



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

CUY IR 077 00.42 Interchange PID 104983

Environmental Document Level: D1

Approved: 8/17/2021

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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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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



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	104983
Project Name:	CUY IR 077 00.42 Interchange
Project Sponsor:	Brecksville, City of
ODOT District:	12
Funding Source:	Non-Federal
Does this project require a Federal permit or approval?	Yes
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	104983: 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 Amendment and Administration Modifications	Yes
Planning and Engineering:	\$1,968,193.00
Right of Way:	\$1,100,000.00
Construction:	\$11,800,001.00
Other:	\$60,000.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	Yes
Date Completed:	09/19/2019

Project Description:

The project proposes to address mobility and access for drivers at the existing partial diamond interchange at Interstate Route (IR) 77 and Miller Road in the City of Brecksville in southern Cuyahoga County, Ohio. The proposed project area consists of approximately 1.5 miles of highway on IR 77 and 0.5 miles on Miller Road which is classified as a minor arterial roadway. The land use in the proposed project area is primarily commercial (office and businesses) and industrial (manufacturing), with some residential uses on the far west and north.

Within the majority of the project area, IR 77 is three (3) lanes in each direction, merging to two (2) lanes at the southern end of the project area, and Miller Road consists of two (2) lanes eastbound and one (1) lane westbound. Currently, the existing partial diamond interchange provides access to IR 77 northbound from Miller Road and to Miller Road from IR 77 southbound. There are four structures in the proposed project area



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that cross over IR 77: SFN 1805673 (Miller Road), SFN 1805649 (W. Snowville Road), SFN 7729421 (IR 80/Ohio Turnpike), and SFN 7704763 (IR 77 southbound exit/entrance ramp to IR 80/Ohio Turnpike). The Build Condition includes adding two ramps to the I-77/Miller Road Interchange, an exit ramp from I-77 NB to Miller Road, an entrance ramp from Miller Road to I-77 SB, adding an auxiliary lane between the new I-77 SB entrance ramp from Miller Road and the exit ramp to I-80, adding an additional right turn only lane from Miller Road to I-77 Northbound along with widening the entrance ramp to two lanes then merging prior to the nose, widening the Miller Road Bridge over I-77 to accommodate a left turn lane in each direction, and widening I-77 to three lanes in each direction between the S.R. 21 Interchange and the I-80 Interchange. The build condition also includes changing lane assignments at the intersections of Miller Road with Southpointe Parkway and S.R. 21 to reduce intersection delay.

Funding for preliminary engineering and planning studies is 50% locally funded and 50% ODOT funded. The proposed project is listed on the 2021-2024 STIP.

- **The STIP can be found in the project file under General/Project Information**

Limits of Proposed Work:	IR-77 and Miller Road Interchange
Start (SLM):	.724
End (SLM):	1.22
Total Work Length (Miles):	0.496

Roadway Character

Route Number: CR00187

Functional Classification: Minor Arterial (Urban)

Current Average Daily Traffic: 16100

Current Average Daily Traffic Year: 2020

Design Year Average Daily Traffic: 16100

Design Average Daily Traffic Year: 2040

Daily Hourly Volume: 671

Truck %: 6

Setting: Urban

Topography: Rolling

	Existing:	Proposed:
Design Speed (MPH):	35	35
Legal Speed (MPH):	35	35
Number of Lanes:	3	4
Type of Lanes:	thru/turn	thru/turn
Pavement Width (ft):	40	40



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Shoulder Width (ft):	n/a	n/a
Median Width (ft):	n/a	n/a
Sidewalk Width (ft):	5.5	5.5

Route Number: IR00077

Functional Classification: Principal Arterial - Interstate (Urban)

Current Average Daily Traffic: 95280

Current Average Daily Traffic Year: 2020

Design Year Average Daily Traffic: 95280

Design Average Daily Traffic Year: 2040

Daily Hourly Volume: 3970

Truck %: 8

Setting: Urban

Topography: Rolling

	Existing:	Proposed:
Design Speed (MPH):	65	65
Legal Speed (MPH):	65	65
Number of Lanes:	6	6
Type of Lanes:	thru	thru
Pavement Width (ft):	36	36
Shoulder Width (ft):	24	24
Median Width (ft):	32	32
Sidewalk Width (ft):	n/a	n/a

Sufficiency Rating: 073.9

General Rating: 7

Date Built: 07/01/1968

Bridge Location: 2.0 MI. S. OF JCT. SR.82

40. Bridge Type: 402N

Design Criteria For Bridges
Design Criteria for Bridges

SFN: 1805673

Sufficiency Rating: 073.9



General Rating: 7

Date Built: 07/01/1968

Bridge Location: 2.0 MI. S. OF JCT. SR.82

	Existing:	Proposed:
Bridge Type:	402N	402N
Bridge Length (ft):	291	291
Number of Main Spans:	4	4
Max Span Length (ft):	84.20	84.20
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	28	64
Shoulder Width(ft):	5.5	5.5
Under Clearance (ft):	16.64	16.64

Bridge Type Description:

The bridge is a 4 span continuous steel beam bridge with reinforced concrete deck and substructure and is 84.20 feet long.

Load Restrictions Description: Not applicable

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 existing bridge will be rehabilitated as part of this project to widen the deck to accommodate and additional left turn lane from Miller Road to I-77 south bound. The sidewalks will be maintained. The new bridge deck will go from 40 feet in width to 64 feet and the under clearance will be 16.65 feet.

41. Bridge Length (ft): 291

42. Number of Main Spans: 4

43. Max Span Length (ft): 84.20

44. Load Restrictions (TON): 150

45. Curb to Curb Width (ft): 28

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required No

A temporary bridge or roadway is proposed Yes

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	Yes
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:

The maintenance of traffic for the Miller Road interchange project will occur in three phases. One lane of traffic in each direction will be maintained on Miller Road at all times while three lanes of traffic in both directions will be maintained on I-77 at all times. Approximately 775' of temporary road will be required along the existing southbound exit ramp (between the ramp and I-77) to Miller Road in order to avoid ramp closure during construction of the realigned ramp. Reconstruction and widening of the intersection of Miller Road and the northbound entrance ramp will be built part width over two construction phases to avoid closing the ramp. Various sections of temporary road will be required near the west end of the project along the north and south sides of Miller Road in order to maintain two-way traffic throughout all phases of construction. A maximum 30-day detour will be permitted to reconstruct and widen the intersection of Miller Road and Southpointe Parkway on the south side of Miller Road during the final construction phase. Traffic will be detoured via Brecksville Road and Snowville Road.

Are there any Environmental Commitments?	Yes
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
Number of parcels impacted by Permanent Right-of-Way:	11
Number of parcels impacted by Temporary Right-of-Way:	5
Approximate acreage of Permanent Right-of-Way needed:	4.93
Approximate acreage of Temporary Right-of-Way needed:	0.153
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	No
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:

Based on preliminary right-of-way plans, 4.93 acres of permanent right-of-way from 11 parcels and 0.153 acres of temporary right-of-way from 5 parcels will be required for the proposed project.

Right-of-way plans can be found in the project file under General/Project Information/Right of Way Plan Sheets

The following utilities are located within the proposed construction limits:

- CEI First Energy
- Dominion Energy
- AT&T Ohio
- Century Link
- Spectrum (Charter Communications)
- City of Cleveland Water
- Cuyahoga County Department of Public Works
- Verizon/MCI
- Zayo Fiber Solutions

Utility coordination has been initiated and will be continued as part of the design process. The utilities have been coordinated during the preliminary design portions and this will continue.



Purpose & Need

Purpose & Need

Project History:

The project proposes to improve mobility and access at the existing partial diamond interchange at Interstate 77 (IR 77) and Miller Road in the City of Brecksville in southern Cuyahoga County, Ohio. The project area consists of approximately 1.5 miles of IR 77 and 0.5 miles of Miller Road which is classified as a minor arterial roadway. The land use in the project area is primarily commercial (office and businesses) and industrial (manufacturing), with some residential uses on the far west and north.

The portion of IR 77 in the project area is three (3) lanes in each direction, merging to two (2) lanes at the southern end of the project area. Miller Road consists of two (2) lanes eastbound and one (1) lane westbound. Currently, the existing partial diamond interchange on IR 77 at Miller Road gives access to IR 77 northbound from Miller Road and to Miller Road from IR 77 southbound.

An Interchange Modification Study (IMS) was completed for the project in December 2017 and was later revised in 2019. The IMS was approved by the Federal Highway Administration (FHWA) on September 19, 2019. The IMS presented six alternatives, including the no build. In the IMS it was concluded that Alternative 4 was the most feasible alternative and was advanced for further study.

Just south of this proposed project area is the SUM-IR 77-24.18 (PID 97536) project. This project is located along IR 77 from Cleveland-Massillon Road Bridge to the Ohio Turnpike (IR 80) in Bath and Richfield Townships, Summit County, Ohio. This project is adding capacity on IR 77, increasing the number of lanes from four to six. Construction on this project is estimated to begin in 2024.

- **The IMS and FHWA approval can be found in the project file under General/PDP**

Purpose Statement:

The purpose of this project is to improve mobility and maintain access and connectivity between IR 77 and Miller Road.

Need Element(s):

Primary Needs

Improve Access and Mobility

The primary need for this project is improving mobility within the project area. The existing interchange configuration at IR 77 and Miller Road only provides access from IR 77 southbound and to IR 77 northbound. Vehicular traffic needing to access IR 77 southbound from this area take Brecksville Road (at the east end of Miller Road) south for approximately 2.5 miles, which also provides access to IR 80/Ohio Turnpike (approximately 1.5 miles). Vehicular traffic traveling along IR 77 northbound exit at Brecksville Road and travel approximately the same distance north to Miller Road. Neither exits are signed as an access point to Miller Road. This circuitous route can add approximately 10 minutes to commutes to and from the west side of Miller Road. The current Level of Service (LOS) for the existing study area ranges from LOS E and F for



no build and generally increases one level for build year 2040 or remains the same for build year 2040.

Secondary Need

The secondary need for this project is to support emerging local economic development plans.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

Logical Termini

The logical termini for the CUY-IR 77-0.42 Interchange project were established by considering the existing roadway characteristics and potential roadway improvements needed to address the scope of the problems identified by ODOT. The northern terminus has been identified as where the existing exit and entrance ramps tie-in to IR 77, approximately 0.3 miles north of Miller Road. The southern terminus extends through the adjacent IR 80/Ohio Turnpike interchange, approximately 1.3 miles south of Miller Road, to make sure coordination with this interchange is included with any potential improvements to the area. Along Miller Road, the eastern and western termini extend to include the next adjacent intersections past the intersections at the existing interchange. These termini limit the footprint of the project to the greatest extent possible while still allowing for the project to physically address the identified need elements and conform to ODOT's most recent design criteria.

Independent Utility

The proposed transportation improvement does not depend on any other project to meet the established purpose and need. Additionally, this project can be constructed independent of any other transportation improvement in the area, does not restrict consideration of alternatives for other foreseeable improvements throughout the corridor, and is not part of any system linkage. Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative maintains existing geometry and lane use, would not improve access to IR 77 southbound from Miller Road or to Miller Road from IR 77 northbound, and does not address capacity/mobility. This alternative does not address the Purpose and Need established for the project, and therefore, was dismissed from further consideration.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Full Diamond with Marginal	Includes a one lane, one way collector distributor roadway parallel with I-77 SB beginning prior to the existing exit ramp to Miller Road, passing through the end spans of the Miller Road and Snowville Road bridges and ending at the I-77 SB exit ramp to I-80/SR-21. A NB I-77 exit ramp to Miller Road is added along with a Miller Road entrance ramp to the collector distributor roadway. The Miller Road Bridge is widened to provide left turn lanes to the I-77 entrance ramps.	Increases overall right of way requirements	No



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Full Diamond with Auxiliary Lane	Includes a Miller Road to I-77 SB entrance ramp with an auxiliary lane between this new ramp and the I-77 SB exit ramp to I-80/SR-82. The I-77 NB exit ramp to Miller Road would be the same as Alternative 1. This alternative reconstructs the Snowville Road Bridge over I-77 due to a pier conflict with the auxiliary lane. The Miller Road Bridge is widened to provide left turn lanes to the I-77 entrance ramps.	Excessive cost/closures for bridge reconstruction	No
Full Diamond with I-77 southbound Shift	Same as Alternative 2 but eliminates the reconstruction of the Snowville Road Bridge over I-77 by shifting the I-77 SB lanes toward the median to avoid the pier conflict.	N/A	Yes



Partial Diamond with Loop Ramp	Includes a Miller Road to I-77 SB entrance loop ramp that passes under the Miller Road Bridge end span like the collector distributor roadway from Alternative 1. The I-77 NB exit ramp to Miller Road would be the same as Alternative 1. This alternative reconstructs the I-77 SB exit ramp to Miller Road to accommodate the loop ramp minimum curve geometry. The Miller Road Bridge is widened for deceleration lane to the loop ramp only and assumes no widening for a left turn lane onto the I-77 NB entrance ramp.	Requires minimal Miller Road bridge widening but not enough for left turn lane	No
Full Diamond	Includes a Miller Road to I-77 SB entrance ramp merging prior to the Snowville Road Bridge without an auxiliary lane between this ramp and the I-80/SR-21 exit ramp from I-77 SB. The I-77 NB exit ramp to Miller Road would be the same as Alternative 1.	No auxiliary lane	No

Discuss Reasons Alternative Identified as Preferred was selected:

Upon evaluating all the build alternatives included in the IMS and considering operations and impacts, the 'Full Diamond with I-77 southbound shift' option is recommended where the overall intersection LOS is maintained or increased and the project meets the purpose and need with no need to rebuild the Snowville Road bridge



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- **The IMS can be found in the project file under General/PDP**
- **The FHWA Approval for the IMS can be found in the project file under General/PDP**



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 93.12	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	Yes
Design Year ADT is <140,000	Yes
Quantitative MSAT prepared	Yes
OES Concurrence Date	04/12/2021
OEPA Approval Date	04/14/2021

Remarks:

Coordination with the Ohio EPA by ODOT-OES summarized the following: The project is an example of a 'minor widening'. Minor highway widening projects are those in which the design year traffic is predicted to be less than 140,000 150,000 AADT. 2 This project is an effort that improves operations of highways. Because the project falls under 'minor widening' and the design year ADT is below the range of 140,000-150,000 design year ADT, we believe the project meets the criteria for 'Low Potential MSAT Effects', in accordance with the FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents, and a 'Qualitative' MSAT Analysis was prepared. There have been no public involvement issues to date. There is no foreseen change in fleet mix between the existing and design years. This is not a project with substantial construction related MSAT emissions that are likely to occur over an extended building period or a post-construction scenario where the NEPA analysis indicates potentially meaningful MSAT levels.

- **The MSAT Analysis can be found in project file under Air/Reports**
- **Coordination correspondence can be found in the project file under Air/Coordination**

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	No
Design Year ADT >125,000 and Design Year Diesel Truck Volume >10.000	No
Significant increase in diesel trucks between Design Year No Build and Design Year Build	No

Remarks:



The project does not have an ADT >125,000, does not have diesel trucks >8% in the design year, AND does not significantly increase the number of diesel trucks from design year no build to design year build conditions. We believe this project requires a project level conformity determination from FHWA in accordance with 40CFR93 and the FHWA and EPA Transportation Conformity Guidance for Qualitative Hot Spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas. The MSAT analysis shows the project limits, preferred alternative, and the existing and design year ADTs of the two new ramps. ODOT-OES stated that this project is not a project of air quality concern and no PM2.5 hotspot analysis is required.

- **Coordination correspondence can be found in the project file under Air/Coordination**

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

No

Remarks:

The project is located within the 2015 8-hour ozone nonattainment area. Currently the project is not on the NOACA TIP but is on the STIP.

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	Yes
ODOT Approval Date	07/09/2021
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	No
The proposed project adds capacity (thru travel lanes)	No
The proposed project adds an auxiliary lane(s)	Yes
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	Yes
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	Yes
All noise attenuation measures were considered and are consistent with existing policy	Yes
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:

A Noise Analysis dated July 6, 2021, was prepared for and reviewed by OES. The construction footprint for the project was buffered by five hundred feet and Noise Sensitive Areas (NSAs) were identified. Communications between TranSystems and the Ohio DOT in April 2021 established a project methodology for noise and the Noise Monitoring Plan was approved. The following conclusions can be drawn from this noise study: 1. There were a total of thirteen (13) noise receptors within the project limits and 500 foot buffer 2. Of those thirteen (13) receptors, eight (8) met or exceeded the FHWA NAC for 2040 build conditions under FHWA NAC Activity Category B. No noise barriers were deemed feasible and reasonable for any impacted receptors due to above and below ground utilities along right of way, as well as drainage ditches would make any barriers not feasible due to cost of utility relocation, relocation of overhead signage, and impacts to roadway signage, guardrail, fencing, and an open culvert wetland.



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- **The noise monitoring location map can be found in the project file under Noise/Project Information**
- **The Noise Analysis can be found in the project file under Noise/Reports**
- **Coordination correspondence can be found in the project file under Noise/Coordination**

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	Yes
Date when It was completed	03/29/2021
Date of ESA Screening IOC from OES:	03/29/2021
Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES?	No

Remarks:

The Regulated Materials Review (RMR) was completed on March 29, 2021. The review examined properties within the study area and determined that there were no properties that required further investigation. An asbestos survey was also completed and 3 samples of expansion joint were collected and analyzed. Laboratory analysis determined that these samples were not asbestos containing materials.

- **The RMR Screening and asbestos report can be found in the project file under ESA/Reports**
- **Coordination correspondence can be found in the project file under ESA/Coordination**

According to the IOC from OES does the project require any Environmental Commitments (plans, 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.):

A Section 106 Scoping Request Form was completed by the consultant and OES completed additional field review for archaeology. The area of potential effects is limited to the construction limits of the proposed interchange.

ODOT's Office of Environmental Services completed an archaeological field review for the CUY-77/Miller Road interchange improvement project on June 16, 2021 (see Archaeological Field Review Summary dated 7/9/21 for a detailed summary of the field review). The field review and archived historic aerial review demonstrated that the entire project area has been entirely disturbed by interstate construction and related staging and borrowing areas, haul road/service road development that parallels the interstate and follows what is now the proposed right-of-way, and both commercial and industrial development. Based on the results of this review, no significant archaeological sites will be affected by the proposed interchange improvement project and no further archaeological investigations are recommended.

The Brecksville Historical Society was informed of the project and Section 106 conclusion of no adverse effect.

- **The Scoping Request form can be found in the project file under Cultural Resources/Project Information**
- **Project related correspondence can be found in the project file under Cultural Resources/Project Information**

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant 36 CFR part 800? No

OES Approval/OSHPO Concurrence Date: 07/09/2021

Remarks:

Previous OHI resources at 6620 Miller Road (CUY0594720) and 6530 Miller Road (CUY0154820) were previously evaluated in 1999 and deemed not eligible. Resources identified as CUY118020 in the Ohio Historic Inventory, the Brecksville VA Hospital Building 48, Building 49, and Pavilion, the individual resources associated with the complex were previously determined eligible for inclusion on the NRHP. Building 49 [Pump House] is located adjacent to the area of potential effects but it is a singular component of the demolished VA complex. Therefore, no buildings associated with the Brecksville VA Hospital complex will be removed or altered by the project.



Based on the results of the literature review, the scope of the undertaking, and the results of the cultural resource review, no further cultural resource investigations are warranted. In accordance with Stipulation V(C) (2) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed November 08, 2017 (Agreement No. 19319) and amended on July 11, 2019, ODOT-OES has determined that 'no historic properties affected' is the appropriate finding for the proposed CUY-IR 77/Miller Road interchange improvement project.

- **The OES Section 106 Effect Determination can be found in the Project File/Cultural Resources/Coordination**

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:

Tribal consultation was conducted on July 12, 2021 by ODOT OES. On August 3rd, 2021, the Seneca Nation THPO determined that this project has 'no effect'.

- **The response can be found in the project file under Cultural Resources/Coordination**

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
CUY-I77/Miller Road	Level 1	6/21/2021

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
CUY-I77/Miller Road	Wetland A	Adjacent	Category 1	0.61	0

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Total impact to all wetlands (ac.): 0

Total acres of non-isolated wetlands impacted: 0

Total acres of isolated wetlands impacted: 0

Remarks:

Based upon a field review conducted by TranSystems on 3/22/21, a 0.61 acre, Category 1, adjacent wetland was identified along the west side of IR 77, north of Miller Road. The wetland will be impacted by the project. The Level I Ecological Survey Report can be found in the project file under Ecological/Reports

Streams & Rivers

ESR Name:	Stream Name:	National or Scenic Rivers or NRI Streams:	Ohio EPA Aquatic Life Use Designation:	Antidegradation Designation:	Total Impact Length(ft.):
CUY-I77/Miller Road	Stream A	No	LRW	Limited Quality Water	111
	Stream B	No	LRW	Limited Quality Water	62
	Stream C	No	LRW	Limited Quality Water	0
	Stream D	No	LRW	Limited Quality Water	120



Total impact length (ft.) to perennial streams: 0

Total impact length (ft.) to intermittent streams: 293

Total impact length (ft.) to ephemeral streams: 0

Remarks:

Based on a field review completed by TranSystems on 03/22/21, four streams were identified within the project area. Of these streams, Streams A, B, and D will be impacted by the project. Stream A is an intermittent stream flowing parallel to the north side of Miller Road and continuing under IR 77 and into Stream D. The stream scored a 34 on the HHEI assessment. Stream B is an intermittent stream flowing under IR 77 and into Stream D. The stream scored a 27 on the HHEI assessment. Stream D is an intermittent stream flowing along the east side of IR 77 and acts as the collector stream for Streams A, B, and C. The stream scored a 21 on the HHEI assessment.

Other Surface Waters / Ditches

ESR Name:	Ditch Id:	Total Impact Area(ac.):
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Total impact to all ditches (ac): 0

Other Surface Waters / Other Water Bodies

ESR Name:	Water Body Id:	Hydrologic Connection:	Type:	Designated Function:	Total Impact
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Remarks:

Based on the field review conducted by TranSystems on March 22, 2021, the project will not impact any potentially jurisdictional ditches.

Terrestrial Habitats

ESR Name:	Vegetative Communities and Land Cover found within the project study area:	Degree of man induced ecological disturbance:	Unique, rare, or high quality:	Within Project Study Area(s) (ac.):	Alternative Impacts (ac.):
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CUY-I77/Miller Road	Developed, High Intensity (DH) - Includes Highly Developed Areas Where People Reside or Work in High Numbers. Examples Include Apartment Complexes, Row Houses and Commercial/Industrial. Impervious Surfaces Account for 80 to100% of the Total Cover.	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	93.22	84.92
	Developed, Medium Intensity (DM) - Includes Areas with a Mixture of Constructed Materials and Vegetation. Impervious Surfaces Account for 50-79% of the Total Cover. These areas most commonly include single-family housing units.	High Disturbance (Dominated by Widespread Taxa Not Typical of a Particular Community)	No	31.9	25
	Marsh - MA - (Wetland Dominated by Submergent, Floating, and/or Emergent Vegetation)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	0.61	0.0
	Upland Forest - UF - (Uplands Dominated by Trees)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	0.23	0.23

Remarks:

Based upon field reviews conducted in March 2021, it was determined that although terrestrial habitat exists within the proposed project area, no unique or high quality habitats are present. The proposed project is located in a highly disturbed, commercial and industrial area with little vegetative cover.

Threatened or Endangered Species / Federally Listed Species

Species Common Name:	Species Scientific Name:	Listing Status:
Indiana Bat	Myotis sodalis	Endangered

ESR Name: CUY-I77/Miller Road

Effect Determination: May Affect, Not Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:



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0.23ac suitable wooded habitat exists and will be removed near the Miller Road and I-77 interchange. All SWH is within 100 ft of the edge of pavement. To reduce impacts to summer roosting bats, all tree removal will occur between Oct 1 to March 31.

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Threatened

ESR Name: CUY-I77/Miller Road

Effect Determination: May Affect, Not Likely to Adversely Affect

Discussion Including impacts to Suitable Habitat:

0.23ac suitable wooded habitat exists and will be removed near the Miller Road and I-77 interchange. All SWH is within 100 ft of the edge of pavement. To reduce impacts to summer roosting bats, all tree removal will occur between Oct 1 to March 31.

Species Common Name:	Species Scientific Name:	Listing Status:
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern

ESR Name: CUY-I77/Miller Road

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

Suitable habitat for the Bald Eagle is not located within the construction limits of the Build Condition alternative. This project does not fall within a known bald eagle record

Species Common Name:	Species Scientific Name:	Listing Status:
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened

ESR Name: CUY-I77/Miller Road

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

Suitable habitat for the eastern massasauga is not present within the project area. This project does not fall within a known Eastern Massasauga hexagon.

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Monkshood	<i>Aconitum noveboracense</i>	Threatened

ESR Name: CUY-I77/Miller Road

Effect Determination: No Effect



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Discussion Including impacts to Suitable Habitat:

There is no suitable habitat for the Northern Moonshood within the project area. There is no record of this species within 1 mile of the project limits

Species Common Name:	Species Scientific Name:	Listing Status:
Piping Plover	Charadrius melodus	Endangered

ESR Name: CUY-I77/Miller Road

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There is no suitable habitat for the piping plover within the project area. Further there is no record for this species within 1 mile of the project area.

Species Common Name:	Species Scientific Name:	Listing Status:
Rufa Red Knot	Calidris canutus rufa	Threatened

ESR Name: CUY-I77/Miller Road

Effect Determination: No Effect

Discussion Including impacts to Suitable Habitat:

There is no known habitat for the Rufa Red Knot within the project area. Further there is no record for this species within 1 mile of the project area.

Threatened or Endangered Species / State Listed Species:

No state listed species or suitable habitats are impacted by this project location.

ESR Name: CUY-I77/Miller Road

Species Common Name: Spotted Turtle

Species Scientific Name: Clemmys guttata

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Blanding's Turtle

Species Scientific Name: Emydoidea blandingii

Listing Status: Not Provided - No impact to this species



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The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: King Rail

Species Scientific Name: Gruiformes rallidae

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Upland Sandpiper

Species Scientific Name: Bartramia longicauda

Listing Status: Not Provided - No impact to this species

The species or its suitable habitat will be impacted by this project: No

Effect Determination: No Impact

Species Common Name: Tricolor Bat

Species Scientific Name: Perimyotis subflavus

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Approximately 0.23 acres of suitable wooded habitat is present at the I-77 and Miller Road interchange. This wooded habitat will be removed to accommodate the widening of the Miller Road bridge. To reduce impacts to summer roosting bats all tree removal will occur between Oct 1 and March 31, when the species will not be using SWH.

Species Common Name: Little Brown Bat

Species Scientific Name: Myotis lucifugus

Listing Status: Endangered

The species or its suitable habitat will be impacted by this project: Yes

Effect Determination: Yes

Discussion Including impacts to Suitable Habitat:

Approximately 0.23 acres of suitable wooded habitat is present at the I-77 and Miller Road interchange. This wooded habitat will be removed to accommodate the widening of the Miller Road bridge. To reduce impacts to summer roosting bats all tree removal will occur between Oct 1 and March 31, when the species will not be using SWH.



Remarks:

This project will not impact any of the listed species. Some tree removal (SWH) will be required for this project. Plan notes will be included to follow the tree cutting restrictions.

Agency Coordination

Project Coordination:

Project locations for which no agencies are listed are considered ecologically exempt or non-notifying.

The ODNR and USFWS conditions outlined in the Ecological MOA apply to all projects that are not considered ecologically exempt. These conditions have been evaluated for the project locations listed below.

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
CUY-177/Miller Road	USFWS	6/7/2021	06/21/2021	Yes

Additional Coordination Considerations:

Are other ecological coordination requirements applicable? No

Remarks:

Coordination with the USFWS was received on 6/21/21 and it was determined that avoidance and mitigation requirements will need to be included as plan notes in the final construction plans regarding the required tree removal for this project. No further ecological coordination considerations are required.

Are there any environmental commitments? Yes



Other Resources

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 651. No further coordination is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, 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. No further coordination is required.

- The urbanized area map can be found in the Project File under Other Resources/Farmlands

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:

Based upon a review of the OEPA Division of Drinking and Ground Water mapping and ODNR water well mapping on March 10, 2021, it was determined that no impacts to drinking water resources will occur as a result of the proposed project.



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A water well was located at northeast corner of the intersection of IR 77 and Miller road, inside of the northbound entrance ramp. This well was drilled in 1956 to a depth of 130 feet. Based on the mapped location of the well and the later construction of the interstate and entrance ramp, this well is no longer present. The former residential site that this well supplied was demolished during the interstate construction.

- **Mapping can be found in the project file under Other Resources/Drinking Water**
- **Well log data can 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

No

Identified Section 4(f) Properties

Remarks:

Based on review of mapping and field observations, no recreational Section 4(f) properties were identified within and or adjacent to the project area.

One history/architecture resource eligible for the National Register of Historic Places is located adjacent to the project: the Brecksville VA Hospital Building 48 [Pump House]. The resource is documented in the Ohio Historic Inventory as CUY118020. The undertaking will not alter or remove the resource and no land from within the historic boundary will be required. The project will not require land from within the historic boundary of a Section 4(f) cultural resource. On July 9, 2021, ODOT-OES determined a finding of 'no historic properties affected' is applicable to the undertaking in accordance with the Section 106 Programmatic Agreement. Therefore, in accordance with 23 CFR 774, the project will not result in the use of a Section 4(f) cultural resource.

- **The Section 4(f) determination can be found in the project file under Section 4(f)/Coordination**

Are there any environmental commitments? No



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based upon a review of online mapping and a field review conducted for this project on March 22, 2021, it was determined that no Section 6(f) properties are located within the proposed project area, and no impacts will occur to recreational lands purchased or improved with Land and Water Conservation Funds (LWCF). Therefore, Section 6(f) coordination is not required.

- **The grant listing for Cuyahoga County can be found in the project file under Section 6(f)/Project information**

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 existing roadway configuration will be changed in a positive way (increased function) and will not create any division of communities. No negative community impacts are anticipated. This project will comply with local/regional development patterns and plans for this area.

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

Remarks:

The proposed project will not create negative impacts to community cohesion. The proposed project will result in the improvement of vehicle mobility in the project area.

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

Remarks:

Based on the proposed project's ability to address the need elements of providing a safer and higher functioning roadway facility, a positive cumulative affect by improving traffic flow and improving IR-77 access will be provided. Furthermore, the proposed project will not have any foreseeable negative impacts on the area. Overall, the proposed project will have a positive impact on the traveling public.

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:

The proposed project will not result in impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, or pedestrian and bicycle facilities. The proposed project will improve traffic flow and improve IR-77 access.

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

Remarks:

Based on current plans, the proposed project will not displace residents, businesses, institutions, or farms.



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Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390351351051	7	0
390351351052	13	18

- 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? Yes
- Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an Underserved Population? No
- Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Underserved Population? No
- Will access to or use of the transportation improvement be denied to any Underserved Populations (for reasons such as cost to use, ability to access, etc.)? 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 Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Remarks:

The change in access to IR 77 and Miller Road will have no disproportionately high and adverse impacts to minority or income populations based upon the table above, the attached mapping, and the answers to the questions above. No Environmental Justice issues 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 and FHWA Order 5610.002, further Environmental Justice analysis is required.

- **Census mapping can be found in the project file under Underserved Populations/Project information**



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Are there any Environmental Commitments? No



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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)

Due to COVID-19 restrictions, a virtual public meeting was held on May 25th, 2021 via the project website and <https://publicinput.com/W2370> [publicinput.com]. Representatives from the City of Brecksville, the Ohio Department of Transportation and the consultant team were in attendance to present the project via powerpoint and to answer questions.

The agenda consisted of the following:

1. Mayor Hruby Introduction-live presentation
2. Project update (Euthenics team)-live presentation
3. Open for comments

A meeting invitation was mailed to all affected property owners and stakeholders prior to the meeting date and 2 press releases were issued to local newspapers. These press releases were published in the Sun News and the Sun Star Carrier. According to the online sign in form, nine (9) individuals were in attendance. Eight (8) comments were received after the meeting.

On December 20, 2021, property owner notification letters were mailed to adjacent property owners within the project area at the initiation of field work.

- **All documentation/correspondence can be found in the project file under Public Involvement/Project Information**

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.

Of the eight comments received, five comments questioned the need for the ramp and stated that the ramp was not necessary and would take right of way from the Maple Crest/Giere farm. ODOT responded that this ramp was necessary and direction was given to the design team to minimize the need for excessive right of way and that the FHWA approved the Interchange Modification Study previous to the inception of this project. ODOT further stated that the city of Brecksville has placed multiple rezoning requests on the ballot for the development of Maple Crest farms and the voters supported these ballots. Furthermore, there are no impacts to the actual Maple Crest farms parcel, owned by Stacy Giere.

One of the respondents that questioned the need for the ramp also stated that this money should be allocated elsewhere. ODOT does not have say in other funding that should be allocated elsewhere (schools, etc.)



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One comment was related to decreasing the speed limit on Miller Road from 35 mph to 25 mph. ODOT responded that was outside of the scope of this project.

Two comments were in support of constructing the project.

Each comment from a member of the public was addressed by ODOT District 12.

- **Public comments and responses can be found in the project file under Public Involvement/Project Information**

Are there any Environmental Commitments? No



Permits

Waterway Permits

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

Remarks:

Based on a field review completed by TranSystems on 03/22/21, it was determined that four streams are located within the project area. Of these streams, Stream A, Stream B, and Stream D will be impacted by the project. A total of 293 feet of intermittent stream will be impacted by this project. No wetlands will be impacted by the proposed project.

It is anticipated the proposed work will require a regional general permit (RGP). The necessary permit will be obtained by ODOT prior to any work occurring in waters of the US. All conditions of the permit will be followed and adhered to during construction activities.

Are there any environmental commitments? Yes



Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

The proposed project will require a National Pollutant Discharge Elimination System (NPDES) permit. A Notice of Intent (NOI) will be submitted by ODOT to the OEPA prior to plan file. In accordance with ODOT Supplemental Specification 832, a Storm Water Pollution Prevention Plan (SWPPP) will be developed by the contractor and a NPDES permit will be finalized/acquired by the contractor prior to any earth disturbing construction activities occurring.

Are there any environmental commitments? Yes

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks:

Based on a review of FEMA Flood Insurance Rate Mapping (FIRM) FIRMette for the City of Brecksville (390098) on 1/25/2021, it was determined that the proposed project area is located outside of regulated floodplain areas.

- **The FEMA FIRM can be found in the project file under Permits/Floodplains**

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on review of historical aerial photographs, the information gathered from several environmental databases, and the performance of the site reconnaissance in March 2021, no landfills were identified within the study area. No coordination is required.

Are there any environmental commitments? No



Environmental Commitments

General Project Information

1) Plan Note: CONSTRUCTION NOTIFICATION The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and road closures. The Project Engineer will forward this information to the City of Brecksville and any other local officials responsible for public notification. That official will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of the above mentioned items, via the appropriate media sources.

ESA

1) ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST SURVEYED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION; THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE.

ODOT SHALL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049
OR

ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE: 1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BOULEVARD, GARFIELD HEIGHTS, OHIO 44125.

BASIS FOR PAYMENT THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

Ecological

1) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely.

2) Tree Removal AMM 2(a) (OH PBO: A-1). Time of year restrictions for tree removal when bats are not likely to be present - To avoid impacts to summer roosting bats, SWH will be cleared only between 1 October and 31 March, when the species would not be present.



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3) The following plan note should be included in the final construction plans:

Endangered Bat Species Habitat Removal

The project is located within the known habitat ranges of the federally endangered northern long-eared and Indiana bat, and the state endangered little brown and tricolored bats. No trees shall be removed under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act and ORC 1531.25. 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.

Permits - Waterway Permits

- 1) A permit determination will be required to determine the permit level for this project
- 2) The necessary permit will be obtained by ODOT prior to any work occurring in waters of the U.S. All conditions of the permit will be followed during construction activities.

Permits - Storm Water Permits

- 1) An NOI will be submitted by ODOT to the Ohio EPA prior to plan file. In accordance with ODOT Supplemental Specification 832, a Storm Water Pollution Prevention Plan (SWPPP) will be developed by the contractor and the NPDES permit will be finalized/acquired by the contractor prior to starting any earth disturbing construction activities.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	8/17/2021



Appendix

General

Aerial Map.pdf

FHWA Approval - IMS.pdf

USGS Quadrangle Topographical Map.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

Coordination with OEPA-USEPA-FHWA - PM 2.5.pdf

OEPA Acceptance - PM 2.5.pdf

OEPA Approval - Qualitative MSAT.pdf

Qualitative MSAT Analysis.pdf

Noise

Noise Study Area Mapping.pdf

OES Approval - Noise Barriers Not Feasible.msg

ESA

OES Review - RMR Screening.pdf

Project Related District Decision - Asbestos Survey Approval.pdf

Cultural Resources

OES Section 106 Effect Determination.pdf

Records Check.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Response - Seneca Nation.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf



Well Log Data.pdf

Section 6(f)

LWCF Grant Listing.xlsx

Underserved Populations

Census Mapping.pdf

Census Tract Mapping.pdf

Public Involvement

Press Release 2.pdf

Press Release 3.pdf

Press Release.pdf

Property Owner Notification Letter public meeting.pdf

Property Owner Notification Letter.pdf

Public Involvement Plan.pdf

Public Meeting Notification.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

Stakeholder Comments.pdf

Permits

FEMA FIRM.pdf