



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH IR 0076 06.04 PID 115798

Environmental Document Level: C1

Approved: 8/8/2022

Prepared By: District 4

Edward Deley
Phone: 330-786-4930
E-mail: 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.

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C1

PID:	115798
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Non-Federal
Does this project require a Federal permit or approval?	Yes
Private Funding:	No
Project Description:	

The Ohio Department of Transportation (ODOT) proposes to construct a shared-use through/left turn lane and an exclusive right turn lane along both Interstate Route (IR) 76/Bailey Road exit ramps, Ramp A and Ramp C, and extend the existing northbound and southbound exclusive left turn lanes approximately 170 feet and 65 feet, respectively, along Bailey Road to the existing IR 76/Bailey Road entrance ramps. Additional improvements proposed by this project include new traffic signal installations to account for the new exit ramp lane configurations, new pavement marking applications and new traffic sign installations.

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

During project construction, the IR 76 westbound and eastbound exit ramps and entrance ramps shall remain open to traffic at all times. Additionally, two lanes of traffic shall be maintained at all times along the IR 76 westbound and eastbound mainline and along Bailey Road. Road closures and detours are not proposed to construct the project. Construction information will be posted along IR 76 and Bailey Road within the project construction limits prior to the start of project construction. Access shall be maintained to all properties adjacent to the IR 76/Bailey Road interchange for the duration of the project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway/roadway rights-of-way.

Multiple overhead and underground utilities exist within the project study area. These include electric, water, gas, sanitary and telecommunication utilities. Minor relocations of the electric utility will be necessary to complete the work and shall be coordinated with the service provider. These minor utility relocations will occur within the existing highway/roadway rights-of-way. The remaining utilities at this location do not conflict with the project and will not be impacted during project construction. Utilities will not be permanently removed to construct the project. Coordination with the utility company affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The project has no Federal funding (100% State funded project), however, the project is federalized because the effort involves a limited-access interstate route.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The records check included a review of electronic data from Ohio State Historic Preservation Office (OSHP) GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). The literature search concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). The proposed activities will be state-funded, but the project is federalized since the effort involves a limited-access interstate route. The roadway changes will require a Federal Highways permit, however, construction efforts will focus on the existing limited access operational right-of-way and no additional right-of-way acquisition is anticipated. No buildings will be involved in construction and no relocations will be required.



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Improvements to interchanges and divided highways when the effort is limited to the existing operational right-of-way are exempt from further cultural resource consideration by the November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, if the project is not within the boundaries of any historic property or N. R. district. Therefore, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement No. 19394). See the Ecologically Exempt MAH-76-6.04.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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

ODOT District 4 conducted various public involvement activities for the project, including a news release issued about the project and project information posted on the ODOT project website. Comments were requested by the public involvement activities conducted for the project. One (1) news article on the WFMJ website was published about the project. One (1) public comment was received as a result of the public involvement activities conducted for the project. See the public involvement documentation for the project, including the received comment and response to comment, for the project in the Project File/Public Involvement/Project Information subsection.

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

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

STIP Reference #:

115798: 21-24 STIP SLI Group
Project/Fiscal constraint is at SLI
Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date:

06/17/2022

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

Supporting documentation has been uploaded to Project File:

Yes

Select the appropriate project type (more than one can be selected):

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-



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of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

Environmental Commitments:

No



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Preparers and Approvals

Form Preparer

District 4
Contact: Edward Deley
330-786-4930
Edward.Deley@dot.ohio.gov

Supporting Form Preparer(s):

Rebecca Mocarski
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	8/8/2022



Appendix

General

Approval - Interchange Operations Study.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

District Website Posting.pdf

News Article - WFMJ.pdf

Press Release.pdf

Public Comments Received.pdf

Response to Public Comments.pdf

Permits

FEMA FIRM.pdf