



# OHIO DEPARTMENT OF TRANSPORTATION

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

## Environmental Document

for

**SUM IR 77/SR 8 11.65/0.00 PID 114865**

**Environmental Document Level: C2**

**Approved: 10/3/2024**

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

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## C2

### Project Information

<b>PID:</b>	114865
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal

### C2 Section

### Project Description:



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The Ohio Department of Transportation (ODOT) proposes corridor improvements along Interstate Route (IR) 77 north of Lovers Lane to the Central Interchange and along State Route (SR) 8 from the Central Interchange to just north of Perkins Street, a distance of 1.86 miles, in the city of Akron, Summit County, Ohio. The improvements include adding an additional travel lane to southbound SR 8, adding an additional travel lane to northbound SR 8 between the Central Interchange and Perkins Street, removing the SR 8 bridges over Beacon Street and constructing a cul-de-sac at Beacon Street and a cul-de-sac at Fountain Street, reconfiguring Goodkirk Street to one lane from Carroll Street to Exchange Street, providing a box culvert underpass for the Rubber City Heritage Trail, replacing the Carroll Street bridge over SR 8, and potentially constructing noise walls. The project also proposes to reconfigure the SR 8 southbound entrance ramp from Carroll Street and the SR 8 southbound exit ramp to IR 76 with a braided configuration.

The purpose of the project is to reduce traffic congestion and address safety issues on SR 8 just before the Central Interchange to Perkins Street. Additional improvements proposed by this project include constructing new retaining walls, widening and resurfacing/replacing pavement, improving drainage, installing new lighting and signage and applying new pavement markings.

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 construction, SR 8 traffic will be maintained by phase construction, although the exact phasing is not yet known. Local roadway closures requiring a detour include Carroll Street ramp to southbound SR 8, northbound SR 8 to Carroll Street ramp, Goodkirk Street to local traffic, and Carroll Street to local traffic. During the Carroll Street ramp to southbound SR 8 closure, traffic will be routed west on Carroll Street, north on Spicer Street, east on Buchtel Avenue, then north on Fountain Street, west on Perkins Street, where it can then enter on to southbound SR 8. During the northbound SR 8 to Carroll Street ramp closure, traffic will be directed west on Perkins Street, then south on Goodkirk Street to its intersection with Carroll Street. During the Goodkirk Street and Carroll Street to local traffic closures, traffic will be routed through Fountain Street, Buchtel Avenue, Spicer Street, and Exchange Street. It is not anticipated that the closures will occur concurrently. Emergency services, schools, public institutions/facilities, and local elected officials were notified of the maintenance of traffic during the public involvement for the project. They were notified via mail and/or email on February 5, 2024.

The project will require new right-of-way acquisition. Exact right-of-way acreage is unknown; however, it is anticipated that permanent right-of-way will be needed from approximately 15 parcels. Temporary right-of-way will also be needed for construction. Total takes and/or relocations are not required to construct the project. Utility impacts are expected. Coordination with the utility companies in proximity to the proposed construction activities will be conducted for the project during its preliminary engineering phase and will continue during its detailed design phases. Construction is currently scheduled to begin in the winter of 2029 and last approximately 3 years.

The project will not impact any environmentally sensitive resources within the project study area as detailed in the narrative below and the resource-specific subsections and tabs.

A Level 1 Ecological Survey Report was completed by ODOT District 4 Environmental Section personnel for the project. A total of 3.7 acres of suitable forested bat habitat were identified in the project area. The project will impact 3.7 acres of suitable wooded habitat (SWH) for the federally listed Indiana bat, northern long-eared bat, and tricolored bat species. The project will also impact 3.7 acres of habitat for the state listed little brown bat. No other ecological resources are present within the project construction limits. See the ecological and threatened/endangered species documentation for the project in the Project File/Ecological/Project Information and Reports subsections and the Ecological tab.

Active and sealed water wells are located within the project study area. Well log data and documentation can be found in the Project File/Other Resources/Drinking Water subsection.

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

The estimated project detailed design cost and the estimated project right-of-way cost specified in Ellis agree with the project detailed design cost and the project right-of-way cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).



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	114865: 24-27 STIP
CO	
DD	114865: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:

Yes

#### 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 I 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.**

(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 ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
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)



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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.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

**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.**

### Ecological

**Waterways:** Not Present

**Will any wetlands be impacted?** No

**Endangered Species:** Present; No finding of May Affect, Likely to Adversely Affect

**Endangered Species - Coordination** May Affect, Not Likely to Adversely Affect

**Endangered Species - Coordination Date** 06/11/2024

**Endangered Species - Critical Habitat Present/Impacted**

### Other

Indiana bat

Northern long-eared bat

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

**Endangered Species - Other Description:** Tricolored Bat

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

### Scenic Rivers Remarks

National or state-listed wild and scenic rivers are not located within 1,000 feet of the project study area. The project will not impact any scenic river.

### Floodplains

**100-Year Floodplain:** No Encroachment Within a Special Flood Hazard Area (SFHA)



## Floodplain Remarks

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined construction activities are not located within a designated Special Flood Hazard Area (SFHA) floodplain. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

### Section 4(f)

**Section 4(f):** Present; No Impacts and/or Access Restrictions

### Section 4(f) Remarks

The future Rubber City Heritage Trail is a recognized recreational property within the vicinity of the proposed project and is afforded protections from adverse impacts. A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was prepared for the project and submitted to ODOT-OES Policy Staff on June 20, 2024. On July 18, 2024, ODOT-OES determined the proposed project will not interfere with or adversely impact the protected recreational activities, features or attributes associated with Rubber City Heritage Trail and, therefore, the project received a "no use" determination in accordance with 23 CFR 774. This determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ).

No further Section 4(f) coordination is required for the project. See the Section 4(f) coordination for the project in the Project File/Section 4(f)/Coordination subsection.

### Section 6(f)

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

## Cultural Resources

**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** 06/02/2023

### Cultural Resources Remarks

A Cultural Resources Records Check was performed 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. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. Additionally, the existing bridges (SFN 7700091 and 7700156) were built in 1954 but are not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). Therefore, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed November 8, 2017, Cultural Resource PA (Agreement 19319), ODOT OES determined the project is a type of undertaking that has "minimal potential to cause effects" to historic properties and is not part of a larger undertaking. No further cultural coordination is required for the project. See the cultural documentation, including coordination, for the project in the Cultural Resource tab.

## Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:



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Air Quality

Noise

Regulated Materials

Farmland

**Air Quality:**

Studies and Coordination  
Conducted; No Impacts

**Air Quality - Agency Coordination:**

Qualitative MSAT

**Air Quality - OEPA Approval Date:**

05/30/2024

**Air Remarks**

A qualitative MSAT analysis report was prepared in January 2024 for the proposed project. In an email, dated May 30, 2024, Ohio EPA granted concurrence that the project falls under "Minor widening projects" and the design year ADTs are below the range of 140,000-150,000 design year ADT, the project meets the criteria for "Low Potential MSAT Effects", in accordance with the FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents, and a "Qualitative" MSAT Analysis was prepared. There have been no public involvement issues to date. There is no foreseen change in fleet mix between the existing and design years.

In an email, dated March 22, 2024, FHWA stated upon review of the project and through consultation with USEPA and OEPA, FHWA finds that the project is not a project of air quality concern, has met the statutory requirements of the Clean Air Act, and is exempt from further hotspot analysis per 40 CFR 93.116(a). This consultation included consideration of whether the project would cause a significant increase in diesels between Design Year Build (DYB) and Design Year No Build (DYNB) conditions. A "significant increase" in the number of diesel transit busses and diesel trucks under either 40 CFR 93.123(b)(1)(ii) or (iv) has been determined through interagency consultation. Further, this project is part of a conforming Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for PM 2.5 and has had required public involvement pursuant to 40 CFR 93.105(e). The project scope has not changed significantly from that included in the MTP and TIP. Therefore, the project has met the statutory requirements of the CAA and conforms to the state implementation plan.

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

**Noise:**

Studies and Coordination  
Conducted; No Impacts

**Noise Coordination:**

Noise Analysis Completed

**Noise Remarks**



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A noise analysis report was prepared for the project. Two noise sensitive areas (NSAs) were evaluated within the project study area. Existing Year 2019 and Design Year 2045 noise levels for the No Build and Build alternatives were modeled using the FHWA Traffic Noise (TNM) Version 2.5. The results of the analysis indicated that one of the two areas (NSA 3) will have traffic noise impacts that exceed the Level B Noise Abatement Criteria of 67 dBA and none of the NSAs will have increases of greater than 10 dBA under the Design Year Build alternative.

Noise abatement measures, including noise walls, were evaluated for the impacted receptors. To be effective, noise barriers must be long, continuous, and sufficiently high to break the line of sight from the highway to the receptor. Under the ODOT Highway Traffic Noise Analysis Manual, noise levels must be reduced by a minimum of 4.5 dB at any sensitive receptor site for that site to be considered a benefited receptor. The construction of a noise barrier is considered a feasible mitigation measure if 40% of the impacted dwelling units receive at least a 4.5 dB noise reduction. The construction of a noise barrier is considered reasonable mitigation if the construction cost is less than \$56,000 per benefited receptor. Reasonableness also includes the desires of the affected property owners to have a noise barrier constructed adjacent to their property. It was determined that noise wall construction would be feasible and reasonable for NSA 3. The recommended noise barrier is 1,305 feet long and 81 inches tall and will benefit 49 homes. Upon review of the noise analysis report, ODOT OES accepted the report recommendations.

Noise barrier wall NSA 3 is recommended for construction as part of the project if the barrier is desired by the benefited homes. See the noise documentation for the project in the Project File/Noise/Coordination and Reports subsections.

**The project involves ROW acquisition, Deep Excavation, or OEPA  
513 Landfill Authorization:** Yes - Screening

**Regulated Materials Review Screening:**

Investigation Required

**Regulated Materials Review Screening - DEC/OES Approval Date:** 02/14/2024

**Regulated Materials Review Investigation:** Plan Note Required

**Regulated Materials Review Investigation - OES Recommendation  
Date:** 08/12/2024

**The Regulated Materials Review plan note has been entered in the Environmental  
Commitments grid below:** Yes

**Regulated Materials Review Remarks:**

A Regulated Materials Review (RMR) Screening was completed for the project. Based on anticipated right-of-way information, ODOT OES recommended RMR Investigations for the following sites:

- RM-010, Don Properties Inc., 596 Beacon St
- RM-012, Akron Fence, 556 Beacon St,
- RM-013 Milestone Services, 551 Beacon St.

Based on review of the RMR Investigations, ODOT OES recommended a PCS plan note for site RM-010.

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

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

**Environmental Justice**

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted



for Public Involvement are commensurate to the project's type and scope of work.

**Environmental Justice Populations**

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

**Identified Environmental Justice Populations**

Census Block Group #	% Minority	% Low Income
391535011001	77	60
391535089004	36	74
391535089002	34	79
391535089001	32	85
391535041001	36	70
391535031002	36	53
391535046001	61	81
391535046004	34	76

**Environmental Justice Remarks**

A review of the ODOT Transportation Information Mapping System (TIMS) indicated there are Environmental Justice populations within the proposed project area. No businesses or residences will be acquired or relocated as part of the project.

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

Based on the above findings, an Environmental Justice Analysis Report is not required for the project.

See the census mapping for the project in the Project File/Environmental Justice/Project Information subsection.

**Public Involvement**

**Public Involvement:**

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

**Public Involvement Remarks**



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A Public Engagement Plan for the project was approved in September 2024.

#### Virtual Public Open House/Comment Period

During the first round of public involvement, ODOT conducted a virtual public open house and comment period on a dedicated project website hosted through PublicInput.com (publicinput.com/SR8improvements). The purpose of this virtual public open house was to explain the proposed improvements, the alternatives and gather feedback from the public. The website included a pre-recorded video presentation about the project that explained existing conditions and need for the project, the ramp alternatives, anticipated impacts, how to provide comments and next steps. The webpage also included links to project materials and exhibits and embedded forms for submitting comments.

Letters and emails sent on June 9, 2023, to property owners, residents, and stakeholders in and around the project were invited to view the virtual open house and submit comments. The letters provided a project description, brief description of alternatives, summary of the projects purpose and need and an invitation to view additional materials online and submit comments. A handout and comment form were included in the mailing to provide project details and those preferring to comment via mail. Similar letters were sent to local businesses, religious organizations, and other high traffic areas requesting the recipients distribute the flyer to inform employees, congregation, visitors and/or customers of this project and the virtual open house.

On June 21, 2023, Fox 8 News, a local affiliate of Fox news outlet, posted a news article advertising the proposed improvements.

The comment period began on June 9, 2023, and closed on July 12, 2023.

During this period, Twenty-six comments were received. Concerns included the removal of IR 77/76 access from Carroll Street in Ramp Alternative 1, clarification of project details, questions regarding construction and other suggested improvements. Some comments expressed their approval of the braided ramp as an effective measure to reduce congestion.

ODOT provided a response to comments to all individuals who provided contact information.

#### In-Person Open House

During the second round of public involvement, ODOT conducted an in-person open house and comment period for the project. The purpose of this in-person open house was to explain the proposed improvements, the selection of the preferred braided ramp alternative, provide more detailed anticipated impacts and gather feedback from the public. The meeting was conducted from 5:00 PM to 7:00 PM at the Akron-Summit County Main Library. Participants could stop by whenever was convenient and talk with the project team members. The website was updated to include a summary of previous public involvement, all materials presented at the in-person event and an embedded comment form for those who were unable to join in person to review exhibits and submit comments online.

Letters and emails were sent on February 5, 2024, to property owners, residents and stakeholders inviting participation in the open house and to submit comments. The letters included a project description, the selection of the preferred alternative, open house details, project webpage information and ways to submit comments. A handout and comment form were also included in the mailing, similar to the first round of public involvement with additional flyers sent.

The comment period began on February 5, 2024, and closed on April 5, 2024.

During this period, thirty-five comments were received. Concerns included the removal of IR 77/76 access from Carroll Street in Ramp Alternative 1, clarification of project details and impacts, construction and maintenance of traffic questions and other suggested improvements. Many comments expressed their approval of the braided ramp as an effective measure to reduce traffic congestion.

ODOT provided a response to comments to all individuals who provided contact information.

See the public involvement documentation, including the received comments and responses to comments, for the project in the Project File/Public Involvement/Project Information subsection.

## **Environmental Commitments**

### **Environmental Commitments**

Yes



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## Environmental Commitments

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- 1) Noise barrier wall NSA 3 is recommended for construction as part of the project if desired by the benefited homes. ODOT will conduct noise public involvement to determine if the affected NSA wants a noise barrier prior to commencing noise wall construction plan preparation.
- 2) A PCS plan note will be placed in the Final Plans to properly manage PCS that may be encountered during excavation or construction activities for the property located at 596 Beacon Street.
- 3) An drinking water well plan note will be placed in the Final Plans to properly manage any active drinking water wells that may be encountered and impacted during construction activities.
- 4) The project designer shall incorporate the following note into the plans. **ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED TO CONSTRUCT THE 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.**



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### Preparers and Approvals

**Form Preparer:**

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Thomas Powell  
Cassandra Austin

### Approvals & Electronic Signatures

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	10/3/2024



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### Air

Conformity Determination Request and Approval - PM 2.5.pdf

Coordination with OEPA - Qualitative MSAT.pdf

OEPA Approval - Qualitative MSAT.pdf

### Noise

OES Approval - Noise Analysis.pdf

### RMR

OES Review - RMR Investigation.pdf

OES Review - Screening.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

### Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

### Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

### Section 4(f)

Determination Request Form for Recreational Properties.pdf

OES Recreational 4(f) Determination.pdf

### Environmental Justice

Census Mapping.pdf

### Public Involvement

News Article.pdf



Open House - Exhibits.pdf

Open House - Handout.pdf

Open House - Public Input Page.pdf

Open House - Response to Public Comments by email.pdf

Open House - Response to Public Comments.pdf

Open House - Sign In Sheets.pdf

Open House Notification - Email and List.pdf

Open House Notification - Flyer Letter and List.pdf

Open House Notification - Flyer.pdf

Open House Notification - Letter and List.pdf

Open House Notification - Press Release.pdf

Public Engagement Plan.pdf

Stakeholder Comments\_Akron\_Don Drumm Wall.pdf

Virtual Open House - Exhibit.pdf

Virtual Open House - Handout.pdf

Virtual Open House - Presentation .pdf

Virtual Open House - Public Input Page.pdf

Virtual Open House - Response to Public Comments.pdf

Virtual Open House Notification - Email and List.pdf

Virtual Open House Notification - Flyer Letter and List.pdf

Virtual Open House Notification - Flyer.pdf

Virtual Open House Notification - Letter and List.pdf

Virtual Open House Notification - Press Release.pdf

**Permits**

FEMA FIRM.pdf