



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **SUM S Arlington Rd (Green) PID 116917**

**Environmental Document Level: D1**

**Approved: 9/17/2024**

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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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## Project Type

**Please check all of the following actions that apply (Must check at least one):**

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



### General Project Information

**Project, Cost Schedule and Work Limits**

**Environmental Document Level:** D1  
**PID:** 116917  
**Project Name:** SUM S Arlington Rd (Green)  
**Project Sponsor:** Green, City of  
**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
RW	116917: 24-27 STIP
CO	116917: 24-27 STIP
CO	116917: 24-27 STIP
DD	

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

**Project Description:**

The city of Green proposes an intersection/roadway improvement project on South Arlington Road, Boettler Road, and Southwood Drive within the city of Green, Summit County, Ohio. The project includes the following:

- Full depth pavement replacement and widening of South Arlington Road from Boettler Road to East Turkeyfoot Lake Road to a four-lane roadway with a raised center median.
- Full depth pavement and the narrowing of Boettler Road from South Arlington Road to Kenway Boulevard to a two-lane roadway with left turn lanes at the intersection of South Arlington Road and Kenway Boulevard.
- Conversion of two intersections into 2-lane roundabouts, South Arlington Road/Boettler Road and South Arlington Road/Southwood Drive.
- Improvements to storm sewers, lighting, traffic controls, pedestrian facilities to comply with the Americans with Disabilities Act (ADA) standards and pavement markings.
- New right-of-way and the removal of one residential property.

Construction is anticipated to begin May 2026, and is anticipated to last until November 2027. The environmental document and associated studies are being approved using the Stage 2 Design plans. A copy of the plans can be found in the Project File under General/Project Information/Stage 2 Design.pdf

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).

**Limits of Proposed Work:** S Arlington Rd just south of Boettler Rd to just north of September Dr

**Start (SLM):** 3.550



End (SLM):	4.420
Total Work Length (Miles):	0.87
Roadway Character	
Route Number: CR00015	
Functional Classification:	Principal Arterial - Other Freeway/Expressway (Urban)
Current Average Daily Traffic:	19500
Current Average Daily Traffic Year:	2025
Design Year Average Daily Traffic:	26515
Design Average Daily Traffic Year:	2045
Daily Hourly Volume:	2652
Truck %:	4
Setting:	Urban
Topography:	Level

	Existing:	Proposed:
Design Speed (MPH):	40	40
Legal Speed (MPH):	40	40
Number of Lanes:	2	4
Type of Lanes:	Through	Through
Pavement Width (ft):	60	72
Shoulder Width (ft):	10	10
Median Width (ft):	0	3
Sidewalk Width (ft):	0	13

No bridge data for PIDs associated with this CE Form

**Maintenance of Traffic During Construction**

A roadway, bridge or ramp closure is required	No
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	Yes



<b>The proposed MOT substantially impacts sensitive environmental resources</b>	No
<b>Substantial controversy is associated with the proposed MOT</b>	No
<b>Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.</b>	Yes

**Remarks:**

South Arlington Road will be open to through traffic, with interim lane restrictions during construction. Access to adjacent properties will be maintained at all times. Pavement markings and/or signage from existing or prior phases that conflict with the proposed work or traffic patterns will be removed. There will be a total of three (3) phases with additional smaller phases to construct the roundabouts at the two intersections in order to maintain access to the intersection throughout construction. Phase 1 will include three (3) smaller phases (Phase 1A, Phase 1B, and Phase 1C) to maintain two-way traffic on South Arlington Road and two-way traffic on Boettler Road. Phase 1A will begin the construction of two northbound lanes on South Arlington Road, the westbound lane and half of the left turn lane on Boettler Road, the northeast quadrant of the Boettler Road roundabout, and Southwood east Drive. Traffic will utilize the existing pavement on the west side of South Arlington Road and the southside of Boettler Road. Phase 1B will keep the traffic pattern on Arlington Road and shift Boettler Road to the newly constructed westbound lane while Arlington Road northbound and the rest of Boettler Road is constructed, as well as, the southeast quadrant of the Boettler Road roundabout. Phase 1C will shift Arlington Road traffic to the previously constructed road while one southbound lane at South Arlington Road and the west side of the Boettler Road roundabout are constructed. Phase 2 will transfer traffic onto the roadway constructed in Phase 1 and will remove the existing pavement at South Arlington Road and Boettler Road. The intersection at Southwood Drive and South Arlington Road will be closed during Phase 1 of construction and two detours will be required. When the western leg of the intersection is closed, the detour will utilize Greenfield Road and Knollwood Drive during Phase 1A, 1B and 1C. When the eastern leg is closed the detour will utilize SR 619 and Fortuna Drive during Phase 1C.

The maintenance of traffic (MOT) was described in the public meetings. Additionally, project notification letters that included a description of the anticipated maintenance of traffic (MOT) and a project plan exhibit were emailed to the local emergency medical services, police and fire departments, and schools on May 22, 2024. No comments or concerns were received from the local emergency medical services, police and fire departments, or schools. Prior to construction, local emergency services, police and fire departments, and schools will be contacted to provide that latest MOT information and to address any additional concerns they may have.

- MOT is outlined in Stage 2 Design Plans that are located in the Project File under General/Project Information/Stage 2 Design.pdf

- A copy of the MOT email is located in the Project File under General/Maintenance of Traffic/Correspondence with Emergency and Public Services.pdf

- The list of emergency services and the local school district contacted is located in the Project File under Public Involvement/Project Information/Public Notification Mailing List

<b>Are there any Environmental Commitments?</b>	Yes
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**Right of Way and Utility Involvement**

<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>	16
<b>Number of parcels impacted by Temporary Right-of-Way:</b>	47
<b>Approximate acreage of Permanent Right-of-Way needed:</b>	6.981
<b>Approximate acreage of Temporary Right-of-Way needed:</b>	3.419



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<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>	No
<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>	No
<b>Coordination with identified utilities has been initiated and/or completed</b>	Yes

**Remarks:**

A total of 47 parcels will be impacted by temporary right-of way while 16 parcels will be impacted by permanent right-of way. Additionally, one whole parcel acquisition is required for the proposed project at 3800 South Arlington Road.

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

- Aquaohio (Sewer and Water)
- Dominion Energy (Electric)
- Northeast Ohio Natural Gas Corp. (Gas)
- Pin Oak Energy Partners (Electric)
- Summit County (Sewer and Water)
- Sunoco (Gas)
- Verizon (Telecommunication)
- Ohio Edison (Electric)
- Crown Castle (Telecommunication)
- AT&T (Telecommunications)
- Charter Communications (Telecommunications)
- Brightspeed (Telecommunication)

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



## Purpose & Need

### Purpose & Need

#### Project History:

The city of Green is located at the southern border of Summit County, adjacent to Stark County, and is approximately halfway between Akron and Canton. Multiple interchanges with I-77 exist within the city limits, including Arlington Road, Massillon Road/State Route (SR) 241, and Lauby Road. Arlington Road, a major collector road, and SR 241, a principle arterial road, primarily serve the city for those residing and doing business in the city. Lauby Road, a major collector road, is located further south along I-77 and focuses on the Akron-Canton Airport.

The city has experienced consistent residential, office and commercial growth over the past few decades. From 1990 to 2000, the city grew 18.5 percent and from 2000 to 2010 grew an additional 12.5 percent. Based on these growth rates, it is projected that residential growth will remain steady and continue to increase.

Several studies and plans have been completed over the past 25 years documenting the importance of the Arlington Road corridor. The project corridor was first discussed in the *Long-Range Land Use Plan* (McBride Dale Clarion 2004), and then subsequently in 2014 (OHM Advisors 2014), both were updates to the original Long-Range Plan prepared by the city and adopted in 1997. This study identified a need for the development plan for the Massillon Road District, the adoption of the Land Development Code, several re-zonings to accommodate new development, the creation of the B-5 Airport Commerce zoning district (includes Lauby Road), the development of the Transportation Plan and a city-wide Trails Plan.

Another study, the *Corridor Planning Study* (Prime AE Group, Inc. 2020) investigated the traffic volume for Arlington Road between Boettler Road and Turkeyfoot Lake Road/SR 619. This study stated Arlington Road between Boettler Road and Turkeyfoot Lake Road/SR 619 primarily services commuters and commercial traffic to the surrounding areas and to I-77. Also, the study noted the Arlington Road area is a transitioning area. A transitioning area was defined as an area with a population over 5,000 and not in an urbanized area. A generalized planning analysis was performed, and the existing Average Daily Traffic (ADT) in the study area was 15,900. Based on the existing roadway configurations and the ADT count gathered, it was concluded that the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619 is currently operating over the roadway capacity of 12,960 ADT.

The 2021 *Connectivity Study* was prepared by Akron Metropolitan Area Transportation Study (AMATS), Environmental Design Group and the city of Green to replace the previous trail planning efforts currently included in the city's Transportation Plan (AMATS et. al. 2021). The goal of this study was to understand existing conditions, identify new connections, and prioritize implementation of those connections for future pedestrian facilities. The study included a public survey to discover the community's desires and concerns about the ability to walk, run or bike safely. This was a citywide public survey soliciting the residents of Green to better understand their desires and concerns related to pedestrian infrastructure within the city limits. Additionally, in person events, including several public presentations, were included in the study to allow residents time for dialogue, ask questions, and express concerns. The study concluded with the final draft of the "Master Trail Plan," and the results of the public survey can be seen in the Project File (Table 1, Table 2 and Chart 1):

- 87% of the people surveyed stated the biggest problem for pedestrian access was the lack of sidewalks or trails in their area.
- 69% of the people surveyed said no sidewalks were available in their neighborhood.
- 75% of the people surveyed wanted infrastructure added to their neighborhood.

#### Purpose Statement:

The purpose of the project is to improve mobility and provide additional connectivity access for the public (motorist/pedestrians) in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619.

#### Need Element(s):

##### *Primary Need*



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The primary need for the project is to reduce traffic congestion and improve vehicular traffic flow in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619. Several studies have been conducted on the existing conditions of the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619. The city has experienced consistent residential, office and commercial growth over the past few decades and it is projected that residential growth will remain steady and continue to increase. The Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619 has been identified as a transitioning area of the city and primarily services commuters with some commercial traffic to the surrounding areas and I-77. Based on the previous studies completed in the Arlington Road corridor, the existing roadway configurations and the 15,900 average daily traffic (ADT) count conclude the Arlington Road corridor is already operating over the roadway capacity of 12,960 ADT. In 2022, a *Technical Memorandum* was prepared and summarized the traffic analysis evaluation conducted for the intersections of Arlington Road/Boettler Road, Arlington Road/Southwood Drive and Arlington Road/Turkeyfoot Lake Road-SR 619 in the city of Green, Ohio. The current roadway and intersection configurations in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619 include:

- Arlington Road is currently a two-lane roadway, one travel lane in each direction, with a posted speed limit of 40 miles per hour (mph). Just south of the intersection of Arlington Road/Turkeyfoot Lake Road-SR 619, Arlington Road widens to four-lanes, two travel lanes in each direction, with a center left turn lane.
- Boettler Road is a two-lane roadway, one travel lane in each direction, with a center left turn lane and a posted speed limit of 35 mph. The intersection of Boettler Road/Arlington Road is traffic signal controlled in all directions.
- Southwood Drive is a two-lane roadway, one travel lane in each direction, with a posted speed limit of 25 mph. Southwood Drive, to the west of Arlington Road, serves as one of two access points to a neighborhood, and to the east of Arlington Road, will be constructed as part of a future planned mixed-use development. The intersection of Southwood Drive/Arlington Road is stopped controlled only from Southwood Drive west of Arlington Road.
- Turkeyfoot Lake Road/SR 619 is a two-lane roadway, one travel lane in each direction, with a posted speed limit of 45 mph. The intersection of Turkeyfoot Lake Road/SR 619 also includes dedicated turn lanes and is traffic signal controlled in all directions. Turning movement counts were conducted on Thursday September 8, 2022, from 6:00 AM to 6:00 PM, using MioVision camera technology, at the intersections of Arlington Road/Boettler Road, Arlington Road/Southwood Drive and Arlington Road/Turkeyfoot Lake Road-SR 619. To account for growth in the regional traffic, a linear annual growth rate of 2.0% was applied to the 2022 traffic counts to determine the Opening Year (2024) and Design Year (2044) traffic volumes. The growth rate was determined through analyzing the historical traffic data available in the immediate project area. The traffic capacity of the intersections and the time delay in seconds can be seen in Table 3 in the Graphics or Tables.pdf in the Project File/Purpose and Need/Project Information subsection.

Level of Service (LOS) was used as part of this study. These service conditions are defined by the letters "A" through "F", with "A" being excellent traffic conditions with very little delay and "F" equating to congested, unstable traffic flow with excessive delay. Per the ODOT Analysis and Traffic Simulation Manual (OATS), the operational goals for intersections analyses (All Way Stop Controlled, Two Way Stop Controlled, Roundabouts, and Signalized Intersections) is considered to be acceptable if the overall intersection LOS is found to be LOS D or better and with all approaches operating at LOS E or better. See Table 3 in the Graphics or Tables.pdf in the Project File/Purpose and Need/Project Information subsection.

Based on the results of the 2022 traffic analysis, the following conclusions can be drawn for each of the intersections:

- Intersection of Arlington Road and Boettler Road has an acceptable LOS and delay in the Opening Year (2024), but unacceptable LOS by the Design Year (2044).
- Intersection of Arlington Road and Southwood Drive has an unacceptable LOS for the Opening Year (2024) and an unacceptable LOS by the Design Year (2044).
- Intersection of Arlington Road and Turkeyfoot Lake Road/SR 619 has an acceptable LOS and delay in the Opening Year (2024) and an acceptable LOS by the Design Year (2044) except for the westbound approach that will have an unacceptable LOS by the Design Year (2044).

### ***Secondary Need***

One secondary need identified of the project corridor is to improve pedestrian facilities in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619.

Currently, in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619, sidewalks are present:

- Starting approximately 0.25 mile east of the Arlington Road/Boettler Road intersection and continuing through the neighborhoods on the north and south sides of Boettler Road; Spring Hill neighborhood and Brier Creek Luxury Senior Living neighborhood.
- Approximately 0.20 mile north of the Arlington Road/Boettler Road intersection for approximately 150 feet on the west side of Arlington Road, continuing through the Redwood Apartment neighborhood.
- On both sides of the roadways from the Arlington Road/Turkeyfoot Lake Road-SR 619 intersection for approximately 0.22 mile south, 0.10 mile west, 0.75 mile north, and 0.13 mile east of the intersection.



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Based on the 2021 *Connectivity Study*, and observed in Table 1, Table 2 and Chart 1 in the Graphics or Tables.pdf in the Project File/Purpose and Need/Project Information subsection, 87% of the people surveyed stated the biggest problem for pedestrian access was the lack of sidewalks or trails in their area, and 69% of the people surveyed said no sidewalks were available in their neighborhood. Additionally, 75% of the people surveyed wanted infrastructure added to their neighborhoods.

**Goals and Objectives:**

N/A

**Summary Statement:**

N/A

**Logical Termini and Independent Utility:**

The logical termini were established based on existing transportation challenges within the project study area, including improvements to mobility and connectivity within the city of Green, Ohio.

The proposed project is not dependent on other planned projects to meet the established purpose and need. Additionally, the proposed project can be constructed independent of any other transportation improvement in the area, does not restrict consideration of alternatives for other foreseeable improvements throughout the corridors, and does not force any other improvement project(s). Therefore, independent utility is established for this transportation improvement.



## Alternatives

### Alternatives

#### Discuss No Build Alternative:

The No-Build alternative retains the existing conditions along South Arlington Road and Boettler Road. The No-Build alternative was considered during the development of the project; however, it does not address the purpose and need of the project to improve mobility and provide additional connectivity access for the public (motorists/pedestrians) in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619. This alternative was removed from further consideration because this alternative did not address the need for reduced traffic congestion as described in the purpose and need.

**Was a Feasibility Study completed?** Yes

**Date Feasibility Study was approved:** 02/19/2020

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

**Date AER was approved:** 02/17/2023

#### Alternatives Considered

Name	Description	Reason Dismissed	Included in the AER	Preferred Alternative
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Alternative 1 - Roundabouts on Shifted Alignment	Alternative 1 includes new multi-lane roundabouts at the intersections of South Arlington Road and Boettler Road and South Arlington Road and Southwood Drive. This alternative would keep the existing western edge of pavement condition, while widening the roadway on the eastern side of the corridor. Arlington Road would include four (4) 12-foot lanes with a raised center median. It would also include sidewalk on the west side of the road and a shared use path on the east side of the road.	N/A	Yes	Yes
Alternative 2 - Roundabouts on Existing Alignment	Alternative 2 consisted of placing new multi-lane roundabouts at the intersections of South Arlington Road and Boettler Road and South Arlington Road and Southwood Drive while maintaining the existing alignment of South Arlington Road.	Alternative 2 was dismissed because it was deemed more costly than Alternative 1. Additionally, Alternative 2 would require more property and utility impacts on the west side of the corridor.	Yes	No



Alternative 3 - Traffic Signals on Existing Alignment	Alternative 3 consisted of the widening of the existing two-lane roadway into four lanes (two lanes in each direction) with a two-way, left-turn lane along the corridor. The two way, left-turn lane would match the existing corridor to the north of the project limits. The intersection improvements consisted of replacing the existing signal at Boettler Road and adding a two-way, stop controlled signal at the intersection of Southwood Drive on South Arlington Road.	Alternative 3 was dismissed because it had a slightly worse level of service than the roundabout alternative for the design year. Additionally, Alternative 3 was substantively worse in safety and mobility between the traffic signals than Alternatives 1 and 2.	Yes	No
Alternative 4 - No Build	The No-Build Alternative retained the existing conditions along South Arlington Road and Boettler Road.	Alternative 4 was dismissed because it does not address the purpose and need for the project to improve mobility and provide additional connectivity access for the public (motorists/pedestrians) in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619.	Yes	No

Discuss Reasons Alternative Identified as Preferred was selected:



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The Alternative Evaluation Report (2023) analyzed the local roadway corridor and evaluated possible alternatives to address the needs identified in the Corridor Planning Study (2020) by Prime AE for the city of Green. The city of Green's decision to advance the design of this project with Alternative 1 as the preferred alternative for the intersections of Southwood Drive and South Arlington Road and Boettler Road and South Arlington Road was based on the alternative meeting the purpose and need. Alternative 1 meets the level-of-service (LOS) for the roadway and had the least amount of impacts to adjacent properties and utilities compared to Alternatives 2 and 3. Additionally, Alternative 1 is more cost effective than Alternative 2 and would provide similar traffic congestion reduction.

See the Alternative Evaluation Report and the Corridor Planning Study in the Project File/Alternatives/Reports subsection as Alternatives Evaluation Report.pdf and Corridor Planning Study.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	No

#### 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 MSAT, dated April 4, 2024, was prepared for the project. On May 15, 2024, the Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) submitted the Qualitative MSAT Analysis Report to the Ohio Environmental Protection Agency (OEPA). Furthermore, the OEPA approved the MSAT Analysis Report on May 30, 2024. There have been no public involvement issues to date and there is no foreseen change on fleet mix between existing and design years. The MSAT Analysis for the project can be found in the Project File/Air/Reports subsection. Coordination/correspondence for the project can be found in the Project File/Air/Coordination subsection.

### Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area	Yes
The proposed project falls under 40 CFR 93.126	No
Design Year ADT >125,000 and Design Year Diesel Truck Volume >10.000	No
Significant increase in diesel trucks between Design Year No Build and Design Year Build	No

#### Remarks:

ODOT-OES completed and submitted a PM2.5 Project Level Conformity Determination Request for the project, on June 20, 2024, 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 no PM2.5 hotspot analysis is required for this project. On June 27, 2024, the United States EPA, and on June 28, 2024, 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 subsection.

### Carbon (CO)

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



## Ozone

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

The proposed project is listed on the TIP 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 also listed in the STIP/TIP, therefore ozone is addressed for the project.

## Greenhouse Gas

A Quantitative Greenhouse Gas (GHG) Analysis is required No

### Remarks:

The project does not require a Quantitative Greenhouse Gas (GHG) Analysis.

## 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	04/08/2024
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	No
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	Yes
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	Yes
All noise attenuation measures were considered and are consistent with existing policy	Yes
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:



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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. This noise analysis report examined four Noise Sensitive Areas (NSAs) identified within the proposed project study area. The analysis evaluated existing noise levels against Design Year (2045) 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 168 receptors representing 162 residential dwellings and six recreational facilities. Of the 168 total receptors, four receptors are anticipated to approach/exceed the Noise Abatement Criteria (NAC) following construction. Three of the receptors are located near the Haring Road and South Arlington Road intersection (NM 1). One is located at the intersection of September Drive and South Arlington Road (NM 4). Noise barrier locations were evaluated within the noise analysis area. None of them were found to meet the ODOT's feasibility and reasonability criteria as defined by the Highway Traffic Noise Analysis Manual (April 2015) because the three locations have multiple access points and would create gaps in the barrier system and render them ineffective.

In correspondence, dated April 8, 2024, the ODOT OES Air and Noise Unit concurred with the results of the report and determined noise abatement is not feasible or reasonable at any of the impacted locations and indicated no further noise analysis is required for the proposed project.

The Noise Analysis for the project can be found in the Project File/Noise/Reports subsection.

OES correspondence for the project can be found in the Project File/Noise/Coordination subsection.

## **Environmental Commitments**

**Are there any environmental commitments? No**



## 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:** 03/29/2024

**Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES?** No

### Remarks:

A Regulated Materials Review (RMR) Screening, dated February 21, 2024, was prepared for the project in accordance with ODOT's RMR Manual (January 2019) to determine the likelihood of regulated materials within the proposed project study area. In correspondence, dated March 29, 2024, ODOT District 4 determined no further RMR or special material management is warranted for this project. See the RMR documentation for the project in the Project File/RMR/Coordination and Reports subsections.

### Landfills

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

### Remarks:

No landfills were identified within the proposed project construction limits. Therefore, the project will not impact a 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



## Cultural Resources

### Cultural Properties Present

**Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):**

A Section 106 Scoping Request Form was completed for the project and submitted to ODOT-OES. The Ohio State Historic Preservation Office (OSHP) mapping showed that a portion of the study area was included in a previous Phase I Archaeological Survey conducted in 1980. The OSHP mapping also identified several properties within and adjacent to the study area, that have been recorded as Ohio Historic Inventory (OHI) sites. Furthermore, there is one property near the project corridor that has been listed on the National Register of Historic Places (NRHP), the East Liberty School, located at 3492 South Arlington Road (NRHP# SG100001271).

In correspondence dated January 24, 2024, the ODOT-OES Cultural Resources staff recommended a Phase I History/Architecture Survey be completed for the project. The survey was scoped to identify and evaluate architectural resources 50 years of age or older in the area of potential effects (APE) and to identify resources listed in or determined to be eligible for listing in the National Register of Historic Places (NRHP). The survey, dated April 15, 2024, included all the parcels in the APE and all the adjacent parcels, 32 of them featured architectural resources 50 years of age or older. The report concluded the identified architectural resources are not eligible for listing in the NRHP individually or as part of an eligible historic district. No additional history/architectural investigations were recommended for the project.

The Scoping Request for the project can be found in the Project File/Cultural Resources/Project Information subsection and the survey for the project can be found in the Project File/Cultural Resources/Report subsection.

**Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?** Yes

**OES Approval/OSHP Concurrence Date:** 08/14/2024

### Remarks:

Based on the project plans, the results of the literature review and the results of the cultural resource field review, and in accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319) and amended on July 11, 2019, ODOT OES determined there will be 'no historic properties affected' by the subject undertaking.

Upon review of the cultural resources documentation for the project, it is the opinion of the SHPO that the house, Davis (historically Gougler) Residence, located at 4175 South Arlington Road is potentially eligible under criterion C; however, this building is located outside the construction limits and, though it is within the APE, there will be no indirect effect on this resource. Additionally, the NRHP listed East Liberty School property located at 3492 S Arlington Road is outside the APE and there will be no indirect effect on this resource.

No further cultural resource investigation is required for the project.

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

### Please check all NRHP Eligible and/or Listed resources:

Building

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



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**Potential consulting parties were contacted:**

No

**Documentation Date**

**Participating**

**Archaeological Resource Adverse Effect**

**History/Architecture Adverse Effect**

**Tribal Consultation**

**Tribal Consultation Summary/Remarks:**

The Stockbridge-Munsee Community, Delaware Nation Tribe and Shawnee Tribe were notified on May 28, 2024. No objections or concerns were received from the Stockbridge-Munsee Community, Delaware Nation Tribe or Shawnee 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:
SUM-S. Arlington Rd	Level 1	4/23/2024

### Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
SUM-S. Arlington Rd	Wetland A	Adjacent	Modified Category 2	1.84	0.03
	Wetland B	Adjacent	Modified Category 2	13.14	0.0
	Wetland C	Adjacent	Category 2	0.08	0.0
	Wetland D	Adjacent	Category 1	0.25	0.25
	Wetland E	Adjacent	Category 2	1.25	0.10

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

Total impact to all wetlands (ac.): 0.38

Total acres of non-isolated wetlands impacted: 0.38

Total acres of isolated wetlands impacted: 0

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 and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Existing or Projected Capacity Deficiencies.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Result in Substantial Adverse Community Impacts to Adjacent Homes, Businesses, or Other Improved Properties.



They Will Substantially Increase Project Costs.

They Will Result in Substantial Social, Economic, or Environmental Impacts.

They Will Not Meet the Identified Needs of the Project.

**Include justification supporting the decisions noted above:**

Avoiding Wetland A would have resulted in additional impacts to the single-family residence on the south side of Boettler Road. Avoiding Wetland D and Pond 4 would have resulted in additional impacts to the residential properties on the west side of South Arlington Road. Additionally, avoiding Wetland E and UNT 1 would have resulted in additional impacts to the commercial property on the east side of South Arlington Road.

**All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. 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.**

**Remarks:**

On June 1, 2023, an ecological field survey was conducted for the project study area. Five wetlands (Wetland A-E), totaling 2.46 acres, were observed within the study area. A total of 0.03 acre of non-isolated wetland (Wetland A) is anticipated to be impacted due to the proposed sidewalks on the north side of Boettler Road. Wetland B and Wetland C are non-isolated wetlands and are entirely outside the construction limits and will not be impacted by the proposed project. A total of 0.25 acre of isolated Wetland D and 0.10 acre of non-isolated Wetland E are anticipated to be impacted due to the proposed road widening and installment of the shared-use path and sidewalk on South Arlington Road. 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 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 improve mobility and provide additional connectivity access for the public (motorists/pedestrians) in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road/SR 619. 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 area of widening is necessary for the installation of the roundabouts within the area and the sidewalk and shared-use path is necessary to improve mobility and provide connectivity access for pedestrians. Avoiding Wetlands A, D, and E would have resulted in impacts to residential and commercial properties on South Arlington Road and Boettler Road. 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 U.S. Army Corps of Engineers and Ohio EPA regulations [33 Code of Federal Regulations (CFR) parts 325 and 332 and 40 CFR part 230, and Ohio Administrative Code (OAC) 3745-01-54 and Ohio Revised Code (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**

ESR Name:	Stream Name:	National or Scenic Rivers or NRI Streams:	Ohio EPA Aquatic Life Use Designation:	Antidegradation Designation:	Total Impact Length(ft.):
SUM-S. Arlington Rd	UNT 1	No	Small Drainage Warmwater (Class II)	General High Quality Water	10

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

Total impact length (ft.) to intermittent streams: 10

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

**Remarks:**

One stream (UNT 1) was identified within the study area and will be impacted by the project. A total of 285 linear feet of UNT 1 was identified within the project area; however, only 10 linear feet is within the project construction limits, and will be impacted to accommodate the proposed roundabout at the South Arlington Road/Southwood Drive intersection.

**Other Surface Waters / Ditches**

ESR Name:	Ditch Id:	Total Impact Area(ac.):

Total impact to all ditches (ac): 0

**Other Surface Waters / Other Water Bodies**

ESR Name:	Water Body Id:	Hydrologic Connection:	Type:	Designated Function:	Total Impact
SUM-S. Arlington Rd	Pond 1	Isolated	Constructed	Storm Water Retention/Detention	0.0
	Pond 2	Isolated	Constructed	Storm Water Retention/Detention	0.0
	Pond 3	Adjacent	Constructed	Recreation	0.0
	Pond 4	Isolated	Constructed	Storm Water Retention/Detention	0.15
	Pond 5	Adjacent	Constructed	Storm Water Retention/Detention	0.0



**Remarks:**

No potentially jurisdictional ditches were observed within the project study area. Based on the results of the Level 1 ESR, five ponds (Pond 1-5), totaling 8.20 acres, were identified within the proposed project study area. A total of 0.15 acre of Pond 4 is anticipated to be impacted due to the proposed roundabout at South Arlington Road and Southwood Drive. Ponds 1-3 and Pond 5 are located entirely outside of the project construction limits and will not be impacted by the proposed project.

**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.):
SUM-S. Arlington Rd	Developed, High Intensity (DH) - Includes Highly Developed Areas Where People Reside or Work in High Numbers. Examples Include Apartment Complexes, Row Houses and Commercial/Industrial. Impervious Surfaces Account for 80 to 100% of the Total Cover.	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	21.20	10.68
	Open Water - All Areas of Open Water, Generally with Less Than 25% Cover of Vegetation or Soil.	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	8.20	0.18
	Developed Open Space - DS - (Mown Right-of-Way, Large-Lot Single-Family Housing Units, Parks, Golf Courses, and Vegetation Planted in Developed Settings for Recreation, Erosion control, or Aesthetic Purposes)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	10.21	2.85



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	Developed, Medium Intensity (DM) - Includes Areas with a Mixture of Constructed Materials and Vegetation. Impervious Surfaces Account for 50-79% of the Total Cover. These areas most commonly include single-family housing units.	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	19.15	2.72
	Forested Swamp - FS - (Wetland Dominated by Trees)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	0.36	0.03
	Marsh - MA - (Wetland Dominated by Submergent, Floating, and/or Emergent Vegetation)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	2.09	0.35
	Upland Forest - UF - (Uplands Dominated by Trees)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	8.76	1.30
	Grassland/Herbaceous - GH - (New Fields, Pastures, Hay Fields)	Intermediate Disturbance (Dominated by Plants that Typify a Stable Phase of a Native Community that Persists Under Some Disturbance)	No	2.15	1.99

**Remarks:**

Based on the results of the Level 1 ESR, no unique or high-quality terrestrial habitats were identified within the proposed project 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 (10.68 acres), open water (0.18 acre), developed open space (2.85 acres), developed medium intensity, (2.72 acres), forested swamp (0.03 acre), marsh (0.35 acre), upland forest (1.30 acre), and grassland/herbaceous (1.99 acres) areas.

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

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

ESR Name: SUM-S. Arlington Rd



**Effect Determination:** May Affect, Not Likely to Adversely Affect

**Discussion Including impacts to Suitable Habitat:**

The project is located within a USFWS bat buffer. There will be no bridge impacts. A total of 1.30 acres of Suitable Wooded Habitat (SWH) was identified within the construction limits. The SWH impacts are within 100 feet of edge of pavement (EOP). All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period. Potential impacts to suitable wooded habitat will be due to the construction of roundabouts and the pedestrian multi-use paths within the woodlots. A total of two Potential Maternity Roost Trees (PMRT) are located within the study area. None of these PMRTs are located within the limits of Alternative 1.

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

**ESR Name:** SUM-S. Arlington Rd

**Effect Determination:** May Affect, Not Likely to Adversely Affect

**Discussion Including impacts to Suitable Habitat:**

The project is located within a USFWS bat buffer. There will be no bridge impacts. A total of 1.30 acres of Suitable Wooded Habitat (SWH) was identified within the construction limits. The SWH impacts are within 100 feet of edge of pavement (EOP). All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period. Potential impacts to suitable wooded habitat will be due to the construction of roundabouts and the pedestrian multi-use paths within the woodlots. A total of two Potential Maternity Roost Trees (PMRT) are located within the study area. None of these PMRTs are located within the limits of Alternative 1.

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

**ESR Name:** SUM-S. Arlington Rd

**Effect Determination:** No Effect

**Discussion Including impacts to Suitable Habitat:**

The project area does not contain habitat suitable for bald eagle nesting or foraging. There are no records for bald eagle nests within a one-mile radius of the project area.

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

**ESR Name:** SUM-S. Arlington Rd

**Effect Determination:** No Effect

**Discussion Including impacts to Suitable Habitat:**

The project is not located within a range polygon for the species. Five (5) wetlands were identified in the project area that the eastern massasauga could utilize. However, the construction limits are heavily



influenced by the surrounding commercial and residential land uses.

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

ESR Name: SUM-S. Arlington Rd

Effect Determination: No Effect

**Discussion Including impacts to Suitable Habitat:**

The project area does not contain partially shaded cliffs, algific talus slopes or rock shelters that the Northern Monkshood could reside on. No suitable habitat will be impacted by this project.

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

ESR Name: SUM-S. Arlington Rd

Effect Determination: May Affect, Not Likely to Adversely Affect

**Discussion Including impacts to Suitable Habitat:**

The project is located within a USFWS bat buffer. There will be no bridge impacts. A total of 1.30 acres of Suitable Wooded Habitat (SWH) was identified within the construction limits. The SWH impacts are within 100 feet of edge of pavement (EOP). Potential impacts to suitable wooded habitat will be due to the construction of roundabouts and the pedestrian multi-use paths within the woodlots. A total of two (2) Potential Maternity Roost Trees (PMRT) are located within the study area. None of these PMRTs are located within the limits of Alternative 1. Tree removal will only occur between October 1 and March 31 when this species would not be present. All of the pertinent AMMs listed in the OHPBO for Indiana bat and Northern long-eared bat will be followed, which will also protect this species from take. This project May Affect this species but is not going to jeopardize the continued existence of the species. Per the 11/15/2022 letter from USFWS outlining conferencing requirements for this species, this project does not need to be submitted for individual conferencing.

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

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

ESR Name: SUM-S. Arlington Rd

Species Common Name: little brown bat

Species Scientific Name: Myotis lucifugus

Listing Status: Endangered

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

Effect Determination: Yes



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**Discussion Including impacts to Suitable Habitat:**

A total of 1.30 acres of wooded habitat was identified within Alternative 1 and will be impacted. There will be no bridge or hibernacula impacts. All tree removal will occur between October 1 and March 31 when the species would not be present.

**Species Common Name:** spotted turtle

**Species Scientific Name:** *Clemmys guttata*

**Listing Status:** Threatened

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Minimal amounts of marginally suitable habitat for the spotted turtle are present within the project area and will be impacted by the project. Ten feet of intermittent stream (UNT 1), 0.15 acres of isolated pond (Pond 4) and a total of 0.38 acres of impacts to three wetlands (A, D and E) were identified within Alternative 1. Impacted portions of these resources are adjacent to the roadway, influenced by the surrounding commercial and residential land uses, and provide marginal habitat for the spotted turtle. Impacted pond edge is devoid of vegetation and lacks cover. No high-quality foraging, denning, and/or reproductive habitat, or important quantity of habitat will be impacted within the project area.

**Species Common Name:** smooth greensnake

**Species Scientific Name:** *Opheodrys vernalis*

**Listing Status:** Endangered

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Due to the generalist nature of this species, suitable habitat types including wetlands were observed within the project construction limits and are expected to be impacted by this project. However, preferred remnant prairie habitat of the smooth greensnake is not present. As the area is maintained and vegetative communities intermediately disturbed, the project does not contain high quality foraging, denning and/or reproductive habitat for the species. It is unlikely the project will impact this moderately mobile the species.

**Species Common Name:** American bittern

**Species Scientific Name:** *Botaurus lentiginosus*

**Listing Status:** Endangered

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Three wetlands (A, D and E) were identified within Alternative 1 that would provide marginal habitat for the American bittern. The wetlands are heavily influenced by the surrounding commercial and residential land uses and would not provide the preferred setting of large undisturbed wetlands, bogs, and wet meadows preferred by this species. The project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of



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impact.

**Species Common Name:** northern harrier

**Species Scientific Name:** *Circus cyaneus*

**Listing Status:** Endangered

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. The three wetlands (A, D and E) identified within Alternative 1 could provide marginal habitat for the species. However, the wetlands and grasslands are influenced by the surrounding commercial and residential land uses and have a moderate level of disturbance that would not promote nesting activities. Grasslands within the project area could provide foraging areas for the species. However, the project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of impact.

**Species Common Name:** upland sandpiper

**Species Scientific Name:** *Bartramia longicauda*

**Listing Status:** Endangered

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

Alternative 1 contains grasslands that the upland sandpiper could utilize, however, the area is heavily influenced by the surrounding commercial and residential land uses. There are no known records of this species within 1 mile of the project.

**Species Common Name:** black tern

**Species Scientific Name:** *Chlidonias niger*

**Listing Status:** Endangered

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

**Effect Determination:** Yes

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Three wetlands (A, D and E) were identified within Alternative 1 that would provide marginal foraging habitat for the black tern. The stream and wetlands are influenced by the surrounding commercial and residential land uses and would not provide the large, undisturbed inland marsh setting preferred by this species. The project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of impact.

**Species Common Name:** King rail

**Species Scientific Name:** *Rallus elegans*

**Listing Status:** Endangered



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

**Effect Determination: Yes**

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Three wetlands (A, D and E) were identified within Alternative 1 that would provide marginal habitat for the king rail. However, none of the wetlands are larger than 50 acres that the king rail prefers. The project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of impact.

**Species Common Name: sandhill crane**

**Species Scientific Name: Grus canadensis**

**Listing Status: Threatened**

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

**Effect Determination: Yes**

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Three wetlands (A, D and E) were identified within Alternative 1 that would provide marginal habitat for the sandhill crane. Alternative 1 also contains agricultural fields that the sandhill crane could utilize. However, the wetlands and old fields are influenced by the surrounding commercial and residential land uses and would not provide preferred nesting area for the species. The project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of impact.

**Species Common Name: least bittern**

**Species Scientific Name: Ixobrychus exilis**

**Listing Status: Threatened**

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

**Effect Determination: Yes**

**Discussion Including impacts to Suitable Habitat:**

There are no known records of this species within 1 mile of the project. Three wetlands (A, D and E) were identified within Alternative 1 that would provide marginal habitat for the least bittern. The stream and wetlands are heavily influenced by the surrounding commercial and residential land uses and would not provide the preferred setting for nesting for this secretive marsh species. The project is not likely to impact this highly mobile species that would be cognizant of construction disturbance and be very capable of vacating areas of impact.

**Remarks:**

N/A

**Agency Coordination**



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**Project Coordination:**

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

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

<b>ESR Name:</b>	<b>Agency:</b>	<b>Submitted for Coordination Date:</b>	<b>Coordination Complete Date:</b>	<b>Were project specific comments received?</b>
SUM-S. Arlington Rd	USFWS	4/9/2024	04/23/2024	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:**

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 project construction. Appropriate environmental commitments were generated for the project based on the recommendations received from the USFWS. A jurisdictional determination will be obtained from the U.S. Army Corps of Engineers as part of the



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waterway permit application process for the project.

**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 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 project.

See the urbanized area mapping for the project in the Project File/Other Resources/Farmlands subsection.

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:

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 study area. In addition, mapping from U.S. EPA indicated there is no sole source aquifers within the project study area. Monitor/observation water wells are located in and adjacent to the project study area, however, this project area is served by a public water system and residential drinking water wells are not anticipated to be impacted by this project.

See the drinking water documentation for the project in the Project File/Other Resources/Drinking Water subsection.



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**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 Yes

Concurrence received from the OWJ No

Why concurrence was not received The Section 4(f) property was determined to be adjacent to the proposed project - No impacts

	Present:	Impacted:
Publicly owned Park(s):	No	
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	No

**Identified Section 4(f) Properties**

**Identified 4(f) Properties**

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Davis (historically Gougler) Residence	Historic Site	0	0	Present; Not Impacted	04/15/2024

**Remarks:**

Cultural resource investigations, as previously described, determined the potentially eligible house, Davis (historically Gougler) Residence, located at 4175 South Arlington Road, is located within the APE, however, outside the project construction limits. The project will not impact this resource. Additionally, conducted field reviews did not identify any publicly owned parks, recreational areas or waterfowl/wildlife refuges within the project study area. Therefore, properties protected by Section 4(f) of the DOT Act of 1966 will not be impacted as a result of the project.

**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) Summary Report of properties that received Section 6(f) funds was completed for the project study area on August 10, 2022. This review revealed no outdoor recreational properties within and/or adjacent to the proposed project study area received LWCF. Therefore, impacts to Section 6(f) properties will not occur and no further coordination is warranted for the project. A copy of the LWCF Summary Report for the project can be found in the Project File/Section 6(f)/Project Information subsection.

**Are there any environmental commitments? No**



## Community Impacts

### Community Impacts

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

**Remarks:**

The proposed project aims to improve mobility and provide additional connectivity access for the public (motorists/pedestrians) in the Arlington Road corridor between Boettler Road and Turkeyfoot Lake Road (SR 619). Two roundabouts will be constructed at the intersections of South Arlington Road/Southwood Drive and South Arlington Road/Boettler Road. The proposed action will not interfere with or disrupt development plans for the city of Green 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 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 project construction. The MOT Plan includes a detour at the South Arlington Road/Southwood Drive intersection during construction of the roundabout. Access will be maintained for all businesses and residences within the work zone. Residents and/or businesses along South Arlington Road, Boettler Road and Southwood Drive may experience short-term impacts during construction.

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

Number of Displacements

**Residences:** 1

**Businesses:** 0

**Institutions:** 0

**Farms:** 0

**Remarks:**



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The proposed project will result in the displacement of one residential property, 3800 South Arlington Road, due to the proposed roundabout at the South Arlington Road/Southwood Drive intersection. 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 assure 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?** No

**Remarks:**

The proposed project did not raise concerns regarding impacts to Underrepresented Populations during Public Involvement.

**Are there any Environmental Commitments?** No



## Environmental Justice

### Environmental Justice

#### Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
391535315005	8	24
391535314011	13	17

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? No

Are there business relocations? No

Will there be changes to access? Yes

Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an 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

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? No

Remarks:



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Based on information obtained using the ODOT Transportation Information Mapping System (TIMS) on March 19, 2024, 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 March 19, 2024, and no HUD properties were identified within the proposed project area. The project will result in one displacement to a residential property, located at 3800 South Arlington Road. Project coordination was conducted with the property owner, who has not responded with any opposition to being relocated by the project.

Every effort was made to include all identified groups, including environmental justice population, during the decision-making process for this project. Project notification occurred for environmental justice populations and the general public, including public meeting notification letters, public meeting notifications implemented through social media, as well as a newspaper advertisement. A project website was developed and provided project details and meeting materials. To ensure environmental justice populations were included during the Public Involvement (PI) process and had access to the virtual open house meeting materials, all meeting materials were also available at the city of Green's City Hall. Additionally, contact information for the city of Green was provided if neither of those methods were suitable for the general public to access the public meeting materials and to provide feedback. Comments were received by mail, phone and email. Project updates were also provided through the mail to property owners and stakeholders, on the project website, social media and local newspapers throughout the PI process.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and the attached mapping. No concerns related to impacts on environmental justice 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 and FHWA Order 6640.23A, no further analysis is required for the project.

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

ODOT TIMS Mapping for the project is located in the Project File/Environmental Justice/Project Information/Census Mapping.pdf. HUD mapping for the project is located in the Project File/Environmental Justice/Project Information/HUD Mapping.pdf.

**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 in 2022 and was updated throughout the public involvement process and provided a detailed account of all public involvement activities conducted for the project.

On August 15, 2022, property owner notification letters (PONL) were mailed to property owners and stakeholders and informed them of the proposed project.

On January 2, 2024, public meeting notification letters were mailed to property owners, stakeholders, local school districts and emergency services and informed 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. The city of Green posted them on the city website and linked to the project website (<https://www.structurepointpublic.com/arlingtonroadimprovements>). An advertisement was published in "The Southside Leader" in January 2024, and informed the public of the in-person open house public meetings. The city of Green also posted on Social Media X on January 16, 2024, about the open house public meeting.

The in-person open house public meetings were conducted on January 24 and January 25, 2024, from 6:30-8:30 p.m. and 7:30-9:30 a.m. respectfully, at the city of Green's Central Administration Building located at 1755 Town Park Boulevard, Uniontown, Ohio 44685. A total of 71 people attended the January 24 in-person meeting and 37 people attended the January 25 in-person meeting, and included local residents, businesses, public officials, and the media. The public meeting included a brief presentation that discussed general project background information and concluded with breakout areas where the public asked questions and received additional information on the project. Exhibits were displayed at the public meeting and comment forms were provided to the public for any additional questions, comments or concerns about the project. Exhibits for the meeting depicted a 3D rendering of the proposed project design, a sidewalk typical section, an overall project exhibit, alternative matrix for the proposed roundabouts, and environmental resources. Additional handouts included a project fact sheet, a cultural resource consulting party applicant and flyer, a NEPA brochure, and a roundabout brochure. The project fact sheet included a synopsis of the project's purpose and needs as well as the proposed project schedule. Comments from the public were accepted throughout the PDP, however, the comment period for the in-person and virtual open house public meeting closed on February 25, 2024. All comments received were included in a comment disposition table and addressed by the project team.

A project website was developed at <https://www.structurepointpublic.com/arlingtonroadimprovements>. The project website included a recording of the in-person open house public meeting for those who could not attend the in-person open house public meeting. The website included all public meeting materials such as exhibits, cultural resources consulting party flyer and application, project fact sheet, NEPA brochure, alternative matrix for the proposed roundabout, and comment forms.

The maintenance of traffic (MOT) plans were emailed to the local emergency medical services, police and fire departments, and schools on May 22, 2024, informing them of the proposed MOT plans.

Copies of all Public Involvement activities and documents for the project are provided in the Project File/Public Involvement/Project Information subsection.

The MOT email is provided in the Project File/General/Maintenance of Traffic/Correspondence with Emergency and Public Services.pdf.

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

**No**

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



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A total of 22 individuals submitted comments between January 25, 2024, and February 25, 2024, for the proposed project regarding the in-person open house public meeting, virtual website, and news releases. Individuals who left contact information on their comment forms were sent a response letter on May 8, 2024, to their provided mailing addresses. Additionally, the comments and responses were posted on the project website.

Nine of the comments received were concerns regarding access to residences and how it will disrupt traffic and businesses in the area during and after construction. Five of the comments received were concerns about the sidewalks/shared-use paths on/near their properties. Four of the comments received had issues with the raised center median near the roundabouts. Additional comments included, travel times, sidewalk/shared-use path use, project limits, the current light at Southwood Drive, crosswalks, signage during and after construction, Weaver Pond filling, project scope, utilities, plan design, landscape zoning, noise, fire and EMS access, grading, snow removal, median design and cost.

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

**Are there any Environmental Commitments? No**



## Permits

### Waterway Permits

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

### Remarks:

Based on the results of the Level 1 ESR, three wetlands (Wetland A, D and E), one stream (UNT 1) and one pond (Pond 4) were identified within the construction limits. Impacts to these resources will require a permit from the U.S. Army Corps of Engineers. An environmental commitment has been added to the project to ensure the city of Green will obtain all necessary waterway permit(s) prior to impacting the waterway, wetlands or pond.

Are there any environmental commitments? Yes

### Storm Water Permits

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



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**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 (SWPP) for the project.

**Are there any environmental commitments? Yes**

**Floodplains**

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

**Remarks:**

Based on review of floodplain mapping for the project study area, the project is not located within a special flood hazard area. The project will not impact any special flood hazard areas/floodplains.

FEMA floodplain mapping for the project is provided in the Project File/Permits/Floodplains.

**Are there any environmental commitments? No**



## **Environmental Commitments**

### **General Project Information**

- 1) Access to adjacent properties will be maintained at all times during construction.
- 2) The city of Green will establish and mark local detour routes and accommodate any local special events or festivals, and if necessary, coordinate with local agencies to do so. The general public, schools, and emergency officials will be informed and updated on the project construction details through the use of press releases to local media and/or social media well in advance of the detour(s) and other construction related activities that would cause inconvenience to the traveling public.

### **RMR -**

- 1) An asbestos survey for the residential structure (3800 South Arlington Road) scheduled for demolition will be conducted by a license hazard evaluation specialist prior to the demolition work. A copy of the asbestos survey report for the structures will be included in the plan package for this project.

### **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 in the field 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 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 ground surface, and with a minimum height of 13 feet.

### **Permits - Waterway Permits**

- 1) The city of Green 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.

### **Permits - Storm Water Permits**

- 1) The Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPP) shall be prepared by the contractor for coverage under the NPDES Storm Water General Permit and submitted to the Ohio EPA for their approval, prior to the start of construction activities. The contractor shall adhere to all terms and conditions of the permit.



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### Preparers and Approvals

**Form Preparer:**

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### Approvals & Electronic Signatures

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	9/17/2024



## **Appendix**

### **General**

Aerial Map.pdf  
Correspondence with Emergency and Public Services.pdf  
County Map.pdf  
Final Right of Way Plans.pdf  
USGS Quadrangle Topographical Map.pdf

### **Air**

Coordination with OEPA-USEPA-FHWA - PM 2.5.pdf  
OEPA Approval - Qualitative MSAT.pdf

### **Noise**

OES Approval - Noise Barriers Not Feasible.pdf

### **RMR**

OES Review - Screening.pdf

### **Cultural Resources**

SHPO Comments  
SHPO Concurrence - No Adverse Effect.pdf  
Transmittal 1 - Effect Determination  
Transmittal 2 - Effect Determination Re-evaluation  
Tribal Consultation  
Tribal Consultation - Correspondence List and Example.pdf  
Tribal Response - Delaware Nation.pdf  
Tribal Response - Shawnee Tribe.pdf  
Tribal Response - Stockbridge Munsee Community.pdf

### **Ecological**

ODNR Scenic River MOA Conditions  
USFWS/ODNR Ecological MOA Conditions

### **Other Resources**

Census Bureau Urbanized Area Map .pdf  
Site Specific Resource Mapping.pdf



Well Log Data.pdf

**Environmental Justice**

Census Mapping.pdf

HUD Mapping.pdf

**Public Involvement**

News Article- Akron website posting.pdf

News Article- Southside Leader Ad.pdf

Press Release.pdf

Property Owner Notification Letter - August 2022.pdf

Property Owner Notification Letter.pdf

Public Comments Received and Responses-January 2024.pdf

Public Involvement Plan.pdf

Public Meeting Comment Sheet.pdf

Public Meeting Exhibits - Arlington Road.pdf

Public Meeting Exhibits - Boettler Road.pdf

Public Meeting Exhibits - Env Resources.pdf

Public Meeting Exhibits - Fact Sheet.pdf

Public Meeting Notification-Social Media (X).pdf

Public Meeting Notification.pdf

Public Meeting Presentation.pdf

Public Meeting Sign In Sheet- January 24, 2024.pdf

Public Meeting Sign In Sheet- January 25, 2024.pdf

Public Notification Mailing List.pdf

Response to Public Comments- Mailings.pdf

**Permits**

FEMA FIRM.pdf