



# OHIO DEPARTMENT OF TRANSPORTATION

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

## Full Re-Evaluation

for

**SUM IR 0076 06.72 PID 100713**

**Environmental Document Level: D1**

**Approved: 12/17/2024**

**Prepared By: Rick Paul**

American Structurepoint Inc.

Phone: 614-901-2235

E-mail: [rpaul@structurepoint.com](mailto:rpaul@structurepoint.com)

District Contact: Edward Deley

Phone: 330-786-4930

E-mail: [Edward.Deley@dot.ohio.gov](mailto:Edward.Deley@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

Re-evaluation Level.....	3
Project Type.....	4
General Project Information.....	5
Purpose & Need.....	19
Alternatives.....	22
Air.....	25
Noise.....	27
RMR.....	30
Cultural Resources.....	32
Ecological.....	34
Other Resources.....	40
Section 4(f).....	42
Section 6(f).....	43
Community Impacts.....	44
Environmental Justice.....	46
Public Involvement.....	48
Permits.....	50
Environmental Commitments.....	52
Preparers and Approvals.....	53
Appendix.....	57



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

### Re-evaluation Level

#### Explain why a re-evaluation is needed?

The environmental document, originally approved as a C2 CE on December 14, 2022, warrants reevaluation. The project was determined to be a C2 CE under the feasibility study. However, additional plan development and Stage 1 Plans expanded the project scope by adding a braided ramp configuration and the closure of Morse Street to through traffic, while also reducing the amount of road/bridge construction activities. One residential relocation was added to the project that exceeds the C2 CE thresholds and elevates the environmental document level to a D1 CE.



## **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 Levels:** D1

**PIDs:** 122867, 100713

**Project Name:** SUM IR 0076 06.72

**Project Sponsor:** DISTRICT 4-PLANNING

**ODOT District:** 4

**Funding Source:** Federal

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

**Ellis STIP Details**

Phase	Current STIP Reference
ENV	On Previous STIP
RW	100713: 24-27 STIP
CO	
DD	100713: 24-27 STIP

**An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed** No

**Project Description:**

The proposed project includes the replacement of the highway pavement base along a part of Interstate Route (IR) 76 known locally as the Kenmore Leg and all ramps; and the reconstruction/reconfiguration of the IR 76/IR 77 interchange in a highly urbanized area in the city of Akron in Summit County. The Kenmore Leg has been used in recent years to handle additional traffic flow when ramps at the Central Interchange and other parts of the Akron highway system were closed for various construction projects. To accommodate ODOT temporarily restriped the highway from two lanes in each direction to three lanes in each direction and temporarily restriped the one lane ramps into two lane ramps. These temporary lanes are being made permanent in this project. The project proposes the widening of the following bridges: IR 76 over: CSX railroad, IR 277/US-224, Wilbeth Road, Kenmore Boulevard, and Battles Avenue, as well as the IR 77 bridge over: Vernon Odom Boulevard and Hawkins Avenue. Morse Street under IR 76 will be closed to through traffic as part of the proposed "braided" ramp configuration for the IR 76/IR 77 interchange. A cul-de-sac is planned on either side of IR 76 along Morse Street. The new ramp configuration will require one residential relocation located at 1070 Morse Street. The center median and paved shoulders on IR 76 will be widened as much as possible to provide a safer, modernized highway. The highway drainage system will also be improved, and highway signs and pavement markings will be upgraded. The project also includes construction of retaining walls and noise walls. The environmental document and associated studies are being approved using Stage 1 Design. A copy of the Stage 1 Design plans can be found in the Project File under General/Project Information/Stage 1 Design-North.pdf and Stage 1 Design-South.pdf.

**Limits of Proposed Work:** West Side of SUM Akron Beltway including NW Interchange

**Start (SLM):** 5.90



End (SLM): 8.42  
 Total Work Length (Miles): 2.52  
 Roadway Character  
 Route Number: IR00076  
 Functional Classification: Principal Arterial - Interstate (Urban)  
 Current Average Daily Traffic: 74950  
 Current Average Daily Traffic Year: 2020  
 Design Year Average Daily Traffic: 88600  
 Design Average Daily Traffic Year: 2040  
 Daily Hourly Volume: 8350  
 Truck %: 14  
 Setting: Urban  
 Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	60	60
Legal Speed (MPH):	55	55
Number of Lanes:	6	6
Type of Lanes:	Through	Through
Pavement Width (ft):	128	134
Shoulder Width (ft):	8	12
Median Width (ft):	10	12
Sidewalk Width (ft):	0	0

Route Number: IR00077  
 Functional Classification: Principal Arterial - Interstate (Urban)  
 Current Average Daily Traffic: 86920  
 Current Average Daily Traffic Year: 2020  
 Design Year Average Daily Traffic: 100800  
 Design Average Daily Traffic Year: 2040  
 Daily Hourly Volume: 9420  
 Truck %: 9



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Setting:**

Urban

**Topography:**

Level

	<b>Existing:</b>	<b>Proposed:</b>
Design Speed (MPH):	60	60
Legal Speed (MPH):	55	55
Number of Lanes:	6	6
Type of Lanes:	Through	Through
Pavement Width (ft):	130	132
Shoulder Width (ft):	10	10
Median Width (ft):	14	16
Sidewalk Width (ft):	0	0

**Sufficiency Rating:** 080.3

**General Rating:** 5

**Date Built:** 07/01/1964

**Bridge Location:** JCT OF IR 76 AND IR 77

**40. Bridge Type:** 402N

**Sufficiency Rating:** 085.0

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.16 MI N OF IR 277

**40. Bridge Type:** 402N

**Sufficiency Rating:** 084.0

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.27 MI N OF IR 277

**40. Bridge Type:** 402N

**Sufficiency Rating:** 090.1

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.42 MI N OF IR 277

**40. Bridge Type:** 402N

**Sufficiency Rating:** 092.2



Full Re-evaluation Level D1  
PID 100713 SUM IR 0076 06.72  
Approved: 12/17/2024

General Rating:	6
Date Built:	07/01/1967
Bridge Location:	0.78 MI N OF IR 277
40. Bridge Type:	402N
Sufficiency Rating:	N/A
General Rating:	7
Date Built:	07/01/1967
Bridge Location:	0.75 MI S OF IR 77
40. Bridge Type:	402N
Sufficiency Rating:	084.4
General Rating:	5
Date Built:	07/01/1967
Bridge Location:	0.10 MI S OF IR 77
40. Bridge Type:	402N
Sufficiency Rating:	093.4
General Rating:	6
Date Built:	07/01/1967
Bridge Location:	0.10 MI S OF IR 77
40. Bridge Type:	101N
Sufficiency Rating:	076.0
General Rating:	7
Date Built:	07/01/1964
Bridge Location:	0.26 MI S OF SR 261
40. Bridge Type:	402N
Sufficiency Rating:	096.0
General Rating:	6
Date Built:	07/01/1964
Bridge Location:	JCT OF IR 77 AND SR 261
40. Bridge Type:	402N
Design Criteria For Bridges	



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**SFN: 7703570**

**Sufficiency Rating:** 080.3

**General Rating:** 5

**Date Built:** 07/01/1964

**Bridge Location:** JCT OF IR 76 AND IR 77

	Existing:	Proposed:
Bridge Type:	402N	0
Bridge Length (ft):	197	0
Number of Main Spans:	4	0
Max Span Length (ft):	63	0
Load Restrictions (TON):	150	0
Curb to Curb Width (ft):	74	0
Shoulder Width(ft):	10	0
Under Clearance (ft):	16	0

**Bridge Type Description:** IR 76 bridge over IR 77.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be removed as part of the project.

**SFN: 7705646**

**Sufficiency Rating:** 085.0

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.16 MI N OF IR 277

	Existing:	Proposed:
Bridge Type:	402N	402
Bridge Length (ft):	221	221
Number of Main Spans:	2	2
Max Span Length (ft):	114	114
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	103.5	103.50



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Shoulder Width(ft):	10	10
Under Clearance (ft):	17	17

**Bridge Type Description:**

IR 76 bridge over CSX Railroad.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

**SFN: 7705670**

**Sufficiency Rating:**

084.0

**General Rating:**

6

**Date Built:**

07/01/1967

**Bridge Location:**

0.27 MI N OF IR 277

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	402N	402
Bridge Length (ft):	218	218
Number of Main Spans:	3	3
Max Span Length (ft):	82	82
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	95	95
Shoulder Width(ft):	10	10
Under Clearance (ft):	14.77	17

**Bridge Type Description:**

IR 76 bridge over Wilbeth Road.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

**SFN: 7705700**



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72  
 Approved: 12/17/2024

**Sufficiency Rating:** 090.1  
**General Rating:** 6  
**Date Built:** 07/01/1967  
**Bridge Location:** 0.42 MI N OF IR 277

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	402N	402
Bridge Length (ft):	183	183
Number of Main Spans:	4	4
Max Span Length (ft):	53	53
Load Restrictions (TON):	124	124
Curb to Curb Width (ft):	101	101
Shoulder Width(ft):	10	10
Under Clearance (ft):	16.6	17.5

**Bridge Type Description:** IR 76 bridge over Kenmore Boulevard.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

**SFN: 7705735**

**Sufficiency Rating:** 092.2

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.78 MI N OF IR 277

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	402N	402
Bridge Length (ft):	132	132
Number of Main Spans:	3	3
Max Span Length (ft):	53	53
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	84	114



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Shoulder Width(ft):	8	10
Under Clearance (ft):	15	16

**Bridge Type Description:**

IR 76 bridge over Battles Avenue.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

**SFN: 7705794**

**Sufficiency Rating:**

N/A

**General Rating:**

7

**Date Built:**

07/01/1967

**Bridge Location:**

0.75 MI S OF IR 77

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	402N	402
Bridge Length (ft):	207	207
Number of Main Spans:	4	4
Max Span Length (ft):	57	66
Load Restrictions (TON):	0	0
Curb to Curb Width (ft):	0	0
Shoulder Width(ft):	8	15
Under Clearance (ft):	16	17.87

**Bridge Type Description:**

Chester Avenue pedestrian bridge over IR 76.

**Load Restrictions Description:**

Pedestrian access only no vehicle access.

**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:**

This bridge is proposed to be rehabilitated as part of this project.

**SFN: 7705859**



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72  
 Approved: 12/17/2024

**Sufficiency Rating:** 084.4  
**General Rating:** 5  
**Date Built:** 07/01/1967  
**Bridge Location:** 0.10 MI S OF IR 77

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	402N	0
Bridge Length (ft):	152	0
Number of Main Spans:	3	0
Max Span Length (ft):	57	0
Load Restrictions (TON):	150	0
Curb to Curb Width (ft):	74.3	0
Shoulder Width(ft):	10	0
Under Clearance (ft):	15	0

**Bridge Type Description:** IR 76 westbound bridge over Morse Street

**Load Restrictions Description:**

No 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:**

This bridge is not a historic bridge.

**SFN: 7705883**

**Sufficiency Rating:** 093.4

**General Rating:** 6

**Date Built:** 07/01/1967

**Bridge Location:** 0.10 MI S OF IR 77

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	101N	0
Bridge Length (ft):	119	0
Number of Main Spans:	3	0
Max Span Length (ft):	45	0
Load Restrictions (TON):	130	0
Curb to Curb Width (ft):	39.6	0



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Shoulder Width(ft):	10	0
Under Clearance (ft):	15	0

**Bridge Type Description:** IR 76 eastbound bridge over Morse Street.

**Load Restrictions Description:**

No 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:**

This bridge is not a historic bridge.

**SFN: 7703600**

**Sufficiency Rating:** 076.0

**General Rating:** 7

**Date Built:** 07/01/1964

**Bridge Location:** 0.26 MI S OF SR 261

	Existing:	Proposed:
Bridge Type:	402N	402
Bridge Length (ft):	160	163
Number of Main Spans:	3	3
Max Span Length (ft):	69	72
Load Restrictions (TON):	145	145
Curb to Curb Width (ft):	119	119
Shoulder Width(ft):	10	10
Under Clearance (ft):	15.09	15.53

**Bridge Type Description:** IR 77 bridge over Hawkins Avenue.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

**SFN: 7703635**



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Sufficiency Rating:** 096.0  
**General Rating:** 6  
**Date Built:** 07/01/1964  
**Bridge Location:** JCT OF IR 77 AND SR 261

	Existing:	Proposed:
Bridge Type:	402N	402
Bridge Length (ft):	147	149
Number of Main Spans:	3	3
Max Span Length (ft):	57	60
Load Restrictions (TON):	132	132
Curb to Curb Width (ft):	136.3	136.30
Shoulder Width(ft):	10	10
Under Clearance (ft):	15.11	15.62

**Bridge Type Description:** IR 77 bridge over Vernon Odom Boulevard.

**Load Restrictions Description:**

No 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:**

This bridge is proposed to be widened as part of this project.

41. Bridge Length (ft): 197  
 41. Bridge Length (ft): 221  
 41. Bridge Length (ft): 218  
 41. Bridge Length (ft): 183  
 41. Bridge Length (ft): 132  
 41. Bridge Length (ft): 207  
 41. Bridge Length (ft): 152  
 41. Bridge Length (ft): 119  
 41. Bridge Length (ft): 160  
 41. Bridge Length (ft): 147  
 42. Number of Main Spans: 4  
 42. Number of Main Spans: 2



42. Number of Main Spans:	3
42. Number of Main Spans:	4
42. Number of Main Spans:	3
42. Number of Main Spans:	4
42. Number of Main Spans:	3
42. Number of Main Spans:	3
42. Number of Main Spans:	3
42. Number of Main Spans:	3
43. Max Span Length (ft):	63
43. Max Span Length (ft):	114
43. Max Span Length (ft):	82
43. Max Span Length (ft):	53
43. Max Span Length (ft):	53
43. Max Span Length (ft):	57
43. Max Span Length (ft):	57
43. Max Span Length (ft):	45
43. Max Span Length (ft):	69
43. Max Span Length (ft):	57
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	124
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	0
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	130
44. Load Restrictions (TON):	145
44. Load Restrictions (TON):	132
45. Curb to Curb Width (ft):	74
45. Curb to Curb Width (ft):	103.5



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

45. Curb to Curb Width (ft):	95
45. Curb to Curb Width (ft):	101
45. Curb to Curb Width (ft):	84
45. Curb to Curb Width (ft):	0
45. Curb to Curb Width (ft):	74.3
45. Curb to Curb Width (ft):	39.6
45. Curb to Curb Width (ft):	119
45. Curb to Curb Width (ft):	136.3

### 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 Yes

Provisions to accommodate any local special events or festivals will be incorporated into project design No

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:

There will be a total of five (5) maintenance of traffic (MOT) phases. The ramps at the IR 76/IR 77 interchange and IR 76 from the IR 76/IR 277/USR 224 interchange to the IR 76/IR 77 interchange will remain closed for the duration of construction. During Phase 1 traffic on IR 77 will shift the two northbound lanes to the inside and shoulder lanes while construction is completed on the northbound outside lanes and shoulder on IR 77. During Phase 2 traffic on northbound IR 77 will shift to the outside and shoulder lanes. During Phase 3 two southbound lanes on IR 77 will shift to the outside and shoulder lanes. During Phase 4 two northbound lanes on IR 77 will shift to the inside and shoulder lanes. During Phase 5 final pavement marking will be placed and both curb lanes on Vernon Odom Boulevard and South Hawkins Avenue will be closed while construction occurs on the IR 76/IR 77 braided ramp. Detours will be utilized due to the closure of IR 76 from the IR 76/IR 77 interchange to the IR 76/IR 277/USR 224 interchange. The detour will lead northbound traffic from the IR 76/IR 277/USR 224 interchange east on the IR 277/USR 224 interchange and then north on IR 77 towards the IR 76/IR 77/State Route (SR) 8 interchange. The detour will lead southbound traffic from the IR 76/IR 77 interchange east on IR 76 then south on the IR 76/IR 77/SR 8 interchange towards the IR 277/USR 224 interchange. The MOT was described in the in-person and virtual public meetings. Prior to construction, local emergency services, police and fire departments, and schools will be contacted to provide the latest MOT information and to address any additional concerns they may have.

MOT is outlined in the Stage 1 Design Plans that are located in the Project File under General/Project Information/Stage 1 Design - North.pdf

The list of Emergency Services and the local school district contacted is located in the Project File/Public Involvement/Project Information/Stakeholder Contact List.pdf



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

<b>Are there any Environmental Commitments?</b>	No
<b>Right of Way and Utility Involvement</b>	
<b>The project requires Permanent Right-of-Way</b>	Yes
<b>The project requires Permanent Easement(s)</b>	No
<b>The project requires Temporary Right-of-Way</b>	Yes
<b>Number of parcels impacted by Permanent Right-of-Way:</b>	12
<b>Number of parcels impacted by Temporary Right-of-Way:</b>	9
<b>Approximate acreage of Permanent Right-of-Way needed:</b>	2.01
<b>Approximate acreage of Temporary Right-of-Way needed:</b>	0.495
<b>Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area</b>	Yes
<b>Large scale transmission facilities are located within the project area</b>	Yes
<b>Private utility easements are located within the project area</b>	Yes
<b>The existing private utility easement will be impacted by the project</b>	Yes
<b>Coordination with identified utilities has been initiated and/or completed</b>	Yes

**Remarks:**

A total of nine (9) parcels will be impacted by temporary right-of-way while 12 parcels will be affected by permanent right-of-way. Additionally, one (1) whole parcel acquisition is planned at 1070 Morse Street.

Utilities have been identified within the project area and coordination has been initiated with the following entities:

- Dominion Energy Ohio (Electric)
- AT&T (Telecommunication)
- Charter Communication (Telecommunication)
- City of Akron Sewer (Sewer)
- City of Akron Traffic (Traffic)
- City of Akron Water (Water)
- Everstream (Sewer and Water)
- G&O Resources LTD. (Oil & Gas)
- MCI (Telecommunications)
- North American Petroleum Inc.
- ODOT 4 Traffic District (Traffic)
- ODOT Central ITS (Traffic)
- Ohio Edison (also known as First Energy) (Electric)
- OWS Acquisitions CO. (Oil & Gas)
- Sprint Communication (Telecommunication)

Coordination and correspondence will continue throughout the detailed design process as construction plans are finalized.



## **Purpose & Need**

### **Purpose & Need**

#### **Project History:**

The IR 76 corridor, including the highway between the IR 76/IR 77 interchange and the IR 76/IR 277/USR 224 interchange on the west side of the city of Akron, has been the subject of multiple studies since 2002. These studies, conducted by the Ohio Department of Transportation (ODOT) and the Akron Metropolitan Area Transportation Study (AMATS) documented safety and congestion problems throughout the freeway system and specifically within the area referred to locally as the "Kenmore Leg." In 2014, studies of the Akron Beltway were restarted with the goal of identifying "right-sized" solutions to the safety and congestion problems associated with the box shaped freeway network which is comprised of IR 76, IR 77, and IR 277/USR 224. The findings of these studies were presented in April 2018 as Akron Beltway Planning Study (SUM-76-10.95, PID 95831).

While the analysis of existing and future conditions for the Akron Beltway Planning Study was being conducted, ODOT began construction of SUM-76/77-11.27/12.12 PID 86979 (Johnston Street Relocation) and SUM-76-10.00 PID 77269 (Main/Broadway Interchange). These projects, that were constructed sequentially, are located on the overlap portion of IR 76/IR 77, which is the north side of the box shaped freeway network. SUM-76/77-11.27/12.12 involved the replacement of the bridges spanning Johnston Street and Spicer Street and the re-decking of the bridge spanning Brown Street. SUM-76-10.00 involved multi-year reconstruction of the IR 76/IR 77 mainline in both directions including multiple bridge replacements, realignment of the ramps to South Main Street and South Broadway Street, and extensive reconstruction of South Main, South Broadway, and several other nearby city streets. To efficiently allow IR 77 traffic to pass through Akron during the lane closures required for the bridge replacements associated with SUM-76/77-11.27/12.12, a Maintenance of Traffic Alternates Analysis (MOTAA) determined that IR 77 should be temporarily rerouted along IR 277 and the section of IR 76 between the IR 76/IR 77 interchange and the IR 76/IR 277/USR 224 interchange. Because the capacity of IR 76 between the IR 76/IR 77 interchange and the IR 76/IR 277/USR 224 interchange was limited by the existing configuration (two lanes in each direction), the outside shoulders in each direction were reconstructed to serve as travel lanes during the IR 77 rerouting associated with SUM-76/77-11.27/12.12 and SUM-76-10.00.

#### **Purpose Statement:**

The purpose of this project is to reduce traffic congestion, improve safety, and address geometric deficiencies at the IR 76/IR 77 interchange, the IR 76/IR 277/USR 224 interchange and the section of IR 76 between these interchanges.

This purpose and need document will focus on data related to traffic congestion, safety, and geometric deficiencies associated with the original highway configurations, that existed prior to the 2015 implementation of temporary condition that includes additional outside lanes in the IR 76 corridor between the IR 76/IR 77 interchange and the IR 76/IR 277/USR 224 interchange along with ramp restrictions at the interchanges. This temporary condition was constructed to accommodate IR 77 traffic detoured through the project area during construction of SUM-76/77-11.27/12.12 PID 86979 (Johnston Street Relocation) and SUM-76-10.00 PID 77269 (Main/Broadway Interchange). Therefore, the data presented in this document has been derived from the reports prepared for the SUM-76 Akron Beltway Planning Study (PID 95831) in 2015.

#### **Need Element(s):**

##### **Primary Need Elements:**

The Akron Beltway Planning Study (SUM-76-10.95, PID 95831), determined the primary need for SUM-76-6.15 is traffic congestion reduction. The Central Interchange Origin-Destination Study, referenced in the Akron Beltway Planning Study report, noted that 80% of IR 77 traffic passing through the Beltway study area was destined for locations beyond the beltway and would benefit from reduced traffic congestion.

##### Traffic Congestion:

Two sections of the project area were listed on ODOT's 2014 Congestion Priority List. This list identifies locations with volume-to-capacity ratios of greater than 1.0. The two ranked locations within the project area are IR 76 west of the IR 76/IR 277/USR 224



**Full Re-evaluation Level D1**  
**PID 100713 SUM IR 0076 06.72**

**Approved: 12/17/2024**

interchange and IR 76 east of the IR 76/IR 77 interchange.

Level of Service (LOS):

Traffic flow on a highway section is expressed in LOS that is determined by the density of traffic on the highway. Density of traffic is measured by passenger cars per mile per lane (pc/mi/ln). LOS ranges from A to F. LOS A, B, and C are acceptable with little to no delay to motorists. Level of Service D is typically considered acceptable in urban areas. However, it is the LOS where traffic begins to slow down and experience congestion. LOS E and LOS F are considered unacceptable with substantive delay. Table 1 and Table 2 identify the LOS criteria for freeway sections and interchange ramp sections. As part of the SUM-76 Akron Beltway Planning Study (PID 95831), capacity analyses were performed for the AM and PM peak hours of the existing condition (year 2015) and the future no-build condition (year 2040) to determine the LOS within each freeway section, ramp merge junction, ramp diverge junction, and weave section. The capacity analyses were performed utilizing Highway Capacity Software (HCS) 2010 (Version 6.65) with analysis results based upon the Highway Capacity Manual (HCM) 2010 calculation outputs. The capacity analysis indicates the sections of the project area with the most unacceptable level-of-service are IR 77 Southbound and IR 76 Eastbound on both sides of the IR 76/IR 77 Interchange and IR 76 Westbound/IR 77 Southbound at the IR 76/IR 277/USR 224 Interchange. Detailed HCS analyses findings are shown in Table 3, Table 4, and Table 5.

Travel Speed:

Travel speeds measured through the VISSIM model show locations where slowdowns occur and the duration of those delays. VISSIM is a traffic flow simulation tool that accounts for downstream queuing on upstream conditions and geometric deficiencies that contribute to congestion and decreased travel speeds. Figure 3 and Figure 4 are examples of the congestion profiles included in the Akron Beltway Planning Study. Similar congestion profiles for traffic flow in all directions during both AM and PM peak periods are available in the Akron Beltway Planning Study report. The congestion profiles show that IR 76 eastbound will experience increased congestion from the Existing Year 2015 to the Design Year 2040. In the AM peak, the IR 76 corridor between the IR 76/IR 277/USR 224 interchange and the IR 76/IR 77 interchange will experience much slower speeds. At the IR 76/IR 277/USR 224 interchange, speeds will decrease from 40-50 mph to 0-20 mph. Additionally, the congested period will go from approximately one hour to almost two hours. In the PM Peak, the Existing Year 2015 shows very minimal congestion, with only a 30-minute period showing decreased speeds. In the Design Year 2040, congestion is showing a large spike, with speeds decreasing to 20-30 mph near the system interchanges. The SUM-76-6.15 project area is highlighted with a red box

**Secondary Need Elements:**

The Akron Beltway Planning Study determined the primary need for SUM-76-6.15 is traffic congestion reduction, whereas safety and infrastructure condition were determined to be secondary needs. Reducing traffic congestion will improve safety operations and likely improve safety in the project area. Moreover, the improvements needed to provide traffic congestion reduction will provide the opportunity to improve infrastructure conditions.

Safety:

**Safety Priority Listing:** Over the years, sections of the project area have been listed on ODOT's Highway Safety Improvement Program (HSIP). Each HSIP list is based on the crash history over the previous three years. The Akron Beltway Planning Study explained that during years 2009-2011, the Akron Beltway study area had a disproportionately high number of HSIP locations when compared to statewide and countywide statistics. That data also indicated the SUM-76-6.15 project area had a higher number of crash locations when compared to the other sides of the box shaped highway network that is comprised of IR 76, IR 77 and IR 277/USR 224. The year 2015 HSIP data was based upon the crash history over three years prior to opening the temporary condition for IR 77 traffic detoured through the project area during construction of SUM-76/77-11.27/12.12 PID 86979 and SUM-76-10.00 PID 77269.

**Crash Data -** In the Akron Beltway Planning Study report, the crash data was organized based on severity of the crash and the location it occurred. The levels of severity ranged from crashes causing only property damage, to crashes causing injury, and finally to fatal collisions. The Akron Beltway Planning Study report demonstrated that, from 2009 to 2011, the peak crash locations for the entire Akron Beltway study area were within the SUM-76-6.15 (PID 100713) project area. More specifically, forty-three crashes occurred along westbound IR 76/IR 77 between the exit ramp to East Ave and the exit ramp from IR 76/IR 77 to IR 76 westbound. The section of IR 76 east of the IR 76/IR 77 interchange was also identified on ODOT's 2014 Congestion Priority List. One fatal crash occurred within the IR 76/IR 277/USR 224 interchange. This crash involved an intoxicated driver striking a motorcyclist and does not appear to be related to traffic congestion or infrastructure conditions.

**Interchange Safety Analysis -** For the Akron Beltway Planning Study report, the Interchange Safety Analysis Tool Enhanced (ISATe) was employed to predict interchange safety for existing and future conditions. ISATe was used because it predicted crashes by location (mainline sections, ramp sections, ramp terminals) and it predicted the severity of various crashes. ISATe also accounted for



**Full Re-evaluation Level D1**  
**PID 100713 SUM IR 0076 06.72**

Approved: 12/17/2024

existing and proposed geometry, evaluated the effect of increasing capacity, and can predict the safety performance of interchange improvement alternatives. As explained in the Akron Beltway Planning Study report, the SUM-76-6.15 project area was one of the primary locations needing safety performance improvements based upon the ISATe findings. This was due to the combination of existing and future traffic congestion and substandard infrastructure conditions at the IR 76/IR 277/USR 224 interchange and the IR 76/IR 77 interchange.

**Infrastructure Condition:**

The infrastructure condition for the Akron Beltway was documented in the *Summary of Substandard Conditions & Asset Inventory* report, dated December 23, 2014. The geometric deficiencies within the SUM-76-6.15 PID 100713 project area are summarized below.

Geometry - Record construction plans were reviewed for the project area and design elements such as shoulder widths, horizontal alignment, vertical alignment, entrance ramp tapers and exit ramp tapers were compared to design criteria from the ODOT Location and Design Manual, Volume 1. In the SUM-76-6.15 PID 100713 project area, many mainline and service interchange ramp outside shoulders were found to be substandard. More notably, the inside shoulder, outside shoulder, horizontal alignment, vertical alignment, entrance ramp terminal tapers and exit ramp tapers associated with multiple ramps at the IR 76/IR 277/USR 224 interchange and the IR 76/IR 77 interchange were found to be deficient. These system interchange ramp deficiencies were in locations also described as congested in terms of both Level-of-Service and Travel Speed.

**Goals and Objectives:**

n/a

**Summary Statement:**

The purpose of this project is to reduce traffic congestion, improve safety and address geometric deficiencies at the IR 76/IR 77 interchange, the IR 76/IR 277/USR 224 interchange, and the section of IR 76 between the interchanges (referred to locally as the "Kenmore Leg"). IR 76 west of the IR 76/IR 277/USR 224 interchange is also ranked the highest in the project area on the Highway Safety Improvement Program priority list.

**Logical Termini and Independent Utility:**

The logical termini on IR 76 are the Wooster Road interchange and the East Avenue interchange. The logical termini on IR 77 are the East Avenue interchange and the Vernon Odom Boulevard interchange. These termini cover the highway sections with the identified traffic congestion and safety concerns.

This proposed transportation improvement does not depend on any other transportation improvement to meet the established purpose and need. Therefore, independent utility is established for this transportation improvement.



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Alternatives**

**Alternatives**

**Discuss No Build Alternative:**

The No-Build alternative retains the existing conditions along IR 76 and IR 77 within the project limits. The No-Build alternative was considered during the development of this project; however, it did not satisfy the purpose and need of the project to reduce traffic congestion, improve safety and address geometric deficiencies along IR 76 or IR 77. Therefore, this alternative was eliminated from further consideration.

**Was a Feasibility Study completed?**

Yes

**Date Feasibility Study was approved:**

05/02/2022

**Was an Alternative Evaluation Report (AER) completed?**

No

**Alternatives Considered**

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	The No-Build Alternative retained the existing conditions along the Kenmore Leg.	Alternative 1 was dismissed because it does not address the purpose and need for the project due to no improvements to traffic congestion, safety, or geometric deficiencies.	No
Alternative 2	Full Width Build Alternative- This alternative consisted of the implementation of full width lanes and shoulders throughout the project area. This alternative also consisted of two additional capacity improvements and the full-depth pavement replacement of all lanes and ramps.	Alternative 2 is not considered feasible due to the extensive bridge reconstruction and widening impacts associated with full width roadway section.	No



Full Re-evaluation Level D1  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Alternative 3	Minimal Width Build- This alternative consisted of reduced lanes and shoulder widths compared to Alternative 2 to use the existing pavement footprint as much as possible to minimize embankment work.	Alternative 3 was dismissed because it was deemed inferior to Alternative 4 due to no outside shoulders that would allow for pull off areas for disabled vehicles.	No
Alternative 4	Performance Based Project Development (PBPD) Build- This alternative was created to determine if it was feasible for Alternative 3 to provide wider shoulder widths throughout the study area to provide pull off areas for disabled vehicles. This alternative consisted of widening the outside shoulders proposed in Alternative 3.	Alternative 4 was dismissed because it was determined to not provide an adequate level of safety improvements and further evaluation was warranted for the project.	No
Alternative 5	Full Width Build with 4' Inside Shoulders- This alternative consisted of the implementation of full width lanes throughout the project area proposed in Alternative 2 with the shoulder widths proposed in Alternative 3.	Alternative 5 was dismissed because it would require substantive work on the bridges to provide the full lane and outside shoulder widths. Additionally, Alternative 5 would require widening the Kenmore Leg and the other mainline highways that would have resulted in embankment work and right-of-way impacts.	No



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Alternative 5A	Reduced Width Build- This alternative reduced the inside shoulder width to 4', as proposed in Alternative 5, to lessen impacts. This alternative looked at narrowing the lanes and outside shoulders to save existing structures.	N/A	Yes
----------------	---	-----	-----

**Discuss Reasons Alternative Identified as Preferred was selected:**

The Feasibility Study was prepared in June 2019 and evaluated Alternatives 1-4 to address the needs of the project. Based on the Feasibility Study, ODOT determined the preferred alternative from the Feasibility Study, Alternative 4, did not provide an adequate level of safety improvements and the project required further evaluation. The Supplemental Feasibility Study was prepared in July 2021 and evaluated two additional alternatives, Alternative 5 and Alternative 5A. The decision to advance the design of this project with Alternative 5A as the preferred alternative for the Kenmore Leg Improvement project was based on the alternative meeting the purpose and need and eliminates several of the major impacts associated with implementing Alternative 5.

A copy of the Supplemental Feasibility Study can be found in the Project File under Feasibility Study.pdf. A copy of the Feasibility Study can be found in the Project File under Feasibility Study-June 2019.pdf.



## 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	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	08/22/2022
OEPA Approval Date	08/29/2022

#### Remarks:

In accordance with *FHWA Updated Interim Guidance on Air Toxic Analysis in NEPA Documents (October 18, 2016)*, the proposed project falls under the "minor widening projects" category. Additionally, the design year ADT is well below the range of 140,000-150,000 design year ADT; therefore, the project meets the criteria for "Low Potential MSAT Effects".

A Qualitative Analysis of Mobile Source Air Toxics (MSAT) was prepared for the project. On August 29, 2022, ODOT-OES submitted the Qualitative MSAT Analysis Report to the Ohio Environmental Protection Agency (OEPA). Upon review of the Qualitative MSAT Analysis for this project, on August 29, 2022, the OEPA concurred that the project meets the criteria for a project having "Low Potential MSAT Effects" and agreed with the findings of the MSAT analysis. Consequently, this project will not result in changes in traffic volumes, vehicle mix, basic project location or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

See the Qualitative MSAT analysis and coordination documentation for the project in the Project File/Air/Reports and Coordination subsections.

### Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area	No
--	----

#### Remarks:

ODOT-OES completed and submitted a PM2.5 Project Level Conformity Determination Request for the project, on August 5, 2022, to the United States EPA Region 5, the Ohio EPA Division of Air Pollution Control and the Federal Highway Administration (FHWA) Ohio Division. In this request, ODOT-OES stated they believe the project is not a project of air quality concern and a PM2.5 hotspot analysis is not required for this project. The United States EPA, the Ohio EPA, and the FHWA concurred with ODOT OES that the project is not of air quality concern and does not require a PM2.5 hotspot analysis.

See coordination with OEPA-USEPA-FHWA-PM2.5.pdf for the project in the Project File/Air/Coordination Section.

### Carbon (CO)

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



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Ozone**

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

Yes

**The proposed project is listed on the TIP**

Yes

**Remarks:**

Summit County is in an ozone non-attainment area per the Ohio 8-Hour Ozone (0.070ppm) Non-attainment Areas (2015). The project is listed in the STIP/TIP, therefore ozone is addressed for the project.

**Greenhouse Gas**

**A Quantitative Greenhouse Gas (GHG) Analysis is required**

No

**Remarks:**

A Quantitative Greenhouse Gas (GHG) Analysis is not required for this project.

**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	06/13/2022
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	No
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	No
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	No
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	Yes
The proposed project impacts identified NSAs	Yes

### Impacted Noise Sensitive Areas (NSAs)

NSA ID	Name	Address or Location	Qualify for barriers
NSA C	Barrier C West	Southwest quadrant of the project Study Area.	Yes
NSA C	Barrier C East	Southwest quadrant of the project Study Area.	Yes
NSA D	Barrier D West	Southwest quadrant of the project Study Area.	No
NSA D	Barrier D East	Southwest quadrant of the project Study Area.	No
NSA E	Barrier E	Southeast quadrant of the project Study Area.	No



Full Re-evaluation Level D1  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

NSA F	Barrier KW-1	Southern quadrant of the project Study Area.	Yes
NSA F	Barrier KW-2	Southern quadrant of the project Study Area.	Yes
NSA G	Barrier KE-1	Southern quadrant of the project Study Area.	Yes
NSA G	Barrier KE-2	Southern quadrant of the project Study Area.	Yes
NSA H	Barrier KW-3	Southern quadrant of the project Study Area.	Yes
NSA H	Barrier KW-4	Southern quadrant of the project Study Area.	Yes
NSA I	Barrier KE-3	Southern quadrant of the project Study Area.	Yes
NSA J	Barrier KW - Sub J - North	Central quadrant of the project Study Area.	No
NSA J	Barrier KW - Sub J - South	Central quadrant of the project Study Area.	Yes
NSA K	Barrier KE-4	Central quadrant of the project Study Area.	Yes
NSA L	Barrier L West	Eastern quadrant of the project Study Area.	No
NSA L	Barrier L East	Eastern quadrant of the project Study Area.	No
NSA M	Barrier M	Eastern quadrant of the project Study Area.	Yes
NSA N	Barrier N	Eastern quadrant of the project Study Area.	Yes
NSA O	Barrier O	Eastern quadrant of the project Study Area.	Yes

Remarks:



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

The proposed project is a Type I project that involves the increase of the number of through-traffic lanes. Therefore, in accordance with 23 CFR 772 and ODOT's Standard Procedure No. 417-001(SP), a noise analysis was conducted for the project.

In October 2019, a Noise Analysis Report was prepared for the project by examining 19 Noise Sensitive Areas (NSAs) identified within the proposed project area with no noise walls on the bridges. The analysis evaluated existing noise levels against Design Year (2040) No Build and Build conditions using FHWA's accepted modeling software, Traffic Noise Model, Version 2.5 (TNM 2.5). The results of the analysis identified noise levels at a total of 1,769 receptors representing residential dwellings and recreational facilities. Of the 1,769 total receptors, 263 receptors are anticipated to approach/exceed the Noise Abatement Criteria (NAC) following construction at 14 NSA locations. Five of the locations (Barrier D West, Barrier D East, Barrier E, Barrier L East, and Barrier L West) were found to meet the ODOT's feasibility criteria, however they did not meet ODOT's reasonability criteria as defined by their Highway Traffic Noise Analysis Manual (April 2015) because these five locations exceeded the benefitted dwelling unit's cost.

In September 2021, an additional Noise Analysis Report was prepared for the project by examining three additional receptors near NSA Kenmore West (KW). These three locations did not meet ODOT's reasonability or feasibility criteria. In correspondence dated June 13, 2022, the OES Noise and Air Quality Coordinator concurred with the results of the October 2019 report and indicated no further noise analysis is required for the project.

In 2023 a design change was made that required a Noise Analysis Addendum that focused on NSA Kenmore west (KW) that included NSA F, NSA H and NSA J. This addendum included NSA KW - Sub J North and NSA KW - Sub J South. A barrier at NSA KW - Sub J South did meet ODOT's reasonability and feasibility criteria and a barrier was recommended. A barrier at NSA KW - Sub J North did not meet these criteria.

After approval of the Noise Analyses, Noise Public Involvement was initiated to determine whether property owners and residents of benefitted properties within the NSAs desired noise wall barriers. In an effort to obtain feedback, letter surveys were distributed on July 8, 2022, and August 10, 2022. Since the first and second survey did not garner sufficient responses to make a determination for NSAs KW, KE, M and N, in-person door-to-door surveys were conducted on January 14, 2023. Based on the results of the three survey efforts, five (5) noise barriers had positive responses that met or exceeded the 51 percent positive response requirements. After the completion of the public involvement activities; barriers for NSAs C - west, C - east, Kenmore east (KE), M and O are feasible and reasonable in accordance with the ODOT noise policy and are recommended for inclusion in the project plans, specifications, and estimates. Additionally, ODOT-District 4 requested for ODOT-OES to consider the District proceeding with noise wall design and construction for NSA KW despite not meeting the minimum of 51%. ODOT-OES concurred with this request on August 30, 2024.

See the noise analysis documentation for the project in the Project File/Noise/Reports, Project Information and Coordination subsections.

### Environmental Commitments

Are there any environmental commitments? No



**Full Re-evaluation Level D1**  
 PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**RMR**

Does the project require any Permanent ROW or Easement? Yes

RMR Screening was completed by District Staff: No

Date of RMR Screening IOC from OES: 08/06/2024

Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES? Yes

**Sites that require RMR Assessment, RMR Investigation, or Plan Note**

Site Name	Address	RMR Assessment Required?	RMR Investigation Required?	Plan Note Required?
RM-007, Ohio Edison Co.	Waterloo Road	No	No	Yes
RM-025, East Ohio Gas Co.	1000 W Wilbeth Avenue	No	No	Yes
RM-026, Extreme Elements	1016 Morse Road	No	No	Yes
RM-027, Akron Rebar Inc.	809 Waterloo Road	No	No	Yes
RM-028, Perfect Touch Equipment Sales LLC	25th Street	No	No	Yes
RM-032, Marathon Gas	1705 Diagonal Road	No	No	Yes
RM-033, Van Devere Chevrolet	1490 Vernon Odom Boulevard	No	No	Yes
RM-034, Summit Toyota of Akron	1501 Vernon Odom Boulevard	No	No	Yes
RM-035, Apollo Supply- Exterior Building Products	1090 W Wilbth Road	No	No	Yes
RM-036, Glen Butcher	McIntosh Avenue	No	No	Yes
RM-037, City Scrap & Salvage	760 Flora Avenue	No	No	Yes
RM-039, Best Deals Auto Sales	1291 Wooster Road	No	No	Yes
RM-040, Kenmore Automotive	1554 Kenmore Boulevard	No	No	Yes

**Remarks:**



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

A Regulated Materials Review (RMR) Screening, dated January 19, 2024, was prepared for the project in accordance with the ODOT RMR Manual, to determine the likelihood of regulated materials within the project study area. In correspondence, dated August 6, 2024, ODOT-District 4 determined 13 sites, listed above, require plan notes to be added to the construction plans.

See the RMR documentation for the project in the Project File/ESA and RMR/Project Information and Reports subsections.

Additionally, an asbestos survey was performed on the Chester Avenue Pedestrian bridge on July 8, 2024. The survey did not find any asbestos containing materials as defined by the U.S. EPA/NESHAP regulations.

**Landfills**

**Is a Rule 513 Authorization required?** No

**Remarks:**

Landfills were not identified within the proposed construction limits. Therefore, the project will not impact any landfill and a permit will not be required for the project.

**Are there any environmental commitments?** No

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



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**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 Checklist was completed for the project and submitted to ODOT-OES on November 15, 2023. ODOT-OES requested completion of a Phase I History/Architecture Short Report for the area as part of the environmental documentation reevaluation to comply with Section 106 of the National Historic Preservation Act (16 United States Code 470). On October 16, 2024, a Phase I History/Architecture Short Report was prepared and identified ten (10) parcels within the proposed right-of-way that contained history/architecture resources over 50 years of age that required NRHP eligibility assessment. The report concluded that none of the resources are associated with persons, events, or themes important to local history; and none of the resources are important representations of architectural style or type.

The project is located within a highly urbanized environment featuring previous interstate construction and modern disturbance. No further archaeological investigations are warranted for the project.

See the cultural resources documentation for the project in the Project File/Cultural Resources/Coordination, Project Information and Reports subsections.

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

**OES Approval/OSHPO Concurrence Date:** **11/06/2024**

**Remarks:**

In accordance with 36 CFR Section 800 and the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES determined a finding of 'no historic properties affected' is applicable to the subject undertaking and is not a part of a larger undertaking. No cultural resources eligible for or listed in the National Register of Historic Places will be affected by the undertaking. On November 6, 2024, the State Historic Preservation Office (SHPO) stated that it is the opinion of the SHPO that no historic properties will be affected as a result of this project.

See the cultural resources documentation for the project in the Project File/Cultural Resources/Coordination, Project Information and Reports subsections.

**What is the Section 106 effect determination in the OES Transmittal?** **No Historic Properties Affected**

**Potential consulting parties were contacted:** **No**

**Documentation Date**

**Participating**

**Archaeological Resource Adverse Effect**

**History/Architecture Adverse Effect**



**Full Re-evaluation Level D1**

**PID 100713 SUM IR 0076 06.72**

**Approved: 12/17/2024**

## **Tribal Consultation**

### **Tribal Consultation Summary/Remarks:**

Eight tribes were notified of the project October 21, 2024 based on their tribal preferences documented in either EnviroNet or in previous communications (see list of tribes notified in Project File/Cultural Resources/Coordination/Tribal Consultation - Correspondence List and Example.pdf). To date, one tribe has responded: the Eastern Shawnee Tribe concurs with the Section 106 effect determination and recommended the project proceed as planned. No additional comments or objections have been received from any other tribe.

See the tribal consultation documentation for the project in the Project File/Cultural Resources/Coordination subsection.

### **Environmental Commitments**

**Are there any Environmental Commitments? No**



## Ecological

### ESR

ESR Name:	ESR Type:	Coordination Complete Date:
Placeholder-DONT DELETE	Level 1	12/17/2024

### Wetlands

Based on the results of the ESR(s), no wetlands were observed within the study area(s) for this Environmental Document.

#### Remarks:

A Level 1 Ecological Survey Report (ESR) was completed for the project on March 8, 2019, and was amended on October 11, 2019, and again on October 1, 2021. A revised Level 1 ESR was completed by ODOT District 4 on November 20, 2022, and amended on January 10, 2024. Sixteen wetlands (Wetland A-G, Wetland I-Q), were identified and delineated in the project study area, totaling 8.83 acres. A total of 2.59 acres of wetlands are anticipated to be impacted (Wetland A-E, N, O and Q) by the associated fill from the ramp widenings and construction activities; however, these impacts have not been finalized and these are only estimates. In accordance with Executive Order 11990 USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long-term and short-term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practical alternatives to avoid construction in wetlands. An analysis of the "Do Nothing" alternative indicated that it is not practicable because it would not reduce traffic congestion, improve safety or address geometric deficiencies at the IR 76/IR 77 interchange, the IR 76/IR 277/USR 224 interchange and the section of IR 76 between the interchanges. An analysis of improvements that avoid all wetland impacts indicates improvements are not practicable because they will not meet the identified needs of the project. The impacts to the wetlands are necessary and unavoidable due to the project purpose and need. Avoiding Wetlands A-E, N-O, and Q would have resulted in impacts to residential and commercial properties on either side of the Kenmore Leg. All practicable measures have been considered and incorporated into the project design to avoid and/or minimize wetland impacts. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54) and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

### Streams & Rivers



Based on the results of the ESR(s), no streams were observed within the study area(s) for this Environmental Document.

**Remarks:**

Based on the results of the Level 1 ESRs, five streams (Stream 1-4, and Mud Run) were identified within the study area. However, only three streams (Stream 3, Stream 4, and Mud Run) are anticipated to be impacted. A cumulative total of 1,892 linear feet will be impacted by the project; however, these impacts have not been finalized and are only estimates. Avoiding these streams would result in additional right-of-way takes. No practicable alternative exists for the proposed construction in these streams, and the proposed action includes all practicable measures to minimize harm to the streams that may result from such use.

**Other Surface Waters / Ditches**

Based on the results of the ESR(s), no potentially jurisdictional ditches were observed within the study area(s) for this Environmental Document.

**Other Surface Waters / Other Water Bodies**

Based on the results of the ESR(s), no other jurisdictional water bodies were observed within the study area(s) for this Environmental Document.

**Remarks:**

Based on the results of the Level 1 ESRs, five ditches (Ditch 1-5) were identified within the study area. However, only four ditches (Ditch 1, Ditch 3-5) are anticipated to be impacted. A cumulative total of 940 linear feet will be impacted by the project; however, these impacts have not been finalized and are only estimates. Avoiding these ditches would have resulted in additional right-of-way takes. No practicable alternative exists for the proposed construction in these streams, and the proposed action includes all practicable measures to minimize harm to the streams that may result from such use.

**Terrestrial Habitats**

**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.):
-----------	--	---	--------------------------------	-------------------------------------	----------------------------



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Remarks:**

Based on the results of the Level 1 ESR s , no unique or high-quality terrestrial habitats were identified within the proposed project study area. The proposed project is in an urban setting dominated by paved roadway and maintained right-of-way. Impacts will occur to the developed high intensity (98.09 acres), open water (0.74 acre), developed open space (62.34 acres), developed medium intensity, (0.69 acre), marsh (2.59 acre) and upland forest (17.55 acre) areas.

**Threatened or Endangered Species / Federally Listed Species**

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

**ESR Name:** Placeholder-DONT DELETE

**Effect Determination:**

**Discussion Including impacts to Suitable Habitat:**

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Long-eared Bat	Myotis septentrionalis	Endangered

**ESR Name:** Placeholder-DONT DELETE

**Effect Determination:**

**Discussion Including impacts to Suitable Habitat:**

Species Common Name:	Species Scientific Name:	Listing Status:
Bald Eagle	Haliaeetus leucocephalus	Species of Concern

**ESR Name:** Placeholder-DONT DELETE

**Effect Determination:**

**Discussion Including impacts to Suitable Habitat:**

Species Common Name:	Species Scientific Name:	Listing Status:
Eastern Massasauga	Sistrurus catenatus	Threatened

**ESR Name:** Placeholder-DONT DELETE

**Effect Determination:**



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Discussion Including impacts to Suitable Habitat:

Species Common Name:	Species Scientific Name:	Listing Status:
Northern Monkshood	Aconitum noveboracense	Threatened

ESR Name: Placeholder-DONT DELETE

Effect Determination:

Discussion Including impacts to Suitable Habitat:

Species Common Name:	Species Scientific Name:	Listing Status:
Tricolored Bat	Perimyotis subflavus	Proposed Endangered

ESR Name: Placeholder-DONT DELETE

Effect Determination:

Discussion Including impacts to Suitable Habitat:

### Threatened or Endangered Species / State Listed Species:

#### Remarks:

The project is located within the known range of the Federal-Listed Endangered Indiana bat, the Federal-Listed Threatened Northern-long eared bat and the Federal Proposed Endangered Tricolored bat. USFWS concurred with the May Effect, Not Likely To Adversely Affect determination on these species by the project. A total of approximately 17.24 acres of Suitable Wooded Habitat (SWH) within 100 feet from the Edge of Pavement (EOP) is located within Alternative 5A. Alternative 5A involves the widening of bridges spanning 20 feet. However, the bridges did not contain evidence of bats. All tree removal will occur between October 1 and March 31 when species would not be present. A total of two (2) Potential Maternity Roost Trees (PMRT) are located within the project study area. None of these PMRTs are located within the construction limits of Alternative 5A.

### 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



Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

below.

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
Placeholder-D ONT DELETE	ODNR		10/24/2024	Yes
	OEPA		12/10/2024	Yes
	USACE		11/25/2024	Yes
	USFWS		11/04/2024	Yes

**Additional Coordination Considerations:**

**Are other ecological coordination requirements applicable?:** Yes

Details regarding the additional coordination efforts are provided in the Remarks box below.

**National scenic river:** No

**State scenic river:** No

**Individual Coastal Consistency:** No

**Jurisdictional Determination:** Yes

**Project specific Biological Assessment Verification:** No

**Mussel survey:** No

**Other:** No

**Remarks:**

Comments received from ODNR on October 24, 2024, noted that records for the western banded killifish ( *Fundulus diaphanous menona* ) are located within 1 mile of the proposed project area. The western banded killifish prefers quiet waters of lakes, ponds, and sluggish streams, usually over sand, gravel, or detritus-covered bottom where there are patches of submerged aquatic plants, schools tend to stay in shallows in the summer. The location of this record is in Summit Lake located approximately 800 feet east of the proposed project. This species is also potentially present within the Ohio Canal. Neither Summit Lake nor the Ohio Canal will be impacted by the proposed project. Within the project area, Mud Run possesses marginally suitable habitat for this species, however, this stream has a small drainage area within construction limits (2.60 square miles), is highly modified (within the infield of an interchange), and subjected to the impacts of urbanization. Due to the absence of quality suitable habitat for the species, the proposed project is not likely to have any impact on the western banded killifish. The USFWS provided signed concurrence with ODOT's effect determinations on federally listed species on 11/1/24. Ohio EPA and the USACE conducted a field review of the project area to verify and characterize water resources on 11/19/24. Ohio EPA indicated in a letter dated 12/10/24 that all resources were assessed at the correct



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

qualities. The USACE confirmed by email dated 11/25/24 that they would process a PJD for the proposed project. The project was evaluated and coordinated in accordance with the Memorandum of Agreement Between the Ohio Department of Transportation, the Ohio Department of Natural Resources, and the United States Fish and Wildlife Service for Interagency Coordination for Projects Which Require Consultation under the Endangered Species Act, Impact State Listed Species, and/or Modify Jurisdictional Waters 2016 (Ecological MOA). In accordance with Section IID (Comments and Environmental Commitments) of the Ecological MOA, ODOT has evaluated whether the conditions in the agreement are applicable, appropriate, and/or feasible. An analysis of the conditions outlined in the Ecological MOA and whether they will, or will not, be applied to the project generated additional environmental commitments. Additionally, ODOT standard practices will be adhered to, where applicable, during the project. Appropriate environmental commitments were generated for the project based on the recommendations received. A jurisdictional determination has been requested from the U.S. Army Corps of Engineers as part of the waterway permit application process. Coordination with the ODNR, USFWS, OEPA, and the USACE are in the Project File/Ecological/Coordination subsection.

**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 658. No further coordination is required.

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

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	Yes	No

#### Remarks:



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

A review of mapping provided by Ohio EPA did not indicate the presence of any public drinking water supply or source water protection area in the project area. In addition, mapping from U.S. EPA indicated there are no sole source aquifers within the project area. Monitoring/observation water wells are located in and directly adjacent to the project area, however, this project area is served by a public water system and residential drinking water wells are not anticipated to be impacts in this project.

The Ohio EPA maps for the project are located in the Project File/Other Resources/Drinking Water/Water Source Protection Area Map - 2024.pdf and Well Log Data.pdf

**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:

Cultural resource investigation did not identify any sites listed on or eligible for listing on the National Register of Historic Places within the project study area. Field reviews conducted for the project did not identify any publicly owned parks/recreational areas, wildlife/waterfowl refuges or public/private historical sites within the project study area. Therefore, the project will not impact any Section 4(f) properties.

Are there any environmental commitments? No



## Section 6(f)

### Section 6(f) Determination

### Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

### Remarks:

A review of the Land and Water Conservation Fund (LWCF) Summit County Grant Listings of properties that received Section 6(f) funds was completed for the project. This review revealed no outdoor recreational properties within and/or adjacent to the proposed project area received LWCF. Therefore, impacts to Section 6(f) properties will not occur and further coordination is not warranted for the project.

See the LWCF Summit County Grant Listings in the Project File/Section 6(f)/Project Information/LWCF Grant Listing.pdf.

**Are there any environmental commitments? No**



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

### Community Impacts

#### Community Impacts

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

**Remarks:**

The proposed project aims to reduce traffic congestion, improve safety and address geometric deficiencies in this area as local growth continues. The proposed action will not interfere with or disrupt development plans for the city of Akron or the surrounding regions. These improvements are proposed in an effort to accommodate the growth of the existing community.

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

**Remarks:**

The proposed project is expected to have only positive impacts on the local community. Temporary negative impacts to traffic may occur during construction, however, the proposed project is not expected to result in substantial negative impacts to community cohesion.

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

**Remarks:**

The proposed project is not expected to result in reasonably foreseeable indirect or cumulative impacts.

**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 are not expected to occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, or public transportation facilities. Emergency services and schools were notified of the Maintenance of Traffic (MOT) plan and will be notified prior to construction. The MOT Plan includes the proposed construction along IR 76 between the IR 76/IR 77 interchange and the IR 76/IR 277/USR 224 interchange. Access will be maintained for residents and businesses within the work zone. Residents and/or businesses on local roads may experience short-term impacts during construction; however, safety for the public utilizing this facility will be improved by the project.

**Will the proposed action displace residents, businesses, institutions or farms?** Yes

Number of Displacements

**Residences:** 1

**Businesses:** 0

**Institutions:** 0

**Farms:** 0

**Remarks:**



**Full Re-evaluation Level D1**

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

The proposed project will result in the displacement of one residential property, 1070 Morse Street, due to the braided ramp at the IR 76/IR 77 interchange. Discussions with the property owner has been initiated and the property owner has not expressed opposition to being relocated.

All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals and negotiations. Compliance with these procedures will ensure the fair and equitable treatment of affected residents and businesses. The land acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as amended.

**Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement?** Yes

**Remarks:**

The proposed project did raise concerns for Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) and an Environmental Justice Analysis Report-short was prepared for the project.

**Are there any Environmental Commitments?** No



### Environmental Justice

#### Environmental Justice

#### Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
391535088004	96	71
391535088005	67	66
391535088006	76	80
391535083994	64	31
391535083991	75	35
391535083993	42	61
391535052001	63	71
391535054001	48	30
391535054002	51	52
391535054003	32	68
391535057003	22	70
391535057002	41	61
391535058001	0	64
391535058005	14	65
391535102003	10	48
391535057004	37	55
391535054004	23	56

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

Are there any relocations? Yes

Are there residential relocation(s)? Yes

Is Housing of Last Resort anticipated? Yes

Are there business relocations? No

An EJAR is required

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 Environmental Justice 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 Environmental Justice Population? No

Will access to or use of the transportation improvement be denied to any Environmental Justice Populations (for reasons such as cost to use, ability to access, etc.)? No



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

**Will the proposed project result in unanticipated additional impacts to any Environmental Justice 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?** Yes

**An EJAR is required**

**Type of EJAR Prepared** Short

**ODOT Approval Date** 08/23/2024

### Remarks:

Based on a review of ODOT's Transportation Information Mapping System (TIMS) on July 15, 2022, environmental justice populations were identified within the proposed project area (see above table). Additionally, the U.S. Department of Housing and Urban Development (HUD) resource locator was reviewed on July 15, 2022, and no HUD properties were identified within the proposed project area. Every effort was made to include all identified groups, including environmental justice populations, in the decision-making process for this project. The public involvement activities during NEPA included ODOT distributing a press release, multiple news articles, and a project webpage on ODOT District 4 website.

The project will result in one displacement to a residential property, located at 1070 Morse Street. ODOT District 4 personnel coordinated with the property owner, who has not responded with any opposition to being relocated. Additionally, concerns related to impacts on environmental justice populations were raised during public involvement activities that were conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, an Environmental Justice Analysis Report-Short was required for the project.

In accordance with Executive Order 12898 and *ODOT's Office of Environmental Services Environmental Justice Guidance* (January 2023), an Environmental Justice Analysis Report - Short was prepared for the project to determine if disproportionately high and adverse impacts to Environmental Justice (EJ) populations would occur based on the high percentage of minority and low-income populations identified within or adjacent to the study area, the relocation of a Housing of Last Resort property, and the closure of Morse Street. Potential impacts to EJ populations were avoided, minimized or mitigated through implementation of the following strategies:

- The majority of the project is to occur in the existing highway right-of-way, with the exception of one residential relocation, six permanent takes and six temporary takes;
- The proposal of noise barriers and abatement features in six census blocks; and
- Communication with local cities and the general public regarding construction activities.

In correspondence, dated August 23, 2024, ODOT-OES determined the analysis was in compliance with current EJ Guidance (January 2023) and the project will not result in disproportionately high and adverse effects to EJ populations and no further coordination is required for the project.

See the EJ documentation for the project in the Project File/Environmental Justice/Coordination, Project Information and Reports subsections.

**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)**

A Public Engagement Plan (PEP) was created at the start of the project and was updated throughout the public involvement process to provide a detailed account of all public involvement activities conducted for the project.

On February 15, 2024, public meeting notification letters were mailed to property owners, stakeholders, the local school district, and emergency services to inform them of the in-person and virtual open house public meeting options. Comment forms and a project factsheet were included with the public meeting notification letters. Additionally, on February 16, 2024, letters were mailed to 37 public locations adjacent to the project area to request the display of public meeting materials and comment forms. ODOT also advertised the meeting on ODOT's Facebook and X social media accounts.

The in-person open house public meeting was conducted on March 12, 2024, from 5:00 pm - 7:00 pm at the Innes Community Learning Center located at 1999 East Avenue, Akron, Ohio 44314. A total of 54 people attended the in-person public meeting. ODOT also developed a virtual open house website on "PublicInput.com" that was active from February 16, 2024, to April 12, 2024. The open house public meeting and the virtual open house public meeting presented details about the project including: an example of a braided ramp, the proposed Morse Street braided ramp configuration, environmental resources, Kenmore Leg typical section, Morse Street alternative routes, noise reduction feature and placement, noise wall layouts, right-of-way takes, an overview of the project area, and a comment form that provided the opportunity for participants to share feedback. Comments from the public will be accepted throughout the PDP, however, the comment period for the in-person and virtual open house public meeting closed on April 12, 2024. All comments received were included in a comment disposition table and addressed by the project team.

The PEP prepared for the project provides a detailed account of all public involvement activities conducted for the project and is in the Project File/Public Involvement/Project Information subsection as Public Engagement Plan.pdf

All public involvement documentation for the project is in the Project File/Public Involvement/Project Information subsection.

**Is there any substantial environmental controversy on environmental grounds?**

No

**Please summarize the Public Involvement responses received.**

A total of 42 individuals submitted comments between March 12, 2024, through April 12, 2024, for the proposed project regarding the in-person open house public meeting, virtual website and news releases. The comments and responses were posted on the project website.

Twenty-four of the received comments were concerns about the closure of Morse Street and how it would affect vehicular/pedestrian traffic, EMS response time and further divide the neighborhood. Nine of the received comments were concerns about the braided ramp and how it would impact traffic patterns and increase confusion for drivers. Five of the commenters expressed concerns about construction fatigue in the area. Additional received comments included concerns about noise levels, air pollution, how it would impact the design of the Vernon Odom Boulevard ramp, and the cost of the project. A summary of the public comments received and responses to comments was sent to all commenters. A explanation of the need for the Morse Street closure and its effect on the community was provided in the responses as well as more information on the proposed braided ramps, Kenmore Leg traffic movements, the amount of road construction in Akron, and other issues raised in comments.

See the public comments and responses to comments in the Project File/Public Involvement/Project Information subsection.



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72  
Approved: 12/17/2024

**Are there any Environmental Commitments? No**



## Permits

### Waterway Permits

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

### Remarks:

Based on the results of the Level 1 ESR, eight wetlands (Wetland A-E, N-O and Q), three streams (Stream 3-4, and Mud Run) and four Ditches (Ditch 1, 3-5) were identified within the construction limits. Impacts to these resources will require a waterway permit. An environmental commitment has been added to the project to ensure ODOT will obtain all necessary waterway permit(s) prior to impacting the waterway or wetlands.

**Are there any environmental commitments? Yes**

### Storm Water Permits

<b>NPDES Construction General Permit for Stormwater (NOI):</b>	Yes
<b>Watershed Specific NPDES Construction General Permit for Stormwater (NOI):</b>	No



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

### Remarks:

A Notice of Intent (NOI) will be submitted to the Ohio EPA Division of Surface Water by the contractor for coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, as the proposed project will cause more than one acre of earth disturbance. The contractor will be required to develop a Storm Water Pollution Prevention Plan (SWPPP).

**Are there any environmental commitments? No**

### Floodplains

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

### Remarks:

Based on review of floodplain mapping, the project study area is located in a special flood hazard area. However, the construction limits are not located within a special flood hazard area. Therefore, impacts to floodplains are not expected by this project.

See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

**Are there any environmental commitments? No**



## Full Re-evaluation Level D1

PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

### Environmental Commitments

#### RMR -

1) Due to the presence of underground storage tanks (UST) systems, tank tightness testing should be conducted at Extreme Elements LLC (1016 Morse Road) prior to acquisition. If the UST systems pass acquisition should proceed. If the UST system fails, the current property owner will be notified by the Ohio Department of Transportation (ODOT) so they may inform the Bureau of Underground Storage Tank Regulations (BUSTR) at 614-752-7938 as required under BUSTR's regulations. Acquisition activities shall not continue until this additional coordination with BUSTR has concluded.

2) Due to the likely presence of regulated materials, the Project Designer shall include a plan note for petroleum contaminated soils (PCS) in the project plans for the Ohio Edison Co. (Waterloo Road), East Ohio Gas Co. (1000 W. Wilbeth Avenue), Extreme Elements (1016 Morse Road), Akron Rebar Inc. (809 Waterloo Road), Perfect Touch Equipment Sales LLC (25th Street), Marathon Gas (1705 Diagonal Road), Van Devere Chevrolet (1490 Vernon Odom Boulevard), Summit Toyota of Akron (1501 Vernon Odom Boulevard), Apollo Supply- Exterior Building Products (1090 W Wilbeth Road), Glen Butcher (McIntosh Avenue), City Scrap & Salvage (760 Flora Avenue), Best Deals Auto Sales (1291 Wooster Road, 1559 & 1561 Kenmore Boulevard), and Kenmore Automotive (1554 Kenmore Boulevard).

#### Ecological

1) The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. The Contractor shall not remove trees under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. The Contractor shall demarcate clearing limits to avoid any unauthorized tree clearing. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purpose 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 ground surface, and with a minimum height of 13 feet.

#### Permits - Waterway Permits

1) ODOT will obtain all appropriate waterway permit(s) prior to any work within the jurisdictional boundary of all streams or wetlands, and all applicable waterway permit(s) will be included in the plans and adhered to during construction.



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72  
Approved: 12/17/2024

### **Preparers and Approvals**

**Form Preparer:** Rick Paul  
American Structurepoint Inc.  
2550 Corporate Exchange Drive, Ste. 300, Columbus OH 43231  
614-901-2235  
rpaul@structurepoint.com

**Supporting Form Preparer(s):** Robert Lang  
Thomas Powell  
Natalie Jones

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/17/2024



## Appendix

### **Underserved Populations**

Census Mapping.pdf

Public Housing Map.pdf

### **General**

Aerial Map- Amended 2023.pdf

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map - Amended 2023.pdf

USGS Quadrangle Topographical Map.pdf

### **Purpose and Need**

Purpose and Need Statement.pdf

### **Alternatives**

District Approval - Feasibility Study.pdf

### **Air**

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

OEPA Approval - Qualitative MSAT.pdf

### **Noise**

Meeting Summary - Noise Walls on Bridges + Parapets.pdf

Noise Public Involvement City Council Request.pdf

OES Approval - Noise Analysis.pdf

### **RMR**

Project Related Decision - RMR.pdf

Regulated Materials Review Form (2024).pdf

### **Cultural Resources**

Records Check 2024.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Consultation - Correspondence List and Example.pdf



Tribal Response - Eastern Shawnee Tribe.pdf

**Ecological**

Consultation Form.pdf

Coordination with EPA, ODNR, USACE, USFWS.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

Coordination with USACE.pdf

Coordination with USFWS Amended.pdf

Coordination with USFWS.pdf

ODNR Comments on Level 1 ESR Amended 2024.pdf

ODNR Scenic River MOA Conditions

ODNR USFWS MOA Conditions.pdf

ODOT Disposition of Agency Comments.pdf

OEPA Comments - Pre-Applic Meeting Follow-Up Letter.pdf

Project Related OES Decision - Ecological.pdf

USFWS Comments - signed Consult Form.pdf

USFWS/ODNR Ecological MOA Conditions

Wetland Finding.pdf

**Other Resources**

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map - 2024.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

**Environmental Justice**

Census Mapping - 2024.pdf

HUD Mapping.pdf

OES Approval - Environmental Justice Analysis Report.pdf

**Public Involvement**

Community Outreach Flyer - March 12 2024.pdf

Community Outreach Locations - March 12 2024.pdf

Community Outreach Notification - March 12 2024.pdf

Correspondence with Stakeholders.pdf



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

News Article - Akron Beacon Journal - Feb. 23 2024.pdf  
News Article - Akron Beacon Journal.pdf  
News Article - Cleveland 19 News - March 12 2024.pdf  
News Article - WKYC - March 12 2024.pdf  
News Article - WKYC.pdf  
News Article- Facebook Feb. 22.pdf  
News Article- Facebook March 12.pdf  
News Article- X Feb. 22.pdf  
News Article- X March 11.pdf  
News Article- X March 12.pdf  
Press Release - Feb. 22 2024.pdf  
Press Release.pdf  
Project Website.pdf  
Public Comments Received.pdf  
Public Comments and Responses 2024.pdf  
Public Engagement Plan.pdf  
Public Meeting Comment Sheet - March 12 2024.pdf  
Public Meeting Exhibits - Environmental - March 12 2024.pdf  
Public Meeting Exhibits- Braided Ramps - March 12 2024.pdf  
Public Meeting Exhibits- Kenmore Sections-March 12 2024.pdf  
Public Meeting Exhibits- NW Interchange- March 12 2024.pdf  
Public Meeting Exhibits- Noise Wall Layout- March 12 2024.pdf  
Public Meeting Exhibits- Roll Plot- March 12 2024.pdf  
Public Meeting Exhibits- SW Interchange- March 12 2024.pdf  
Public Meeting Handouts - Fact Sheet - March 12 2024.pdf  
Public Meeting Notification - General - March 12 2024.pdf  
Public Meeting Notification - I-76 RW - March 12 2024.pdf  
Public Meeting Notification - Morse St. RW - March 12 2024.pdf  
Public Meeting Notification Mailing List - March 12 2024.pdf  
Public Meeting Sign In Sheet - March 12 2024.pdf  
Response to Public Comments.pdf  
Response to Stakeholder Comments\_Councilwoman Boyes.pdf



**Full Re-evaluation Level D1**  
PID 100713 SUM IR 0076 06.72

Approved: 12/17/2024

Response to Stakeholder Comments\_Xtreme Elements.pdf

Stakeholder Contact List.pdf

Stakeholder Notification.pdf

Virtual Open House Public Meeting.pdf

**Permits**

District Determination - No Floodplain Impacts.pdf

FEMA FIRM 2024.pdf

FEMA FIRM.pdf

Statement of Findings.pdf