevent impacts to upland sandpiper habitat between April 15th and July 31st.

Section 4(f)

1) The Contractor shall maintain safe public access to the Cuyahoga Valley National Park and its associated recreational facilities at all times during construction activities, except for the Ohio & Erie Canal Towpath Trail. The Contractor may only restrict access to the Ohio & Erie Canal Towpath Trail at six separate times. For Phase 1 and Phase 2: 14 days early in construction to remove the existing bridge superstructure, for Phase 1 and Phase 2: 14 days to erect the new bridge superstructure; to complete these construction activities that could compromise public safety and two additional one week closures to remove the pier that is next to the trail. A Trail detour will be designated during the required closures.

2) Recreational boating access shall be maintained at all times, via portage areas located upstream and downstream of the project area.

3) The Contractor shall provide safe portage areas at designated locations on the plans for paddlers to safely exit and enter the Cuyahoga River.

4) The Contractor shall place appropriate signage/buoys/markers 300 feet upstream and 300 feet downstream of the project area to alert paddlers/boaters of construction activity and for wayfinding purposes.

5) The Project Engineer shall notify the ODNR Division of Parks and Watercraft (614-265-6466) fourteen (14) calendar days prior to the start of construction activities to allow ODNR to post notice of the impending project construction on the appropriate ODNR webpages and associated online boating maps. As part of the notification efforts, the Project Engineer shall also provide plans that indicate signage locations along the waterway and any additional planned notification efforts with ODNR that will take place during or after construction.



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges

Approved: 7/20/2022

- 6) If on-the-water enforcement is needed during any portion of the construction activities, the Cuyahoga County Department of Public Works shall contact the ODNR Division of Parks and Watercraft Law Enforcement Supervisor, at Evan.Staiger@dnr.ohio.gov or (330) 690-3191.
- 7) The Contractor shall install and maintain temporary construction fencing along the known boundaries of the Cuyahoga Valley National Park and the Ohio & Erie Canal Towpath Trail within the project construction limits prior to the start of construction activities.
- 8) Prior to the start of construction activities, the Contractor shall install signage approved by the Engineer to alert Cuyahoga Valley National Park and Ohio & Erie Canal Towpath Trail users of construction activities and access restrictions or closures, and to direct users to secondary access points.
- 9) The Contractor shall coordinate any required access or work involving the railroad tracks with the Cuyahoga Valley Scenic Railroad prior to the start of required construction activities. The Contractor will not be allowed to interrupt the CVSR operations and must work around their schedule. Work under the bridge will be accessed from both sides of the track, so there will be no track crossing allowed.
- 10) The Contractor shall provide 14 day advance notice of any Ohio & Erie Canal Towpath Trail closure to the Cuyahoga Valley National Park Superintendent and Cuyahoga County Department of Public Works (Director of Public Works).
- 11) The Contractor shall provide protection as needed for Ohio & Erie Canal Towpath Trail users during construction work activities over the Trail.
- 12) The Contractor shall be provided contact information for local canoe liveries that use the waterway within the project area and provide written notification to the liveries 14 calendar days prior to any changes affecting recreational boating traffic. Copies of the notification shall be provided to the Project Engineer.
- 13) The Contractor shall provide an interim (preliminary) construction schedule (including access restrictions) to the Cuyahoga Valley National Park Superintendent, Cuyahoga County Department of Public Works (Director of Public Works), and ODNR Division of Parks and Watercraft 30 days prior to the start of construction activities, including inviting the ODNR Trail Administrator to the Pre-Con Meeting.

Permits - Waterway Permits

- 1) CCDPW will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all applicable waterway permits will be included in the plans and adhered to during construction.

Permits - Storm Water Permits

- 1) CCDPW will obtain NPDES Construction General Permit for Stormwater and any associated requirements prior to the start of construction activities.

Permits - Floodplains

- 1) Cuyahoga County Department of Public Works will obtain revised floodplain permits and incorporate into plans if needed prior to construction.



Environmental Document Level: D1
PID 104504 CUY Pleasant Valley Road Bridges
Approved: 7/20/2022

Preparers and Approvals

Form Preparer: Libby Rushley
Lawhon AND Associates
1441 King Avenue, Columbus OH 43212
lrushley@lawhon-assoc.com

Supporting Form Preparer(s): Andrew Fluegemann
Jessica Stratigakos

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	7/20/2022



Appendix

General

Aerial Map.pdf

County Map.pdf

STIP Listing.pdf

TIP Listing.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

Disitric Acceptance - Purpose and Need.pdf

ESA

Project Related OES Decision - ESA.pdf

Cultural Resources

Consulting Party Request Acknowledgement.pdf

Consulting Party Request Acknowledgement_email .pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Response - Eastern Shawnee.pdf

Tribal Response - Seneca Nation.pdf

Ecological

Coordination with NPS.pdf

Coordination with ODNR - Mussel Surveys.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

Coordination with USACE.pdf

Coordination with USFWS.pdf

ODNR Comments - Mussel reports accepted.pdf

ODNR Comments.pdf

USFWS Comments - Consult Form CUY-Pleasant Valley Rd Bridges.pdf

Wetland Finding.pdf



Other Resources

Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

OES Recreational 4(f) Determination - de min.pdf

OES Recreational 4(f) Determination.pdf

OWJ Concurrence - NPS (CVNP).pdf

OWJ Concurrence - ODNR.pdf

OWJ Concurrence.pdf

Portage Areas Map.pdf

Section 6(f)

LWCF Grant Listing.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Press Release.pdf

Public Comments Received.pdf

Response to Public Comments-Lyden.pdf

Stakeholder Meeting Minutes 3-6-2017.pdf

Stakeholder Meeting Minutes 5-18-2016.pdf

Permits

Correspondence with Local Floodplain Administrator In.pdf

Correspondence with Local Floodplain Administrator VV.pdf

FEMA FIRM.pdf

Local Floodplain Administrator Approval Valley View.pdf

Local Floodplain Administrator Approval.pdf