



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **SUM IR 0076 06.15 PID 100713**

**Environmental Document Level: C2**

**Approved: 12/14/2022**

**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

C2.....	3
Environmental Commitments.....	9
Preparers and Approvals.....	10
Appendix.....	12



C2

**PID:** 100713  
**Project Sponsor:** DISTRICT 4-PLANNING  
**ODOT District:** 4  
**Funding Source:** Federal  
**Private Funding:** No

**Project Description:**

The Ohio Department of Transportation (ODOT) proposes major repairs and improvements to the Interstate Route (IR) 76/IR-77 interchange, the IR-76/IR-277/US-224 interchange and the section of IR-76 between these interchanges in an urbanized area of the city of Akron, Summit County. The proposed improvements are intended to improve capacity and safety and address infrastructure condition within the corridor. The IR-76 corridor between the IR-76/IR-77 (northern) interchange and the IR-76/IR-277/US-224 (southern) interchange is referred to locally as the 'Kenmore Leg' of the Akron freeway system because it is located in the Kenmore neighborhood of Akron.

ODOT completed a Feasibility Study that concluded traffic congestion was the primary issue affecting the existing highways in the project study area and safety and infrastructure condition were secondary needs. The Feasibility Study recommended pursuing Option 5A that proposes full width 12-foot lanes and 10-foot outside treated shoulders with reduced width 4-foot inside treated shoulders, while also narrowing the lanes to 11 feet and outside treated shoulders to 4 feet where feasible in isolated, spot locations to avoid substantial impacts, such as overhead bridge piers. See the Feasibility Study and ODOT District Approval for the project in the Project File/Alternatives/Reports and Coordination subsections.

The Kenmore Leg was 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 highway construction projects. To accommodate this additional traffic flow on the Kenmore Leg, ODOT temporarily restriped the roadway from two lanes in each direction to three lanes in each direction and restriped one lane ramps to provide two lanes. These lane additions remain and they will be made permanent by the proposed project.

Full depth pavement replacement is proposed along the Kenmore Leg and all ramps within the IR-76/IR-77 and IR-76/IR-277/US-224 interchanges. Additional improvements proposed by this project include drainage system improvements, new retaining wall construction, new highway sign installations new pavement markings applications and potential construction of new noise walls at various locations adjacent to the Kenmore Leg, depending on the results of the noise wall public involvement.

Proposed improvements to the four ramps in the IR-76/IR-277/US-224 Interchange include:

Westbound IR-76 to eastbound IR-277/US-224 ramp: Widening the ramp to two lanes that combines with the two-lane section on eastbound IR-277/US-224 to create a proposed four-lane section of eastbound IR-277/US-224. The four-lane section continues towards the Waterloo Road Interchange, however the outside lane tapers in prior to the Waterloo Road Interchange. Additional improvements include curve widening south of the existing bridge over IR-277/US-224.

Westbound IR-76 to westbound IR-76/US-224 ramp: Widening the ramp to two-lanes; include an "option lane" where the driver can choose to exit or stay on westbound IR-76; and curve widening south of the CSX railroad bridge.

Westbound IR-277/US-224 to eastbound IR-76 ramp: Widening the ramp to two lanes and revising the three lane section of westbound IR-277/US-224 to have two lanes exiting to eastbound IR-76 and two lanes continuing on westbound IR-277/US-224 through the IR-76/IR-277/US-224 interchange; include an "option lane" where the driver can choose to exit eastbound IR-76 or stay on westbound IR-277/US-224; and curve widening south of the CSX Railroad bridge.

Eastbound IR-76/US-224 to eastbound IR-76 ramp: Converting the existing two-lane ramp to a single-lane ramp entering the Kenmore Leg and improve exit ramp terminal geometry.

Proposed improvements at the four existing ramps in the IR-76/IR-77 Interchange include:

Southbound IR-77 to westbound IR-76 ramp: Widening the ramp to be a 3-lane to 2-lane/2-lane split, where two lanes exit for westbound IR-76 and two lanes continue on southbound IR-77; and curve widening between Hawkins Avenue and Morse Street bridges.



## Environmental Document Level: C2

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

Eastbound IR-76 to eastbound IR-76/southbound IR-77 ramp: Widening the ramp to two lanes and include two lanes exiting for eastbound IR-76 and two lanes continuing for the exit ramp to northbound IR-77; include an "option lane" where a driver could exit to northbound IR-77 or stay on eastbound IR-76; and curve widening implemented north of the Morse Street bridge.

Westbound IR-76/northbound IR-77 to westbound IR-76 ramp: Widening the ramp to two lanes; include two lanes exiting for westbound IR-76 and two lanes continuing on northbound IR-77; include an "option lane" where a driver could exit to westbound IR-76 or stay on northbound IR-77; and curve widening north of the existing bridge over IR-77.

Eastbound IR-76 to northbound IR-77 ramp: Widening the ramp to two lanes and curve widening within the loop for this ramp.

The following bridges will be rehabilitated and widened to meet the proposed highway design:

IR-76/US-224 over the CSX Railroad

IR-76 over IR-277/US-224

IR-76 over CSX Railroad

IR-76 over Wilbeth Road

IR-76 over Kenmore Boulevard

IR-76 over Battles Avenue

IR-76 over Morse Street

IR-76 over IR-77 (two ramps)

IR-77 over Hawkins Avenue

IR-77 over Vernon Odom Boulevard (SR 261)

Moreover, the project also proposes to replace the eastbound IR-76 bridge over Morse Street.

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

A maintenance of traffic (MOT) plan will be prepared for the project during project design. Ramp closures, lane restrictions and closure of the Kenmore Leg are potential MOT methods that may be used to construct the project. Advanced notification of the MOT methods will be conducted for the project prior to construction.

A total of 0.394 acre of new permanent right-of-way will be required from four parcels for bridge widening and to construct a retaining wall. Additional minor acquisition of temporary and permanent right-of-way is anticipated and will be determined during project design.

Potential relocation of utilities affected by the proposed construction activities is currently unknown and will be determined during project design.

See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

### STIP Reference #:

100713: 21-24 STIP

### Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section. **Examples include: Lane reduction ("road diet") changes provided traffic analysis is completed; Railroad projects that close at-grade crossings to improve safety or traffic operations.**



**Environmental Document Level: C2**

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). **Examples include: Railroad projects that close or relocate at-grade crossings**

**In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -**

1. a. Acquisition of more than a minor amount of right-of-way
2. b. Residential or non-residential displacements
3. c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
4. d. A Section 106 finding of *Adverse Effect*
5. e. A Section 4(f) Programmatic or Individual Evaluation
6. f. A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. h. Changes in access control
9. i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document

**For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.**

<b>Waterways:</b>	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
<b>Waterways Permit Type:</b>	Permit Determination and/or Permit Application Approval Pending
<b>Isolated Wetland Permit</b>	No
<b>Endangered Species:</b>	Present; No finding of May Affect, Likely to Adversely Affect
<b>Endangered Species - Coordination</b>	May Affect, Not Likely to Adversely Affect
<b>Endangered Species - Coordination Date</b>	11/23/2022
<b>Endangered Species - Critical Habitat Present/Impacted</b>	
Indiana bat	
Northern long-eared bat	



**Endangered Species - Other Critical Habitat Present/Impacted:** Yes

**Endangered Species - Other Description:**

ODOT determined project is not likely to jeopardize continued existence of tricolored bat.

**100-Year Floodplain:** Encroachment Within the SFHA is a Functionally Dependent Use

**EO 11988/NFIP Coordination and Documentation Completed:** Yes

**NFIP Local Floodplain Coordinator Notification Date:** 07/01/2022

**Section 4(f):** Not present

**Section 6(f):** Not present

**Cultural Resources:** Present; No Finding of Adverse Effect

**Cultural Resources Coordination:** Minimum Potential to Cause Effect Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date** 08/17/2022

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.

**Air Quality:** Studies and Coordination Conducted; No Impacts

**Air Quality - Agency Coordination:** Qualitative MSAT

**Air Quality - OEPA Approval Date:** 08/29/2022

**Noise:** Studies and Coordination Conducted; No Impacts

**Noise Coordination:** Noise Analysis Completed

**Noise Coordination - OES Approval Date:** 06/13/2022

**Hazardous Materials - ESA Screening Conducted** Yes

**Hazardous Materials - OES Approval Date:** 08/30/2022

**Phase I ESA Warranted Based on Coordination with OES:** No Further Studies Warranted

**Farmland:** Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658

**Scenic Rivers** No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area



**Environmental Document Level: C2**

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

**Underserved Populations**

Present; No UPIAR Required, Does Not Exceed UP Guidance Criteria, and No Issues Raised During Public Involvement

**Identified Underserved Populations**

Census Block Group #	% Minority	% Low Income	% Older Adults	% Limited English Proficiency (LEP)
391535088004	96	71	18	0
391535088005	67	66	39	3
391535088006	76	80	9	0
391535083994	64	31	9	0
391535083991	75	35	9	0
391535083993	42	61	15	0
391535052001	63	71	10	1
391535054001	48	30	12	0
391535054002	51	52	12	0
391535054003	32	68	10	0
391535057003	22	70	18	0
391535057002	41	61	11	0
391535058001	0	64	10	0
391535058005	14	65	22	0
391535102003	10	48	15	3
391535057004	37	55	9	0
391535054004	23	56	16	8

**Underserved Populations Remarks**



## Environmental Document Level: C2

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

Based on a review of ODOT's Transportation Information Mapping System (TIMS) on July 15, 2022, underserved 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. The project will not result in any displacements or in any permanent restrictions to access by underserved populations. As a result of the proposed improvements, a maintenance of traffic plan will be developed and prior to construction, advanced notification will be provided to inform roadway users of the anticipated dates of construction.

Every effort was made to include all identified groups, including underserved 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 District 4's website.

The proposed project will have no disproportionately high and adverse effects to minority or low income populations, or disparate impacts to a Title VI population based upon the table above, and the attached mapping. No concerns related to impacts on underserved populations or Title VI populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

Furthermore, the proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, or Individuals with Disabilities Populations based upon the table above, and the attached mapping. No concerns related to impacts on these underserved populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings, an UPIAR is not required for the project.

- **TIMS Mapping is in the Project File/Underserved Populations/Project Information/Census Mapping.pdf.**
- **See the HUD location mapping for the project in the Project File/Underserved Populations/Project Information/Public Housing Map.pdf**
- **Public Involvement documents can be found in the Project File/Public Involvement/Public Information**

**Public Involvement:**

Minimum PI Requirements Met; No  
Minor Public or Agency Controversy  
on Environmental Grounds

**Environmental Commitments**

Yes



## Environmental Commitments

### C2

1) ODOT will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all Waterway Permit Special Provisions will be noted under Special Provisions in the plans and adhered to during construction.

2) The Project Designer shall incorporate the following note into the plans: 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. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

3) Prior to commencing noise wall construction plan preparation activities, a conference call must be conducted between ODOT and the noise wall designer to discuss expectations of the design. The Project Designer shall provide all staged noise wall construction plans to the Office of Environmental Services for review and approval a minimum of 30 days prior to finalizing each staged review plan set.

4) The Project Engineer shall provide the noise wall shop drawings to the Office of Environmental Services for review and approval a minimum of 30 days prior to manufacturing the noise walls.

5) As the project advances through detailed design and during construction activities, ODOT will provide project status updates, design changes, etc., as appropriate, to identified stakeholders and the public.



**Environmental Document Level: C2**

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

### **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  
Holly Rundle

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/14/2022



## Appendix

### General

Aerial Map.pdf

County Map.pdf

Project Description Continued.pdf

USGS Quadrangle Topographical Map.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

### ESA

Regulated Materials Review Form.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

### Ecological

Consultation Form.pdf

Coordination with EPA, ODNR, USACE, USFWS.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

Coordination with USACE.pdf

ODOT Disposition of Agency Comments.pdf

Project Related OES Decision - Ecological.pdf

Wetland Finding.pdf

### Other Resources

Census Bureau Urbanized Area Map.pdf



**Environmental Document Level: C2**

PID 100713 SUM IR 0076 06.15

Approved: 12/14/2022

Water Source Protection Area Map.pdf

**Underserved Populations**

Census Mapping.pdf

Public Housing Map.pdf

**Public Involvement**

Correspondence with Stakeholders.pdf

News Article - Akron Beacon Journal.pdf

News Article - WKYC.pdf

Press Release.pdf

Project Website.pdf

Public Comments Received.pdf

Response to Public Comments.pdf

Stakeholder Contact List.pdf

Stakeholder Notification.pdf

**Permits**

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf

Statement of Findings.pdf