



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM IR 0271 01.51 PID 106885

Environmental Document Level: C1

Approved: 11/29/2021

Prepared By: District 4

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Environmental Document Level: C1

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C1

PID:	106885
Project Sponsor:	DISTRICT 4-BRIDGES
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	



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The Ohio Department of Transportation (ODOT) proposes to rehabilitate the Southern Road (CR-194) bridge over Interstate Route (IR) 271, Bridge No. SUM 271-0151/Structure File Number 7708823, in Richfield Township, Summit County. Southern Road is two-lane road in a suburban-rural setting. The existing four-span bridge, built in 1970, is 337.38 feet long with a roadway width of 24 feet. This project proposes to replace the existing bridge deck with a new composite bridge deck with a roadway width of 29 feet, install new single slope deflector parapets, convert the existing abutments to semi-integral abutments, patch the existing concrete substructures, replace the existing bridge bearings with new elastomeric bearings and install new approach slabs.

Mapping that depicts the project on United States Geological survey (USGS) 7.5-minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

Closure of the Southern Road bridge over IR 271 will be required for a maximum of 90 consecutive days to construct the project.

The proposed detour will utilize Everett Road, Medina Line Road and Hawkins Road. Construction, bridge closure and detour information will be posted within the project limits prior to the start of construction. Access to all adjacent properties will be maintained at all times during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway/roadway rights-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 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 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 Exempt ESR.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 floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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

ODOT conducted various public involvement activities for the project, including stakeholder notifications, a project notification flyer mailed to property owners/residents in the project vicinity and emergency/public services contact activities. Comments were not received as a result of the public involvement activities conducted for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Stage 1 Design plans for the project. A copy of the Stage 1 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 1 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #:

106885: 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:

10/26/2021

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

District 4
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Supporting Form Preparer(s):

Leonard Blankenship
Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	11/29/2021



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Appendix

General

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Public Notification Flyer.pdf

Public Notification Mailing List.pdf

Stakeholder Notification - Emergency + Public Services.pdf

Stakeholder Notification - Richfield Twp.pdf

Stakeholder Notification - Summit County.pdf